



# 100 Halsey Street - Fast Track Referral Application

100 Halsey Street, Auckland Central

Referral Application Planning Assessment

27 March 2026

**B&A**

Urban & Environmental

Prepared for:  
RP Financial

B&A Reference:

19994

Status:

Final

Date:

27 March 2026

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## 1.0 Applicant and Property Details

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To:	Environmental Protection Authority ('EPA')
Site Address:	100 Halsey Street, Auckland Central
Applicant Name:	RP Financial
Legal Description:	<ul style="list-style-type: none"> <li>Section 2 Survey Office Plan 526051 (Record of Title 1002188)</li> <li>Lot 2 Deposited Plan 80054 (Record of Title 806384)</li> </ul>
Site Area:	<p>15,470m<sup>2</sup> &amp; 1671m<sup>2</sup></p> <p>Total: 1.7142 hectares</p>
Site Owner:	NZCRE 100 Halsey Limited (leaseholder) and Viaduct Harbour Holdings Limited (landowner)
District Plan:	Auckland Unitary Plan – Operative in Part (AUP)
AUP Zoning:	Business – City Centre
AUP Precinct:	Wynyard Precinct, sub-precinct B
AUP Overlays:	Natural Heritage: Regionally Significant Volcanic Viewshafts And Height Sensitive Areas Overlay [rcp/dp] - E10, Mount Eden, Viewshafts
AUP Controls:	<p>Coastal inundation 1% AEP plus 1m control – 1m sea level rise</p> <p>Macroinvertebrate Community Index - Urban</p>
Designations:	<ul style="list-style-type: none"> <li>Designations – 508 Public open space (Central Park), Designations, Auckland Council</li> <li>Airspace Restriction Designations - ID 8302 Satellite earth station transmission paths, Television New Zealand Ltd</li> </ul>
Other Limitations:	<ul style="list-style-type: none"> <li>Flood Plains</li> <li>Flood Prone Area</li> <li>Overland Flow Paths (2000m<sup>2</sup> – 4000m<sup>2</sup>) &amp; (4000m<sup>2</sup> – 1ha)</li> <li>Contaminated land</li> <li>Moderate – Very High Shallow Landslide Susceptibility (PC120)</li> <li>High Wind Zone</li> <li>Coastal Inundation (EAP)</li> </ul>
Brief Description of Proposal:	The Project is a significant urban development project in the city centre involving five new buildings with ground floor retail activities and offices on the upper levels. A substation and data centre may be located in Building 2. Associated car parking is also proposed.

The Project will have significant regional benefits as it will deliver substantial economic benefits; will increase the supply of office space in Auckland's CBD; support climate change mitigation including the reduction of greenhouse gas emissions; support climate change adaption and reduce risks arising from natural hazards, and is consistent with local and regional planning documents. If the substation and data centre option is implemented this will provide spare power supply capacity for Wynyard Quarter.

## 2.0 Executive Summary

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This report is submitted on behalf of RP Financial (the 'Applicant') for a referral application to the Environmental Protection Authority ('EPA') in respect of the 100 Halsey Street project (the 'Project') in Wynyard Quarter to utilise the fast-track consenting process under the Fast-track Approvals Act 2024 ('FTAA'). This report has been prepared in accordance with the requirements of the FTAA. The FTAA is part of the Government's response to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.

The Project is an urban development project in Auckland's city centre involving the construction of five new buildings, comprising ground floor retail (including food and beverage) and office activities on upper levels. Building 2 has the option to be developed as office space (Option A) or to accommodate a substation and data centre (Option B) within the same building envelope.

The Project will meet purpose of the FTAA in terms of a development project that will have significant regional benefits including:

- The Project is anticipated to generate economic activity in the Auckland region. Under the office-led option (Option A), the Project is estimated to generate one-time economic impacts of approximately \$425 million in GDP, \$244 million in wages and salaries, and 2,716 FTE-years of employment. Once fully established, Option A is estimated to support ongoing annual economic activity of approximately \$463 million in GDP, \$214 million in wages and salaries, and 1,831 FTEs. Under the data centre and substation option (Option B), the one-time impacts are estimated to be approximately \$766 million in GDP, \$443 million in wages and salaries, and 4,872 FTE-years of employment, with ongoing annual impacts estimated at approximately \$432 million in GDP, \$198 million in wages and salaries, and 1,701 FTEs.
- The strategic location of the Project in the Wynyard Quarter, City Centre and Auckland waterfront having the potential to unlock and accelerate the growth of this regionally and nationally significant Precinct, which are unique to the project area and not substitutable to another location within the region;
- The Project would assist in achieving a critical mass of permanent office space in this location, which will achieve a quality compact urban form while enabling and supporting the continued functioning of existing regionally and nationally significant infrastructure in Wynyard Quarter by making it conveniently accessible to a large number of people;
- Contribution to a well-functioning urban environment in accordance with Policy 1 of the NPS-UD by developing this commercial-led project in Wynyard Quarter, being one of the most accessible areas of the city centre;
- Support climate change mitigation by the Project enabling more people to work within one of the most accessible areas of the city centre supporting a shift to public and active modes of transport thereby contributing to a reduction in greenhouse gas emissions;
- Support climate change adaptation by integrating natural hazard adaptation measures into the design of the Project which will have the effect of reducing the overall risk to climate change hazards on the site and contribute to reducing overall risks arising from natural hazards for the wider Wynyard Precinct too; and

- The Project is consistent with, and strongly aligned to, regional planning documents and spatial strategies such as the Auckland Regional Policy Statement, AUP, Auckland Future Development Strategy, Auckland Central City Masterplan, Waterfront Plan and Wynyard Quarter Urban Design Framework.

The applicant and its representatives have consulted with the required entities under s11 of the FTAA prior to lodging this referral application, including Auckland Council and relevant iwi authorities. The objective of this consultation was to discuss the Project; understand any issues that may exist with the Site or Project and provide an overview of the information that will accompany this application.

The Project requires resource consent under the Auckland Unitary Plan and the National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health (NESCS). A s127 variation under the Resource Management Act 1991 is also required to amend conditions relating to the use of the existing car parking spaces on the site.

This application has been prepared in accordance with s13 of the FTAA and provides a description of the proposal and explains how the project is consistent with the purpose of the FTAA. We also provide a high-level assessment of anticipated and known adverse effects of the Project on the environment consistent with the requirements of s13(4)(h) of the FTAA.

## 3.0 General Requirements

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### 3.1 The referral application (s13(2))

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RP Financial is applying to use the fast-track approvals process for a development project by lodging a referral application with the Environmental Protection Authority ('EPA') (s13(1)).

This report is for a referral application lodged in the form and manner that can be approved by the EPA and, together with the supporting appendices, include all the relevant information specified in s13(4).

### 3.2 Authorised persons for the project (s13(2)(b))

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The application is lodged by RP Financial via legal ownership entity NZ CRE 100 Halsey Limited. NZCRE 100 Halsey Street Limited (the Leaseholder) is funded by RP Financial who is an Integrated Asset Manager with offices in Singapore, Melbourne and Auckland. They manage and invest capital across public and private investment platforms. RP Financial, and its principals, have a proven track record of delivering large scale property and infrastructure projects across the Asia Pacific.

### 3.3 Proposed approvals being requested under this Application (s13(2)(d))

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#### **Resource Management Act 1991 ("RMA")**

This application seeks resource consent approvals under the Auckland Unitary Plan – Operative in Part (AUP) for the reasons outlined in section 3.3.1 and 3.3.2 of this report.

#### **Other Approvals**

No other approvals are sought as part of this application.

### 3.3.1 Auckland Unitary Plan

The AUP is the statutory planning document for Auckland. Under the AUP the site is zoned Business – City Centre and is located within sub-precinct B of the Wynyard Precinct. At this stage, we understand that resource consent will or is likely to be required under the rules listed below. This list is not exhaustive and is based upon the information available to date. Further reasons for consent may be identified as the proposal develops and the design is refined.

#### *Land Disturbance – Regional*

- E11.4.1(A9) - The proposal will involve greater than 2,500m<sup>2</sup> of land disturbance within the sediment control protection area to facilitate construction of the proposed building in the City Centre zone. This is a restricted discretionary activity.

#### *Land Disturbance – District*

- E12.4.1(A6) - The proposal will involve greater than 2,500m<sup>2</sup> of land disturbance across the site to facilitate construction of the proposed building in the City Centre zone. This is a restricted discretionary activity.
- E12.4.1(A10) - The proposal will involve greater than 2,500m<sup>3</sup> of land disturbance across the site to facilitate construction of the proposed building in the City Centre zone. This is a restricted discretionary activity.

#### *Signage*

- E23.4.2(A53) - The proposal will involve comprehensive development signage associated with the retail tenancies on the ground floor of the proposed building. This is a restricted discretionary activity.

#### *Noise and Vibration*

- E25.6.28(2) - The duration of construction for the proposal will exceed 15 consecutive calendar days and it is likely that activities during construction of the proposal will exceed the daytime noise limit of 75 DB L<sub>Aeq</sub>. This is a restricted discretionary activity pursuant to E25.4.1(A2).

#### *Contaminated Land*

- E30.4.1(A6) - The proposal involves movement of contaminated land, likely to exceed the permitted thresholds, as a controlled activity.

#### *Natural Hazards and Flooding*

- E36.4.1(A9) - The proposal involves the construction of a new building on land located within the coastal inundation 1% AEP control plus 1m sea level rise as shown on the planning maps. This is a restricted discretionary activity.
- E36.4.1(A37) - The proposal involves the construction of a new building on land located within the 1% AEP flood plain as shown on the planning maps. This is a restricted discretionary activity.
- E36.4.1(A56) – The proposal involves infrastructure (drainage and sewerage system) in the coastal inundation 1% AEP control plus 1m sea level rise and the 1% AEP flood plain as shown on the planning maps. This is a restricted discretionary activity.

### *Business - City Centre*

- H8.6.25 - The Jellicoe and Beaumont Street frontages of the site are identified on Map H8.11.5 as requiring new buildings to provide a minimum contiguous building height of 13m for a minimum depth of 6m from the frontage. The design of this Project may not comply with this standard. This is a restricted discretionary activity pursuant to E27.4.1(A2).
- H8.6.26 - The Jellicoe and Beaumont Street frontages of the site are both subject to the verandah control on Map H8.11.6 of the City Centre zone. The proposal does not include the provision for a continuous verandah along the full width of the building frontage. This is a restricted discretionary activity pursuant to C1.9(2).

### *Wynyard Precinct*

- I214.4.1(A47) - The proposal will involve the demolition or removal of all existing buildings on this part of the site to enable construction of the proposed building. This is a controlled activity.
- I214.4.1(A51) - The proposal involves the construction of a new building on land within the Wynyard Precinct. This is a restricted discretionary activity.
- I214.4.1(A52) - The proposal involves the construction of new buildings separated by lanes, in Wynyard Precinct. This is a restricted discretionary activity.
- I214.4.1(A58) – The proposal involves the development of a new building that does not comply with standard I214.6.7(1) Maximum site intensity on land. This is a non-complying activity.
- I214.4.1(A61) – All buildings exceed the maximum height, as outlined in I214.6.6 as a discretionary activity.

Building	Primary form / max parapet (m)	Max roof plant (m)	AUP precinct max height (m)	Primary exceedance (m)	Plant exceedance (m)
B1	36.2	39.6	25	+11.2	+14.6
B2	38.9	38.9	25	+13.9	+13.9
B3A	40.4	43.8	31	+9.4	+12.8
B3B	32.0	35.4	31	+1.0	+4.4
B4	48.8	52.2	31	+17.8	+21.2
B5	40.4	43.8	60 / 31	+9.4 (vs 31m)	+12.8 (vs 31m)

### 3.3.2 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health

- Regulation 10 - Restricted discretionary activity consent is required under the NES for disturbing of soil on a piece of land which has previously had HAIL activities carried out on the site where the level of soil disturbance may exceed the thresholds for the applicable land use and a Detailed Site Investigation has been undertaken.

### 3.3.3 Other Rules

This application also seeks any other resource consent approvals necessary to implement the project which are not detailed above.

The application will likely require consent under PC120, however further expert is required, to be confirmed in a substantive application.

### 3.3.4 Activity Status

Overall, the land use consents for the proposal require **non-complying** activity consent under the AUP and **restricted discretionary** activity consent under the NES for Contaminated Land.

## 4.0 Proposal and Effects

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This section provides the information to be included in accordance with section 13(4) of the FTAA.

### 4.1 Description of the project and the activities it involves (s13(4)(a))

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#### 4.1.1 Buildings & Activities

The Project involves the comprehensive redevelopment of the Site at 100 Halsey Street, Wynyard Quarter, Auckland CBD. The existing bus depot activities will be removed and replaced with a commercial-led mixed-use development comprising five new buildings (Buildings B1 to B5) arranged around a network of lanes and publicly-accessible spaces that improve mid-block permeability and connections within the Wynyard Precinct.

The existing Travelodge building at the north-eastern corner of the block is proposed to remain and is outside the primary scope of the Project works, although it is within the legal boundaries of the Site. There is potential that additional plant may be required to be constructed on the Travelodge building, which will be confirmed in a future substantive application.

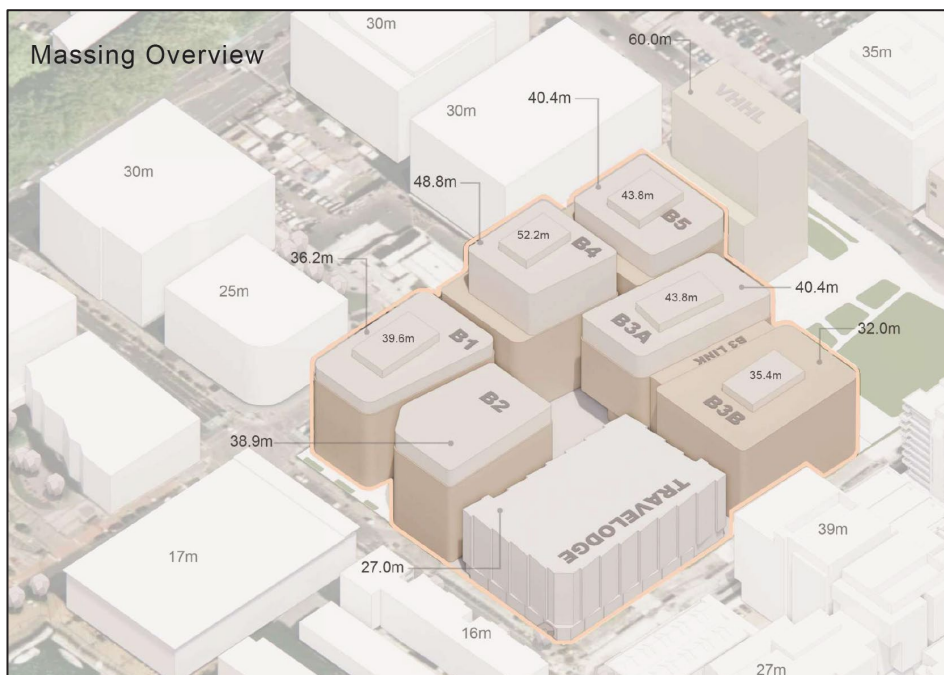
The development is intended to provide office space on upper levels, with ground floor uses focused on active and service functions, including retail (including food and beverage), building lobbies/entries, and servicing. The built form has been planned to respond to the Wynyard Quarter urban design framework and the existing and planned public realm in the surrounding streets and open spaces.

Building 2 has the option to be developed as premium office space (Option A) or to accommodate a substation and data centre (with a sleeved substation at ground level) (Option B). Both options are intended to fit within the same building envelope, with any differences in operational effects and ground floor interface to be confirmed and assessed at the substantive application stage. Overall, approximately 80,000m<sup>2</sup> GFA is proposed across the five buildings, and an additional approximately 20,000m<sup>2</sup> GFA is existing in the Travelodge building. Concept plans of both versions are provided in **Appendix 3**.



**Figure 1: Concept design of project (Source: Peddlethorp)**

At a concept level, the buildings range in height from approximately mid-rise to taller elements, with the tallest building (B4) proposed at approximately 52.2 m (top of plant). A schedule of heights and relevant planning controls is set out in the urban design and landscape/visual assessments and will be confirmed in the substantive application documentation.



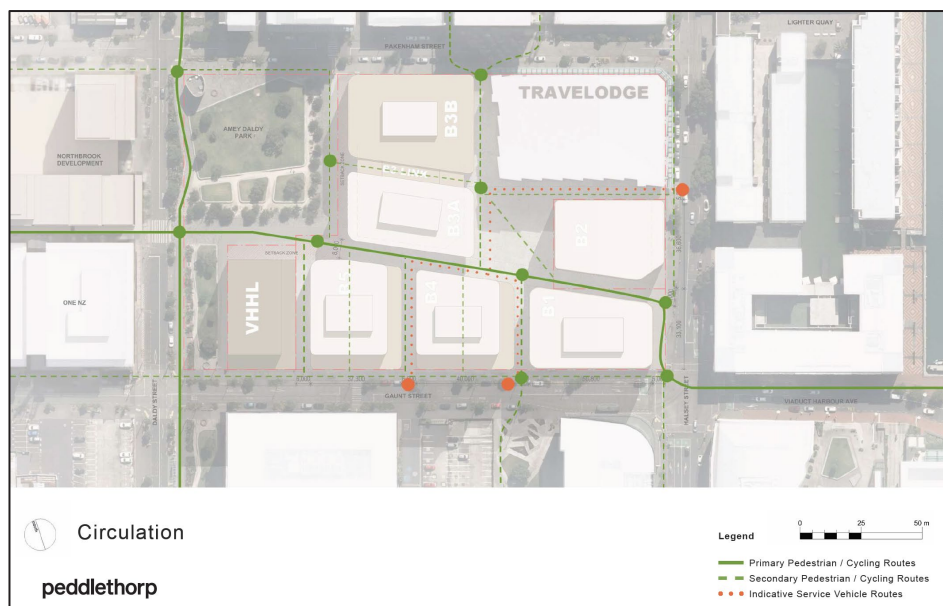
**Figure 2: Proposed massing of project (Source: Peddlethorp)**

The Project provides for ground floor retail activities to support street-level activation and contribute to the functioning and amenity of the Wynyard Quarter public realm. The detailed

tenancy mix and floor areas will be confirmed through the next design phase. For the purposes of early infrastructure demand assessment, it has been assumed that the ground floor commercial area is comprised of a mix of “wet retail” (for example cafes and restaurants) and “dry retail” (for example shops and services).

#### 4.1.2 Lanes, access and servicing

A key feature of the Project is a fine-grained network of lanes and open spaces across the Site, including a diagonal east-west connection and a series of north-south lanes. These lanes are intended to improve pedestrian connections through the block and provide access to building frontages and entrances, consistent with the established lane-based character of the Wynyard Quarter.



**Figure 3: Proposed site circulation (Source: Peddlethorp)**

Some of the lanes are also proposed to accommodate vehicle access for servicing and loading on a shared basis, with a one-way servicing arrangement anticipated through the Site. The detailed design, operation, and safety of vehicle movements within the lane network will be confirmed through the substantive-stage transport assessment and detailed design.

Vehicle access for parking and servicing is anticipated to be provided from Gaunt Street, with vehicle exit to Halsey Street. No new vehicle access is proposed from Pakenham Street West (subject to confirmation through the substantive application).

#### 4.1.3 Parking and active mode facilities

Parking is proposed to be provided in accordance with the Wynyard Precinct approach, including a maximum office parking supply based on the precinct rate of 1 space per 150 m<sup>2</sup> of office floor area. On that basis, the transport assessment indicates a maximum of approximately 533 parking spaces (noting the final supply will be confirmed at the substantive application stage). Accessible parking is proposed to be provided in accordance with NZS 4121, with the indicative provision to be confirmed once the final parking layout and total supply are settled.

Bicycle parking and end-of-trip facilities will also be provided in accordance with the relevant AUP requirements, with the final quantities and locations to be confirmed at detailed design.

#### 4.1.4 Infrastructure and servicing

Auckland Council's GeoMaps indicates that the Site is connected to, and able to access, existing three waters infrastructure (water supply, wastewater and stormwater) within the surrounding road corridors. A high-level Infrastructure Assessment prepared by Tonkin + Taylor (**Appendix 5**) concludes that the existing infrastructure surrounding the Site is likely to be capable of servicing the proposed development, subject to confirmation through ongoing engagement with Watercare and Auckland Council and subject to detailed design.

At a high level:

- Potable water and fire supply: the network appears likely to be capable of supplying the development, with further investigation required regarding potential pressure constraints.
- Wastewater: the wider local network appears likely to have sufficient capacity, however some existing connections are undersized and may require replacement and/or local upgrades. Further confirmation is required (including pump station capacity and as-built verification of certain assets).
- Stormwater: the Site is already largely impervious. The Project is not expected to materially increase impervious area, although the local network has known capacity constraints in places. A stormwater management plan will be required, and stormwater treatment may be required depending on final site activities and materiality.
- Dry services: electricity, communications and gas servicing is expected to be feasible, with existing assets in and around the Site to be confirmed, protected, relocated or removed as required through engagement with the relevant network operators (including Vector).

Overall, the Project is designed to utilise and connect into established city centre infrastructure networks, with local connections and any required upgrades to be confirmed and addressed through the substantive application and detailed design.

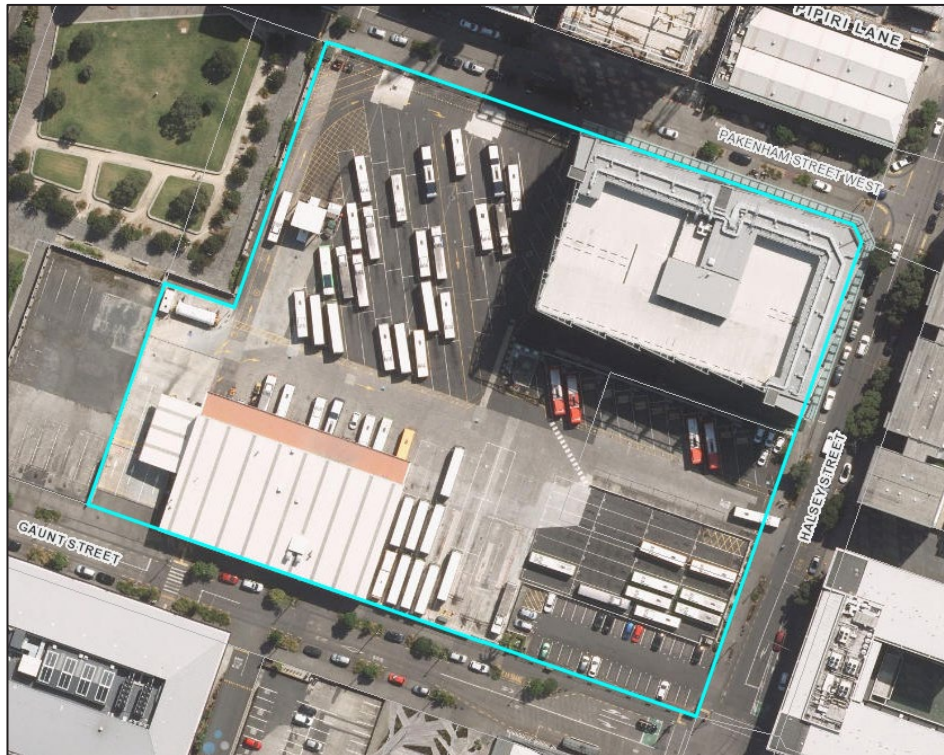
#### 4.2 Description or map of the whole project area s13(4)(d)

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The project area (the "Site") is located at 100 Halsey Street, Auckland Central and is legally described as:

- Section 2 Survey Office Plan 526051 (Record of Title 1002188); and
- Lot 2 Deposited Plan 80054 (Record of Title 806384)

Refer Certificates of Title in **Appendix 2**. The Site area is 15,470m<sup>2</sup> and 1,671m<sup>2</sup> (total 1.7142 hectares).



**Figure 4: Site Aerial**

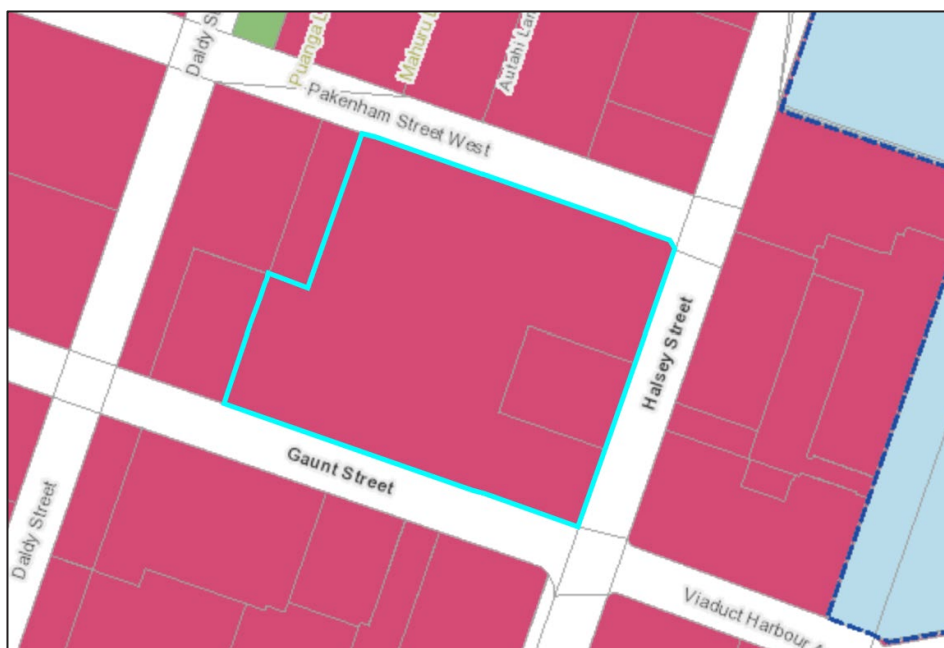
The Site is located in a mixed-use city centre precinct close to a concentration of commercial and office buildings. Large, relatively new commercial office buildings establish an existing corporate office enclave along Fanshawe Street. Occupants of office buildings immediately to the east across Halsey Street include Microsoft, Auckland Transport and KPMG. Further north within the precinct, medium-rise buildings create a mix of apartments and office blocks, including offices for Beca, Warren and Mahoney, Mott MacDonald and the ASB head office. Existing apartments to the east and north of the Site, and consented (but not yet built) development sites within the wider Wynyard Quarter area (including Northbrook apartments to the west), also establish a residential presence in the surrounding environment.



**Figure 5: Locality plan of project location (Source: eMaps).**

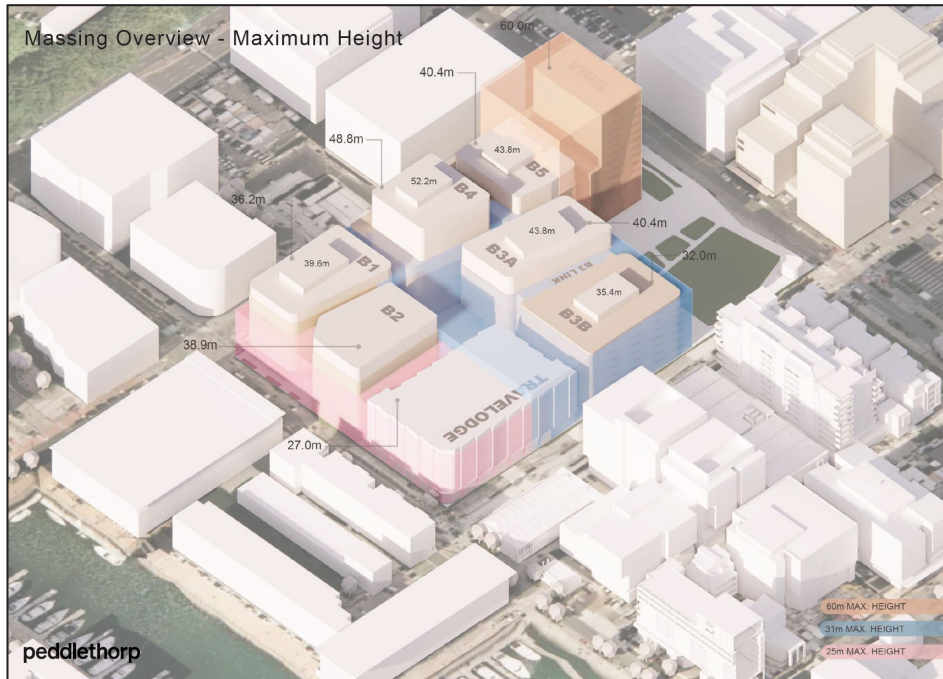
The topography of the Site is generally flat and there are no notable vegetation features on Site. Given the Site’s coastal location and low-lying landform, the Site is subject to natural hazard overlays and is susceptible to natural hazards including flooding and coastal inundation.

Under the Auckland Unitary Plan (AUP), the Site is zoned Business – City Centre and is located within the Wynyard Precinct, which applies to the north-western end of Auckland’s city centre. The purpose of the Wynyard Precinct is to provide for the comprehensive and integrated redevelopment of this large brownfield area while enabling the continued operation of marine and hazardous industries. The Site is located within sub-precinct B of the Wynyard Precinct.



**Figure 6: AUP zoning plan and sub-precinct boundaries (Source: Auckland Council GeoMaps).**

Precinct Plan 5 of the Wynyard Precinct applies maximum permitted height controls (noting resource consent can be sought to exceed those heights). The height controls applying across the Site include 25m and 31m. The proposed buildings exceed the maximum height controls in part, as shown in **Figure 7**, below.



**Figure 7: Proposed Building Heights (Source: Peddlethorp)**

Given the proximity of the Site to the coastal marine area, the Site is susceptible to natural hazards in terms of flooding and coastal inundation. These natural hazards also apply to the balance of the Wynyard Precinct and much of the balance of the City Centre zone bordered by the Waitemata Harbour.

#### 4.2.1 Surrounding area

In a broader context, Wynyard Quarter is considered to be the largest brownfield area in Auckland's city centre and is a significant urban regeneration project evolving from historical industrial and marine industry uses to include a mix of development and activities including:

- high-quality open space areas, restaurants, offices and cafés;
- office and residential activities; while
- maintaining a marine focus along the western edge reflected in substantial marine operations within the wider precinct.

A significant public project planned nearby to the Site is Te Ara Tukutuku, a public open space project planned at the northern end of Wynyard Point to create a regionally significant waterfront destination as the largest new public open space in the city centre in 100 years. Appropriate designations (Designation No. 505) are included in the AUP to provide for this public open space. Auckland Council describes [Te Ara Tukutuku](#) as a 5ha public space featuring ngahere, outdoor classrooms, whare waka, tidal stairs and waka ramp, marine restoration in action, educational opportunities and elevated headland



regionally or nationally significant infrastructure, supporting climate change mitigation, and supporting climate change adaptation and reducing risks arising from natural hazards.

- Significant economic benefits: The Project is anticipated to generate substantial economic activity in the Auckland region. Insight Economics (**Appendix 8**) has quantified significant one-time and ongoing economic benefits associated with the Project (summarised below).
- Strategic location: The Project is located in the Wynyard Quarter, City Centre and Auckland waterfront, which is a regionally significant precinct and a focus for city centre intensification, employment growth and public realm investment.
- Critical mass of office space in an accessible location: The Project will provide a significant quantum of office floorspace in a highly accessible city centre location. This supports a quality compact urban form and enables the continued functioning of existing regionally and nationally significant transport infrastructure by concentrating employment within walking distance of rapid transit and city centre services.
- Contribution to a well-functioning urban environment: The Project will contribute to a well-functioning urban environment consistent with Policy 1 of the NPS-UD by developing a commercial-led project in Wynyard Quarter, which is one of the most accessible areas of the city centre and has excellent connectivity to jobs, services, open space and public transport.
- Support climate change mitigation: The Project's city centre location supports mode shift to public and active transport. As outlined in the transport assessment (**Appendix 6**), Wynyard Quarter has a materially higher public transport, walking and cycling mode share than Auckland averages.
- Support climate change adaptation and natural hazard risk reduction: The Tonkin and Taylor climate change and natural hazards assessment (**Appendix 7**) identifies relevant coastal inundation and flooding hazards over the 100-year planning horizon and confirms that adaptation and resilience measures can be integrated into the Project design (summarised below).
- Alignment with planning and spatial strategies: The Project is consistent with, and strongly aligned to, regional planning documents and spatial strategies such as the Auckland Regional Policy Statement, AUP, Auckland Future Development Strategy, Auckland Central City Masterplan, Waterfront Plan and the Wynyard Quarter Urban Design Framework.

These significant regional benefits of the Project are further explained below.

#### 4.3.2 Significant economic Benefits

The Project will deliver significant economic benefits at the regional level to reinforce Auckland's economic capacity. The Economic Impact Assessment (EIA) prepared by Insight Economics in **Appendix 8** has quantified the economic benefits of the Project (noting that operational impacts are reported as gross impacts).

The EIA assesses two development options for Building 2 within the overall development envelope:

- Option A (commercial activity across all five buildings); and
- Option B (commercial activity in Building 2 substituted with a substation and data centre).

The EIA estimates that the Project will generate substantial economic activity in the Auckland region, including the following;

Development (construction) phase – one-time impacts (over an assumed seven-year development period):

- Under Option A, approximately 2,716 FTE-years of employment (equivalent to around 388 FTEs per year over the development period), around \$425 million in GDP, and approximately \$244 million in wages and salaries; and
- Under Option B, approximately 4,872 FTE-years of employment, around \$766 million in GDP, and approximately \$443 million in wages and salaries (noting the EIA attributes the larger development-phase impacts to the materially higher development cost profile associated with the data centre and associated electricity infrastructure).

Operational phase – ongoing annual impacts at maturity (gross):

- Option A: approximately 1,831 FTEs, around \$463 million in annual GDP, and approximately \$214 million in annual wages and salaries; and
- Option B: approximately 1,701 FTEs, around \$432 million in annual GDP, and approximately \$198 million in annual wages and salaries.

The EIA further highlights a range of wider economic benefits that are likely to be achieved from the Project beyond the direct economic activity generated. With reference to the EIA, other economic benefits of the Project include:

- Efficient intensification and enabling higher and better use of land within a strategic city centre location;
- Agglomeration and cluster benefits in Wynyard Quarter and the wider city centre (including supporting labour pooling and knowledge spillovers);
- Supporting major public investment in rapid transit and city centre infrastructure by concentrating a significant quantum of employment floorspace in a highly accessible location; and
- Investment signalling benefits that may catalyse complementary private investment and ongoing public realm improvements.

If Option B proceeds, the EIA also identifies additional strategic benefits associated with nationally significant digital infrastructure and electricity infrastructure, including the potential to support the wider Wynyard Precinct's long-term growth capacity (subject to detailed implementation and network planning).

#### 4.3.3 Enable the continued functioning of existing regionally or nationally significant infrastructure

The Project will enable the continued function of regionally and nationally significant infrastructure. Within vicinity of the project area this includes:

- Waitemata (Britomart) Train station in downtown Auckland within a 15-minute walk of the Site as the only train station for commuter train services in the city centre which also provides connections to bus services within the wider Auckland region;

- Auckland Ferry Terminal also within a 15-minute walk of the Site providing 13 different ferry service routes connecting to communities from Hobsonville Point to Rakino Island. This was most recently upgraded with the Downtown Ferry Basin redevelopment representing the biggest upgrade to Auckland’s ferry infrastructure in more than a century offering improved accessibility and operational flexibility now considered to be a world-class ferry terminal.
- City Rail Link (CRL) being New Zealand’s largest ever transport infrastructure project at the redeveloped Waitematā Station (Britomart) expected to be operational in 2026. Once the CRL is operational, this will completely transform transport in Auckland with significant improvements including:
  - increasing rail capacity by more than 50% on day one of operations, doubling the capacity of Auckland's rail network in peak travel hours
  - shortening journey times
  - creating better connections to buses and ferries and across the rail network, often without changing trains
  - improving access to the city centre by introducing two new city train stations (Te Waihorotiu Station in midtown and Karanga-a-Hape Station in the Karangahape Road neighbourhood, and a redeveloped station at Maungawhau Station (formerly Mt Eden Station) on the rail network.
- Wynyard Quarter (and the immediately adjoining Viaduct) includes an extensive network of exceptionally high quality public open spaces and supporting infrastructure which can be accessed by the walking and cycling routes.

The project will be situated in a highly connected central city location within a 15-minute walking distance to regionally and nationally significant infrastructure that have been the subject of significant public investment for service upgrades and improvement. The project provides for the introduction of critical mass in this location which will achieve a quality compact urban form while enabling and supporting the continued functioning of this existing regionally and nationally significant infrastructure by making it conveniently accessible to a large number of workers and visitors. In this respect, the Project also presents the opportunity of supporting that infrastructure investment to date and the more efficient use of those resources.

#### 4.3.4 Contribute to a well-functioning urban environment

The project will also contribute to a well-functioning urban environment in accordance with Policy 1 of the NPS UD because:

- The project will provide approximately 80,000m<sup>2</sup> of office space.
- The project area in Wynyard Quarter is located in one of the most accessible areas of the city centre providing exceptionally good accessibility between housing to jobs, community services, natural spaces and open spaces including by way of public or active transport modes (NPS-UD Policy 1(c)). The Site is located within a walkable catchment to the central city as the economic heart of Auckland; an extensive range of community facilities including regionally significant healthcare facilities such as Auckland Hospital and Starship; tertiary education facilities; and an extensive network of open spaces including Victoria Park, Myers Park and the Auckland Domain as well as public promenades along the Auckland waterfront. The project will also provide excellent

accessibility to open spaces in the immediate surrounding area such as Silo Park, the proposed Te Ara Tututuku and the Jellicoe Street upgrades which collectively represent significant public investment in the downtown environment.

- This commercial led project will enable more people to work within one of the most accessible areas of the City Centre supporting a shift to public and active modes of transport and a reduction in greenhouse gas emissions (NPS-UD Policy 1(c) and 1(e)).

#### 4.3.5 Support climate change mitigation including the reduction or removal of greenhouse gas emissions

The project will support climate change mitigation, including the reduction or removal of greenhouse gas emissions for the following reasons:

- The Site is located within a highly accessible location within the City Centre with Waitemata (Britomart), the largest public transport interchange within the region less than a 15-minute walk away. Once the City Rail Link is completed in 2026, access to and from the outer fringe of the CBD and beyond will become significantly more enhanced, supported also by new stations at Aotea Square, Karangahape Road and Mt Eden. In this respect, the project will enable more people to work and live within one of the most accessible areas of the City Centre supporting a shift to public and active modes of transport and a reduction in greenhouse gas emissions consistent with Policy 1(c) and 1(e) of the NPS-UD.
- This accessibility is reflected in the Traffic Assessment (**Appendix 6**) assessment, which identifies a comparatively high degree of non-private car mode share for those working in Wynyard Quarter, supporting the conclusion that the Proposal's City Centre location can support mode shift and reduced transport-related greenhouse gas emissions.
- The project will support sustainable transport patterns and infrastructure contributing to the reduction of greenhouse gas emissions by providing employment opportunities in a location highly accessible to the current Rapid Transit Network.

#### 4.3.6 Support climate change adaptation and reduce risks arising from natural hazards

The climate change and natural hazards assessment by Tonkin + Taylor (T+T) in **Appendix 7** explains how the Project can support climate change adaptation, reduce risks arising from natural hazards, or support recovery from events caused by natural hazards. In the context of this Site and the broader Wynyard Quarter area, the relevant natural hazards include coastal inundation (including sea level rise) and flooding.

The assessment identifies that the Site is not exposed to coastal inundation at present day and is unlikely to be exposed until around 2070, but is exposed under a range of future sea level rise scenarios over the 100-year planning horizon. The assessment also identifies that rainfall-induced catchment flooding is not predicted to affect the Site under current conditions, with limited future inundation possible at the south-western corner under a higher warming scenario.

T+T recommends minimum finished floor levels to mitigate the risk of coastal inundation over the 100-year planning horizon, including 3.7 mRL (NZVD2016) for retail/food and beverage type activities and 3.9 mRL (NZVD2016) for sensitive/critical building elements (for example, power and electronics). The assessment also notes that safe refuge (shelter in place) is likely to need to be considered for the 1% AEP event with 1.5 m relative sea level rise.

Overall, the assessment confirms that the Project provides the opportunity to integrate recognised adaptation strategy categories of ‘protect’, ‘avoid’, ‘retreat’ and ‘accommodate’ into the building and site design to reduce natural hazard exposure and support resilience over time.

By integrating natural hazard adaptation measures into the design of the Project, it will have the effect of reducing risk to climate change hazards on the Site and contribute to reduced risk arising from natural hazards for the wider Wynyard Precinct.

#### 4.3.7 Consistency with local or regional planning documents

The project is consistent and strongly aligned with regional planning documents and spatial strategies as summarised below:

##### 4.3.7.1 Auckland Regional Policy Statement (RPS)

The Urban Growth and Form objectives and policies are the heart of the RPS and set the policy framework for managing Auckland’s growth. The project will give effect to and contribute to a well-functioning urban environment with a quality compact urban form because:

- It enables the development of high-quality designed buildings that will add visual interest and improve amenity within Wynyard Quarter resulting in a higher quality environment (B2.2.1(1(a))).
- It facilitates productivity improvements and economic growth (B2.2.1(1b)).
- It provides significant office space to make full and efficient use of the extensive network of supporting infrastructure in the Wynyard Quarter, thus maximising the benefits generated by that investment (B2.2.1(1(c))).
- It enables efficient use of one of the most accessible areas of the City Centre, thereby supporting a shift to public and active modes of transport (B2.2.2 (1)(d)).
- Wynyard Quarter is a high amenity area with an extensive network of high-quality open spaces, a harbourside location, established entertainment and hospitality venues. The project will enable more people to work in this highly popular area enabling greater social and cultural vitality (B2.2.2 (1)(e)).
- The project reinforces the hierarchy of centres through the proposed building heights which is complementary to and not out of keeping with development expectations within the City Centre zone (B2.3.1(1)(b)).

##### 4.3.7.2 Auckland Unitary Plan (AUP)

The AUP is Auckland’s primary statutory planning document guiding the use and development of land and the management of natural and physical resources. The Site is zoned Business – City Centre and is located within the Wynyard Precinct.

The Wynyard Precinct provisions provide for comprehensive and integrated redevelopment of Wynyard Quarter as a high-quality waterfront destination, including a vibrant mixed-use environment with public open space and an area for events and entertainment. The precinct seeks a high-quality and diverse built environment of appropriate form and scale, that responds to public open spaces and identified viewshafts, manages potential land use conflicts (including reverse sensitivity), and provides for a safe and convenient environment for pedestrians and the transport network.

The supporting policies encourage development to be designed in a comprehensive and integrated manner, and recognise that building heights can be used to enhance Wynyard Quarter's prominent waterfront location and contribute positively to the wider city centre landform and skyline. In this context, consistency with the precinct's objectives and policies is not assessed solely by reference to numerical compliance with height standards; rather, any height exceedance must be assessed against the relevant objectives and policies and the extent to which the overall development gives effect to those provisions.

Overall, the Project is considered to be consistent with the Wynyard Precinct objectives and policies for the following reasons:

- The commercial-led buildings are of a high quality and bespoke design, and respond appropriately to the Site's frontage conditions and the surrounding public realm;
- The distribution of height across the five buildings is deliberate and well-modulated, and is considered to support positive outcomes for surrounding streets and public spaces, neighbouring sites, and the overall built environment of the precinct; and
- The proposal maintains pedestrian and cycle movement and connectivity, with access arrangements designed to enable safe and efficient movement through and around the Site.

#### 4.3.7.3 Emissions Reduction Plan (ERP), Auckland Climate Plan and Transport Emissions Reduction Pathway (TERP)

The Emissions Reduction Plan supports the implementation of the Climate Change Response (Zero Carbon) Amendment Act 2019 and includes targets for reductions in transport emissions. To implement this at the local level, Auckland Council released the Auckland Climate Plan 2020 and the Transport Emissions Reduction Pathway.

Those documents seek to reduce transport emissions significantly through a shift to active and public transport modes and maintaining and upholding a quality compact urban form. The project will support the Council to achieve these goals by providing premium office spaces in one of the most accessible locations within the City Centre close to existing services, jobs and amenities that can be accessed without a car.

#### 4.3.7.4 Auckland Central City Masterplan 2020 ('CCMP')

The CCMP is Auckland Council's key guiding document setting out the strategic direction for the city centre over the next 20 years and includes Wynyard Quarter as a key area of the masterplan. The project is located within the 'West Waterfront' of the CCMP which envisages ongoing redevelopment and regeneration of Wynyard Quarter, with mixed use development and green linkages leading to a new green space in Wynyard Point.

A key feature and aspiration for Wynyard Quarter in the West Waterfront of the CCMP is for this area to continue to be a hotspot for development over the next five to ten years as remaining opportunities are realised on development sites between Fanshawe Street and Wynyard Point. The project is considered to be consistent with the CCMP because it will enable the development of high-quality commercial led buildings on a future development site specifically identified in the CCMP as shown in **Figure 9** below.



**Figure 9: CCMP for West Waterfront with project location identified in red circle.**

#### 4.3.7.5 Waterfront Plan 2012

The Waterfront Plan sets out the vision and goals for the long-term development of the city centre waterfront and a strategy for the delivery of projects and initiatives over the next 30 years to help realise the vision for Auckland to be the world's most liveable city.

Wynyard Quarter is identified as one of the waterfront neighbourhoods in the Plan and identifies this as New Zealand's largest urban revitalisation project. The vision for this area is a mix of residential, retail and commercial development to enable the growth of a strong, diverse, resilient and vibrant residential and business community whilst retaining the existing successful marine and fishing industries. To achieve this, the Plan acknowledges that the Operative District Plan (now AUP) provides for mixed-use development (ground floor retail or hospitality, offices and apartments) at the southern end of Wynyard Point. Along with marine activity on the western edge, the purpose of this mix is to make the area vibrant and safe both day and night, with a sufficient critical mass of residents and workers to make it a comfortable, economically viable and lively neighbourhood to live and work.

The project is consistent with this vision of the Waterfront Plan for Wynyard Quarter because it will provide the necessary critical mass of workers to support the economic viability and vitality of this waterfront neighbourhood.

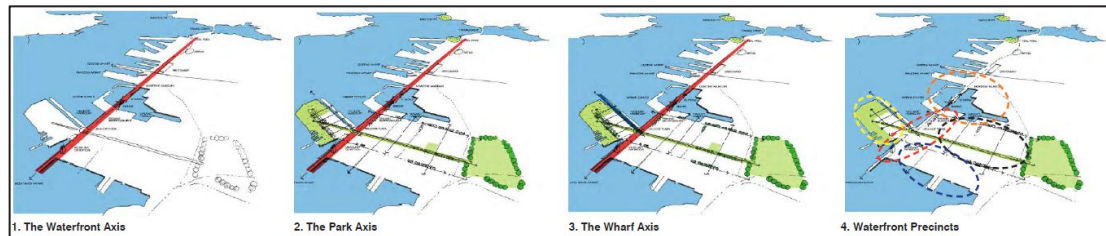
#### 4.3.7.6 Wynyard Quarter Urban Design Framework (WQUDF)

The Wynyard Quarter Urban Design Framework (WQUDF) provides a robust and flexible framework to guide development in Wynyard Quarter. It sets out urban design principles against which development proposals are assessed and provides an indicative design framework for the Wynyard Precinct, including the rationale for the intended urban structure and character of the waterfront.

The WQUDF identifies four key urban concepts to integrate Wynyard Quarter into its unique waterfront and city centre setting:

- The Waterfront Axis;

- The Park Axis;
- The Wharf Axis; and
- Waterfront Precincts.



**Figure 10: WQUDF urban design concepts**

Overall, the Project is consistent with the intent of the WQUDF because it has been comprehensively planned to deliver an integrated built form and a legible network of public open spaces and connections that relate well to the established and anticipated urban structure of the precinct. In particular:

- The proposal provides for an enhanced network of lanes and pedestrian connections, including improved east–west and north–south permeability through the Site and connections to the surrounding lane network;
- The configuration of lanes, plazas and building edges supports the creation of a high-quality and active public realm, consistent with Wynyard Quarter’s role as a high-amenity waterfront destination;
- The distribution of building height and massing contributes to a coherent urban form and skyline variation, while responding to key public spaces and the precinct’s waterfront context; and
- The concept-driven approach to architectural and public realm development is capable of responding to the marine character of Wynyard Quarter and the WQUDF’s underlying place-making objectives as the design is developed through subsequent stages.

#### 4.4 Facilitating the project by enabling a more timely and cost-efficient process (S22(1)(b)(i))

The fast-track approvals process will streamline the project, allowing for more timely and cost-effective processing compared to the standard Resource Management Act (RMA) 1991 process. The fast-track process offers several key advantages particularly in respect of reduced timeframes because public notification is excluded under the Fast-track Approvals Act. The Applicant is seeking referral to the fast-track approvals process in part due to the scale of the proposal and the height exceedances across the development, and also to provide greater certainty to enable delivery of all five buildings in a coordinated manner, achieving an integrated and high-quality outcome for the Wynyard Precinct.

In addition, the FTAA provides the opportunity for the Expert Panel to invite written comments on the substantive application from parties specified in section 53 of the FTAA only thereby ensuring that the process remains focused and efficient. Reduced appeal rights under the FTAA would also facilitate the project because this significantly reduces the risk of appeals which in turn result in a more timely and cost-efficient process for the applicant.

This is in comparison to the standard RMA process whereby applications of this scale and nature which exceed maximum permitted building heights in the Wynyard Precinct (as indicatively shown on the massing strategy diagrams on the projects drawings in **Appendix 3**) are often publicly notified for submissions, a hearing is required and the potential for appeals are highly likely. These standard RMA processes are often drawn out for a considerable length of time which delays the commencement of construction and completion dates, and involves significant costs associated with the hearing and appeal processes. The FTAA provides the benefit of avoiding these inefficiencies with time and cost under the normal RMA process. Furthermore, the FTAA provides an approximately five to six-month processing timeframe, substantially reducing delays and mitigating associated costs, including construction disruptions, rising material expenses, and seasonal workforce constraints.

The proposal is anticipated to be approved at least two years quicker utilising the process provided for under the FTAA in comparison to standard resource consent processes under the RMA. Using the processes provided under the FTAA will facilitate the project by securing the necessary RMA approvals at an earlier date, providing certainty for the Project and allowing the investment into the economy far earlier.

The fast-track approvals process will also facilitate the Project because the requirements of s104D of the RMA for non-complying activities do not apply under the Act. This means that the Project, which is a non-complying activity overall under the AUP, does not have to pass the additional 'gateway test' and demonstrate its effects are "no more than minor" or that it is not contrary to the objectives and policies in the relevant plans under the FTAA.

Overall, the fast-track consenting framework would facilitate the project by utilising a more streamlined consenting process and avoiding delays associated with a traditional RMA consenting process. By enabling the Project to utilise the fast-track consenting process, this will enable the earlier commencement of construction, employment opportunities, economic stimulation and all other regional benefits of the Project to be delivered and realised within a much faster timeframe.

#### 4.5 Referring the project to the fast-track approvals process is unlikely to materially affect the efficient operation of the fast-track approvals process (s22(1)(b)(ii))

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Referring the project to the fast-track approvals process will not materially affect the efficient operation of the fast-track approvals process. Relevant considerations include:

- This is a relatively straightforward project which only requires a relatively small number of RMA equivalent resource consent approvals and does not require any other consents or approvals under any other Act or from any other persons or bodies; and
- The project does not affect any of the Māori related considerations which are required to be considered and addressed.

#### 4.6 Ineligible activities (s13(4)(c))

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This section is provided in accordance with section 13(4)(c) of the FTAA to demonstrate that the project does not involve any ineligible activities.

Ineligible Activity Definition (with reference to Section 5 of the FTAA)	Consideration under Referral Application (required by Section 13(4)(c) of the FTAA)
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<p>(1)(a) An activity that—</p> <p>(i) would occur on identified Māori land; and</p> <p>(ii) has not been agreed to in writing by the owners of the land or been subject to a determination under section 23:</p>	<p>N/A – project is not occurring on identified Māori land. See records of title in <b>Appendix 2</b>.</p>
<p>(1)(b) an activity that—</p> <p>(i) would occur in a customary marine title area; and</p> <p>(ii) has not been agreed to in writing by the customary marine title group:</p>	<p>N/A – project is not occurring within customary marine title area. The project is proposed on land.</p>
<p>(1)(c) an activity that—</p> <p>(i) would occur in a protected customary rights area; and</p> <p>(ii) would have a more than minor adverse effect on the exercise of the protected customary right;</p> <p>and</p> <p>(iii) has not been agreed to in writing by the protected customary rights group</p>	<p>N/A – project is not occurring in a protected customary rights area. The project is proposed on land.</p>
<p>(1)(d) an activity that would occur on either of the following classes of land:</p> <p>(i) Māori customary land;</p> <p>(ii) land set apart as a Māori reservation as defined in section 4 of Te Ture Whenua Maori Act 1993:</p>	<p>N/A – project is not occurring on Māori customary land or land set apart as a Māori reservation. See records of title in <b>Appendix 2</b>.</p>
<p>(1)(e) an aquaculture activity or an activity that is incompatible with aquaculture activities—</p> <p>(i) that would occur within an aquaculture settlement area declared under section 12 of the Maori Commercial Aquaculture Claims Settlement Act 2004 or an area reserved under another Treaty settlement for the aquaculture activities of a particular group; and</p> <p>(ii) for which the applicant who is proposed to hold an approval described in section 42(4)(a) (resource consent) is not authorised to apply for a coastal permit under the Resource Management Act 1991:</p>	<p>N/A – project is for development on land and not for an aquaculture activity.</p>
<p>(1)(f) an activity—</p> <p>(i) that would require an access arrangement under section 61 or 61B of the Crown Minerals Act 1991; and</p> <p>(ii) that—</p> <p>(A) could not be granted an access arrangement because of section 61(1A) of that Act; or</p> <p>(B) would occur in an area for which a permit cannot be granted under that Act:</p>	<p>N/A – project does not require access arrangement under section 61 or 61B of the Crown Minerals Act 1991.</p>

<p>(1)(g) an activity that would be prevented under section 165J, 165M, 165Q, 165ZC, or 165ZDB of the Resource Management Act 1991:</p>	<p>N/A – project is on land and is not related to occupation of common marine and coastal area.</p>
<p>(1)(h) an activity (other than an activity that would require an access arrangement under the Crown Minerals Act 1991) that—</p> <p>(i) would occur on land that is listed in Schedule 4; and</p> <p>(ii) has not been subject to a determination under section 24:</p>	<p>N/A – project is not located on land listed in Schedule 4 of the FTAA. See records of title in <b>Appendix 2</b>.</p>
<p>(1)(i) an activity that—</p> <p>(i) would occur on a national reserve held under the Reserves Act 1977; and</p> <p>(ii) requires approval under that Act; and</p> <p>(iii) has not been subject to a determination under section 24:</p>	<p>N/A – project is not occurring on a national reserve held under the Reserves Act 1977. See records of title in <b>Appendix 2</b>.</p>
<p>(1)(j) an activity that—</p> <p>(i) would occur on a reserve held under the Reserves Act 1977 that is vested in someone other than the Crown or a local authority; and</p> <p>(ii) has not been agreed to in writing by the person or persons in whom the reserve is vested:</p>	<p>N/A – project is not occurring on a reserve held under the Reserves Act 1977. See records of title in <b>Appendix 2</b>.</p>
<p>(1)(k) an activity that—</p> <p>(i) would occur on a reserve held under the Reserves Act 1977 that is managed by someone other than the Department of Conservation or a local authority; and</p> <p>(ii) has not been agreed to in writing by the person or persons responsible for managing it:</p>	<p>N/A – project is not occurring on a reserve held under the Reserves Act 1977. See records of title in <b>Appendix 2</b>.</p>
<p>(1)(l) an activity that is—</p> <p>(i) a prohibited activity under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 or regulations made under that Act; or</p> <p>(ii) an activity that is described in section 15B of the Resource Management Act 1991 and is a prohibited activity under that Act or regulations made under it; or</p> <p>(iii) an activity that is prohibited by section 15C of the Resource Management Act 1991:</p>	<p>N/A – project is not for a prohibited activity as described under section 37 of the Exclusive Economic Zone and Continental Shelf Act 2012.</p> <p>Project is not for an activity related to ships or offshore installations under s15B of the RMA.</p> <p>Project is not for activity related to radioactive waste under s15C of the RMA.</p>
<p>(1)(m) a decommissioning-related activity (which is an activity</p>	<p>N/A – project is not for a decommissioning-related activity associated with a marine consent.</p>

described in section 38(3) of the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012):	
(1)(n) an activity undertaken for the purposes of an offshore renewable energy project.	N/A – project is not for an offshore renewable energy project.

#### 4.7 Commencement and completion dates for construction activities (s13(4)(e))

The anticipated commencement date for construction is within 12 months following the issue of the decision. This timeline accounts for preparation of working drawings and an estimated six-month period to obtain building consent.

Construction of the buildings will be staged to align with the progressive relocation of the bus depot from the site. Building 1 will be constructed first and the rest will be constructed sequentially. Construction activities for Building 1 are expected to take approximately 24 months which includes bulk earthworks, installation of local underground infrastructure and physical construction of the building.

Construction of the buildings will be staged to align with the progressive relocation of the existing Bus NZ depot activities from the Site, including to enable a staged retreat from the Site while maintaining continuity of operations. This staged approach also provides synergy with Bus NZ's planned move from east to west within the wider precinct.

Given the scale and staging of the redevelopment, **the Applicant seeks an overall consent duration / lapse period of 10 years** to enable construction of all five buildings (recognising they cannot be constructed concurrently).

The above timeframes and staging are indicative at this stage, more detail will be provided as part of a substantive application.

#### 4.8 A statement of whether the project is planned to proceed in stages (s13(4)(f))

##### 4.8.1 The nature and timings of stages (s13(4)(f)(i))

Construction of the buildings will be completed in stages as outlined above in section 4.7. At this stage no consent stages are proposed.

##### 4.8.2 Whether a separate substantive application is to be lodged for each of the stages (s13(4)(f)(ii))

A single application is intended to be lodged for the project if successfully referred.

##### 4.8.3 How each stage meets the criteria in s22 (s13(4)(f)(iii))

Refer to section 4.8.1.

#### 4.9 Whether a part of the project is proposed as an alternative project (s13(4)(g))

Building 2 has been designed with two potential fit-out options within the overall development envelope:

- Option A: office use; or

- Option B: a substation and data centre (with the substation and commercial sleeve at ground level).

At the time of preparing this referral application, discussions are ongoing with Vector regarding the potential establishment of a substation.

Both options are intended to fit within the same building envelope shown in the concept drawings, and the overall master planned layout of buildings, lanes and public spaces has been developed to accommodate either outcome.

If Option B proceeds, it has the potential to provide additional strategic benefits associated with electricity and digital infrastructure supporting the wider Wynyard Precinct's long-term growth capacity. The detailed effects and design responses associated with Option B (including ground floor activation and public realm interface, built form and architectural expression, servicing requirements, and any consequential shading or amenity effects compared with an office outcome) will be assessed and addressed at the substantive application stage.

## 4.10 Anticipated and known adverse effects of the project on the environment (s13(4)(h))

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### 4.10.1 Urban design, landscape and visual effects

Urban design and landscape/visual effects have been considered through:

- an Urban Design Assessment by McIndoe Urban (**Appendix 9**); and
- a high-level Landscape and Visual Effects memorandum by Boffa Miskell (**Appendix 10**), which identifies the potential landscape (including visual) effects at the referral stage and confirms a full Landscape Effects Assessment (including visualisations) will be prepared at the substantive application stage.

In summary, McIndoe Urban's overarching conclusions are that:

- the proposal is a comprehensively planned complex of built form, spaces and connections that is integrated, coherent and relates well to its context of existing and planned built form, activity and connections;
- at this early concept stage, the proposed built form provides the conditions for high-quality architectural and public realm design, with a concept-driven approach capable of responding to the marine location and attributes of the precinct as the design is developed; and
- while maximum building height and some secondary form standards are infringed, the proposal continues to achieve the objectives and respond to the policies of the Unitary Plan.

The urban design assessment further concludes that the planned type and intensity of activity is in keeping with this highly accessible, well-serviced city centre site within a high amenity waterfront precinct, and that the floor plates and circulation network provide for strategically located ground floor uses that can contribute to a good level of activation and a high-amenity public realm.

In relation to accessibility and connections, the assessment notes the Site's strategic location within comfortable walking distance of the core city centre and regional transport infrastructure. It concludes that the proposal provides for an enhanced network of laneways that exceeds Wynyard Precinct requirements, including achieving connections to the existing lane network to the north and south, and that the angled east-west lane provides a conveniently direct pedestrian

connection between the Halsey Street entry plaza and Amey Daldy Park, linking onwards to the wider Wynyard Quarter network.

In relation to built form and amenity, the urban design assessment explicitly acknowledges that the proposal involves non-compliances with maximum building height controls under Precinct Plan 5 (noting the Site is subject to 25m and 31m height controls in different locations). While those standards are infringed, McIndoe Urban conclude that the proposal continues to achieve the relevant objectives and respond to the policies of the Unitary Plan, including because the varied height profile across the buildings is deliberate and contributes positively to the skyline variation that characterises the Wynyard Precinct.

The assessment also identifies that some secondary built form standards are infringed. It notes that the set-back of the eastern part of Building 1 from Halsey Street creates a positive open space at a major pedestrian entry point to this central part of the precinct, and that the purpose of the relevant boundary setback standard is achieved notwithstanding minor infringements at the topmost floor level. This is an important design response that both mitigates potential bulk effects at street level and strengthens the legibility and amenity of the entry plaza.

In terms of amenity effects, the assessment concludes that excessive shade is avoided, and that good sunlight and daylight will be maintained in the public realm in and around the proposal. It acknowledges there will be shading effects on residential neighbours to the east, with the precise extent and duration subject to detailed engineering design of rooftop plant for Building 2 (including confirmation of plant form and screening) and therefore to be confirmed at the substantive application stage.

From a landscape and visual perspective, Boffa Miskell identify that potential effects relate primarily to the proposed heights and the scale/bulk/massing of the development in relation to neighbouring development, streets and open space, as well as potential privacy effects for residential neighbours. Importantly, the memorandum notes that visibility of the proposal is not, in and of itself, an effect. In the context of the varied height profile of the Wynyard Precinct and its established and consented development, Boffa Miskell consider the proposal's overall height profile, scale of building footprints, fine-grain pedestrian connectivity, and overall height profile can be comfortably accommodated within this part of the precinct.

Overall, having regard to the expert assessments in Appendices 9 and 10, it is considered that any potential adverse urban design, landscape and visual effects will be appropriately avoided and mitigated and will be less than minor at this stage of assessment, with detailed confirmation (including visualisations and landscape design development) to be provided with the substantive application.

#### 4.10.2 Wind effects

The Project is anticipated to generate wind effects due to nature of the proposed building in this project location and city centre context. To avoid and/or mitigate adverse wind effects, wind tunnel investigations will be undertaken in the next preliminary design phase for the Project to assess the mean wind speeds around the building based on the intended use of the relevant areas (including pedestrian footpaths and roadways). It is anticipated that these wind tunnel investigations will confirm if the wind effects generated by the Project will be appropriate and acceptable, or if any mitigation is recommended.

The investigation and assessment of wind conditions is a planning requirement under the AUP. Therefore, it is considered that anticipated wind effects will be fully investigated and resolved as part of the substantive application with supporting expert analysis by a wind engineer. Any recommendations to avoid or mitigate wind effects will either be integrated to the design of the Project or included in the proposed consent conditions to the extent that any potential adverse effects will be minor or less than minor.

#### 4.10.3 Traffic effects

An Integrated Transport Assessment has been prepared by Parlane & Associates and is provided in **Appendix 6**. The assessment considers the existing and planned transport environment for Wynyard Quarter, including walking and cycling facilities, public transport accessibility, the functioning of the surrounding road network (including Fanshawe Street), and potential transport effects associated with the proposed commercial-led redevelopment of the Site.

The transport assessment identifies that the Site is located within an area of the City Centre where high accessibility by public transport, together with excellent walking and cycling connections, results in a materially higher use of sustainable transport modes than elsewhere in Auckland. The Site is served by frequent local bus routes within Wynyard Quarter and is within a short walk of the Northern Busway services on Fanshawe Street (part of the Rapid Transit Network). Britomart / Waitemata Station (including the City Rail Link) and the Downtown Ferry Terminal are also within a walkable catchment.

The assessment also notes that the existing Wynyard Precinct trip generation controls were developed at a time when there was concern about the effect of additional traffic on Halsey Street and Beaumont Street and in particular the impact on commuter traffic on Fanshawe Street. However, the assessment identifies that transport policy and the function of Fanshawe Street have changed materially since those controls were introduced, and that long-term traffic volumes using the Fanshawe Street motorway ramps have declined substantially over time.

For the purposes of a high-level effects assessment, Parlane & Associates estimate that the proposal (assuming development to the maximum parking supply provided for under the Wynyard Precinct parking rate of 1 space per 150m<sup>2</sup> office) would generate approximately 330 vehicle trips per hour in the peak hour (i.e. around five vehicle trips per minute), which is considered to be a level of traffic that can be accommodated in this city centre location.

The transport assessment concludes that the proposed development is consistent with the integration of land use and transport, and that all of the transport infrastructure required to support the proposal is already in place. It also notes that the redevelopment would remove existing bus depot activities and associated bus movements from the local street network, which would improve baseline traffic and amenity conditions.

In respect of construction traffic, any potential temporary adverse effects will be managed through a Construction Traffic Management Plan (CTMP). A draft CTMP will be provided with the substantive application, and a final CTMP can be secured through conditions of consent to ensure construction vehicle movements are appropriately managed and any adverse effects are avoided and minimised.

#### 4.10.4 Infrastructure capacity effects

Tonkin + Taylor have undertaken a high-level infrastructure assessment of the three waters and other services to support the Project, which is provided in **Appendix 5**. The assessment is based on a high-level desktop review of available information (including public records, GIS and the current architectural drawings) and considers potable water supply (including fire supply), wastewater, stormwater and dry services.

Overall, the assessment indicates that the existing infrastructure surrounding the Site is likely to be capable of servicing the proposed development, subject to confirmation and feedback from Auckland Council and Watercare as the design is developed.

In summary:

- Water supply: the wider network appears to have capacity to supply potable water and firefighting demand, noting that there may be pressure limitations that require further investigation. Engagement with Watercare has commenced.
- Wastewater: the local network appears to have sufficient capacity overall, however some of the existing connection pipes to the Site appear to be undersized for the proposed development and may require local upgrades and/or additional connections. Further investigation and confirmation through Watercare engagement is underway.
- Stormwater: the Site is currently effectively 100% impervious and the proposal is not expected to materially increase impervious area. As such, the assessment indicates that additional stormwater effects are expected to be limited, noting that local capacity constraints have been identified in the surrounding network and that stormwater design will need to respond to climate change allowances. A Stormwater Management Plan will be prepared for the substantive application in accordance with Auckland Council's Network Discharge Consent requirements and stormwater treatment will be provided as required.

New local connections, service relocations, and upgrades (where required) are typical for projects of this scale and location and will be confirmed through detailed design and the substantive application documentation. With this approach, it is considered that adverse servicing and infrastructure capacity effects can be appropriately managed and will be less than minor.

#### 4.10.5 Natural hazard effects

The Council's GeoMaps identifies that the Site and broader Wynyard Precinct along the waterfront is susceptible to natural hazards in terms of coastal inundation (including sea level rise) and flooding. A Climate Change and Natural Hazards Assessment has been prepared by Tonkin + Taylor and is provided in **Appendix 7**.

The Tonkin + Taylor assessment confirms that:

- the Site is not exposed to coastal inundation under present-day conditions and is unlikely to be exposed until around 2070, but may be exposed under a range of sea level rise scenarios over the longer-term planning horizon; and
- rainfall-induced catchment flooding is not predicted to affect the Site under current conditions, with limited future inundation potentially occurring at the south-western corner under a higher warming scenario.

To support climate change adaptation and reduce natural hazard risk, Tonkin + Taylor recommend that the detailed design provides for appropriate minimum finished floor levels and resilient building services, including:

- 3.7 mRL (NZVD2016) for retail/food and beverage type activities; and
- 3.9 mRL (NZVD2016) for sensitive/critical building elements (for example, key power and electronic infrastructure).

The assessment also notes that, for more extreme future scenarios, safe refuge (shelter-in-place) is likely to need to be considered for the 1% AEP event with 1.5 m relative sea level rise, and that the Project provides the opportunity to integrate recognised adaptation strategies (including 'protect', 'avoid', 'retreat' and 'accommodate') into the building and site design.

Overall, the key mitigation approach is to ensure the development is designed to be resilient to coastal inundation and flooding over the relevant planning horizon through appropriate finished floor levels and resilience measures. Floor levels and the detailed hazard response will be confirmed through the next stages of design and will be documented in the substantive application. With this approach, it is considered that natural hazard effects can be appropriately avoided and mitigated to the extent that any adverse effects will be less than minor.

#### 4.10.6 Land disturbance effects

The existing surfaces of the Site are almost wholly paved and contours of the Site are flat. The design for the project does not involve any basement levels or significant excavation depths either. As such, minimal earthworks are required to facilitate construction of the proposed buildings to the extent that erosion and sedimentation effects arising from the project are expected to be minimal.

Notwithstanding the above, it is anticipated that the Project may generate potential adverse sedimentation effects on the environment associated the enabling earthworks required to facilitate construction of the Project. To avoid and minimise these adverse effects on the environment, it is proposed to implement best practice erosion and sediment control measures on site over the duration of construction. A draft erosion and sediment control plan will be provided for assessment with the substantive application and a final erosion and sediment control plan will be provided as a condition of consent. On this basis, and by imposing appropriate consent conditions, it is considered that any adverse effects on the environment from land disturbance will be avoided or mitigated to be less than minor.

#### 4.10.7 Geotechnical effects

With respect to geotechnical considerations, a site-specific geotechnical report prepared by a suitably qualified and experienced geotechnical engineer will be prepared to accompany the substantive application. It is expected that this geotechnical investigation and report will provide a detailed analysis of subsurface conditions beneath the site and a suite of recommendations for the detailed design of earthworks and foundation design options for the proposed building together with recommended methodologies during the construction phase to ensure that land stability is maintained. These recommendations would then become proposed conditions of consent to ensure geotechnical effects will be appropriately avoided and mitigated.

It is also anticipated that this geotechnical report will detail the ground conditions of the Site given the history of Wynyard Quarter as the western reclamation and its previous use as a bulk petro-

chemical storage. These ground conditions of the Site will likely require specific structural design responses underground to ensure that the Site can be safely developed on and can support development of the Project.

#### 4.10.8 Contamination effects

Most sites within Wynyard Quarter are known to be contaminated due to HAIL activities linked to the materials used in the land reclamation process. In this regard, there is the potential for adverse effects on human health with the proposed soil disturbance and change of land use on site.

A Site Management Plan (SMP) and Remedial Action Plan (RAP) prepared by a suitably qualified and experienced practitioner will be provided with the substantive application. The SMP and RAP will outline the remedial strategy for this development to minimise the disturbance of soil and groundwater, and encapsulate contamination on site. The RAP will also outline during and post management actions to protect human health and to ensure that contamination risks to people and the environment is avoided.

Having regard to the above, and by implementing the remedial measures and soil disturbance controls and/or procedures in accordance with the SMP and RAP, it is considered that adverse effects arising from historical contamination of the land on human health and the environment will be appropriately avoided and mitigated to be less than minor.

#### 4.10.9 Construction noise effects

Construction noise will occur during the earthworks and building construction phases. At times, noise from construction plant and equipment may exceed the relevant construction noise standards in the Auckland Unitary Plan, particularly at occupied buildings closest to the Site. These exceedances are anticipated to be localised and intermittent, occurring during specific activities or construction phases only. With increased separation distance, and shielding from intervening buildings and structures, construction noise at properties further from the Site is anticipated to generally comply with the relevant standards without the need for additional mitigation.

To mitigate and minimise the construction noise effects experienced by the closest receivers, it is proposed to prepare and implement a Construction Noise and Vibration Management Plan (CNVMP) throughout the duration of the construction period for the project. The CNVMP is proposed to include details such as limiting work hours for those receivers in a day or workdays in a week, selecting low noise or smaller equipment (which may lead to a longer overall construction period), carefully planning site operations and applying localised barriers where practicable as an alternative to these restrictions. The CNVMP will also include details of the overall works, its timing, duration and contact details where complaints and enquiries should be directed and the framework for communication with neighbours during all stages of construction to successfully manage and mitigate adverse construction noise effects.

The management framework of a CNVMP is considered to represent the best practicable option for enabling construction of the project while avoiding and protecting people in the neighbourhood from the unreasonable emission of construction noise. By undertaking these mitigation measures, which will be ensured by consent conditions, it is considered that that any adverse construction noise effects will be appropriately avoided, remedied or mitigated to be minor and temporary in nature.

#### 4.11 Statement of activities involved in the project that are prohibited activities (s13(4)(i))

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No activities that are prohibited under the Resource Management Act 1991 (RMA 1991) are included or proposed as part of this project.

## 5.0 Persons Affected

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### 5.1 Persons and groups the applicant considers likely to be affected (s13(4)(j))

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Persons and groups likely to be affected by the project are identified as follows:

(i) Relevant local authorities

- o Auckland Council and Auckland Transport

The applicant has consulted with Auckland Council and Auckland Transport in respect of this project in accordance with the requirements in section 11 of the FTAA and a summary of that consultation is included with the Consultation Summary Report in **Appendix 4**. The applicant will endeavour to collaboratively work with Auckland Council as the project progresses.

(ii) iwi authorities and groups that represent hapū that are parties to relevant Mana Whakahono ā Rohe or joint management agreements:

- o Mana Whakahono ā Rohe are iwi participation arrangements and a tool designed to assist tangata whenua and local authorities to discuss, agree and record how they will work together under the RMA. For this project within the Auckland region, we understand that there are no completed<sup>1</sup> Mana Whakahono ā Rohe arrangements between iwi authorities and Auckland Council.

(iii) Other relevant iwi authorities:

There is a total of 15 relevant iwi authorities for this site as listed below:

- o Ngāi Tai ki Tāmaki
- o Ngāti Maru
- o Ngāti Pāoa
- o Ngāti Tamaoho
- o Ngāti Tamaterā
- o Ngāti Te Ata
- o Ngāti Whanaunga
- o Ngāti Whātua o Kaipara
- o Ngāti Whātua Ōrākei
- o Te Ahiwaru - Waiohua

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<sup>1</sup> We understand that a Mana Whakahono ā Rohe arrangement has been initiated between Ngāi Tai Ki Tāmaki and Auckland on 12 March 2018 but this is still under negotiation and therefore has not been signed or completed.

- Te Ākitai Waiohū
- Te Kawerau ā Maki
- Te Patukirikiri
- Waikato – Tainui

The applicant has consulted with all of the relevant iwi authorities identified above and a summary of that consultation is included as **Appendix 4**.

(iv) Relevant Treaty settlement entities

Nonapplicable to this site.

(v) Relevant protected customary rights groups and customary marine title groups

Nonapplicable to this site.

(vi) Ngā hapū o Ngāti Porou, if the project area is within or adjacent to, or the project would directly affect, ngā rohe moana o ngā hapū o Ngāti Porou.

Not applicable to the project because the project area is not within or adjacent to ngā rohe moana o ngā hapū o Ngāti Porou.

(vii) Relevant applicant groups under the Marine and Coastal Area (Takutai Moana) Act 2011.

The project will be undertaken on land only. Therefore, there no relevant applicant groups under the Marine and Coastal Area (Takutai Moana) Act 2011 that would be affected by this project.

(viii) Persons with a registered interest in land that may need to be acquired under the Public Works Act 1981.

There are no persons with a registered interest in land that may need to be acquired under the Public Works Act 1981.

## 5.2 Consultation (s13(4)(k))

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### 5.2.1 Consultation for the purposes of section 11 (s13(4)(k)(i))

Consultation has been undertaken in accordance with section 11 of the Fast-track Approvals Act 2024 (FTAA), and is summarised in the standalone Consultation Summary Report (included as **Appendix 4**).

In summary, consultation to date has included:

- a pre-application meeting with Auckland Council’s Premium Resource Consents Team, supported by meeting minutes and the drawing package tabled for discussion (**Attachment 1 of Appendix 4**);
- written engagement with relevant iwi authorities identified in Auckland Council’s records for the Site, through the provision of an overview of the Project and concept drawings (**Attachment 2 of Appendix 4**); and
- Letter of Support from Vector (**Attachment 3 of Appendix 4**).

### 5.2.2 How the consultation has informed the project (s13(4)(k)(i))

The consultation undertaken to date has been focused on introducing the Project at a concept stage and identifying any key issues requiring attention as the design and technical assessment progresses.

Auckland Council's pre-application feedback has been used to inform the next steps for the Project, including the scope and focus of the specialist technical workstreams to be provided with the substantive application (including urban design, landscape and visual, transport, infrastructure servicing and natural hazards), and to confirm matters where further information and design development will be required.

Engagement with iwi authorities has been initiated by providing early information and an invitation to respond. To date, Ngāti Whātua Ōrākei has engaged with the applicant, including a hui and the provision of information to support discussion (**Appendix 4**). Any matters raised through ongoing engagement will be considered and, where relevant and practicable, incorporated into the Project's design development and/or the proposed management and mitigation framework for the substantive application. No responses have been received from the other iwi authorities contacted at the time of preparing this referral application.

Overall, consultation has been undertaken in a manner that supports early identification of issues and will assist in refining the Project and its mitigation and management measures through the next design stage.

### 5.3 Any Treaty settlements that apply to the project area, and a summary of the relevant principles and provisions in those settlements. s13(4)(l)

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There are no Treaty settlements that apply to the project area because the project will be developed on land only.

### 5.4 Processes already undertaken under the Public Works Act 1981 s13(4)(m)

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There have been no processes undertaken under the Public Works Act 1981 in relation to the project.

### 5.5 Any relevant principles or provisions in the Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 (s13(4)(n))

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Not applicable to the project because the project area is not within or adjacent to ngā rohe moana o ngā hapū o Ngāti Porou.

### 5.6 Information identifying the parcels of Māori land, marae, and identified wāhi tapu within the project area (s13(4)(o))

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Not applicable – there are no parcels of Maori land, marae or identified wahi tapu within the project area.

### 5.7 Whether determination under section 23 is sought (s13(4)(p))

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No determination under s23 is sought under this application

## 5.8 Whether determination is sought under section 24(2) (s13(4)(q))

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No determination under s24(2) is sought under this application.

## 5.9 Whether determination is sought under section 24(4) (s13(4)(r))

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No determination under s24(4) is sought under of this application.

## 6.0 What is needed to complete the project

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### 6.1 A description of the applicant's legal interest (if any) in the land (s13(4)(s))

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The property is held by RP Financial (legal entity NZ CRE 100 Halsey Limited) under registered ground leases from Viaduct Harbour Holdings Limited. The leases provide perpetually renewable 21-year leasehold, with ground rent reset on a land-only valuation basis at each renewal. The leasehold interest confers long-term control of the site, subject to payment of ground rent and compliance with lease terms.

### 6.2 Consents, certificates, designations, concessions, and other legal authorisations (other than contractual authorisations or the proposed approvals) (s13(4)(t)).

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Resource consents described and listed in section 3.3 of this report is required under the Resource Management Act 1991 to authorise the project.

Other than those described in section 3.3 above, no other consents, certificates, designations, concessions, and other legal authorisations are needed to authorise the project.

## 7.0 Other matters

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### 7.1 If any activities in the project, or similar activities, have been part of an application or decision under a specified Act (s13(4)(u)).

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#### 7.1.1 If an application has been made, details of the application (s13(4)(u)(i))

A review of the consent history on file for the Site identifies a series of approvals relating to the long-standing bus depot use and subsequent redevelopment proposals within the Wynyard Quarter planning framework. The key previously granted consents are summarised below.

##### 7.1.1.7 Outline plan approval – Auckland Regional Authority bus depot (1986)

An outline plan approval was granted in 1986 for redevelopment of the Auckland Regional Authority bus depot at Gaunt, Halsey and Pakenham Streets. The approval provided for a comprehensive upgrade of the depot, including a bus park, a new workshop and traffic administration building, staff facilities and associated staff parking. The approval was subject to conditions, including that angled on-street parking shown in the plans was not to be provided, and that development proceed generally in accordance with the submitted plans.

#### 7.1.1.8 Integrated Development Plan and Stage 1 redevelopment consents (2016)

In May 2016, Auckland Council granted a suite of consents to enable an Integrated Development Plan (IDP) framework over the wider Quarter Area 2 block (including 100 Halsey Street and adjoining land), together with Stage 1A and 1B approvals for Buildings 1 and 2 and associated enabling works. These approvals anticipated staged redevelopment over time (including lanes and public access arrangements), while enabling the interim continuation and reconfiguration of the existing bus depot operations. The 2016 approvals also included a regional consent for the discharge of contaminants associated with earthworks and the remediation of contaminated land.

A notable feature of the 2016 approvals was the provision for non-ancillary (unallocated) parking within Building 1 as a transitional measure, expressly time-limited (to a maximum of 10 years) and subject to a review mechanism. The consents also included extensive management plan and certification requirements (including construction management, construction traffic management, construction noise and vibration management, erosion and sediment control, stormwater quality treatment and contaminated land validation reporting) to avoid, remedy or mitigate adverse effects during construction and operation.

#### 7.1.1.9 Building 1 redevelopment consents (2017)

In August 2017, Auckland Council granted land use and discharge consents for a revised redevelopment proposal for Building 1 on the Site. The 2017 approval provided for an eight-level mixed-use building comprising an entertainment facility at ground level (All Blacks Experience), visitor accommodation (hotel), and an above-ground car park (including non-accessory/unallocated spaces), together with associated earthworks and the discharge of contaminants during earthworks. The 2017 application was described as an alternative to a previously consented scheme, with the key change being the orientation of the building within the Site while retaining a similar overall scale and activity mix.

As with the earlier approvals, the 2017 consent package included conditions requiring detailed design and operational controls (including signage, acoustic performance, construction management, traffic management, erosion and sediment controls, and contaminated land remediation and validation reporting), and continued to treat non-accessory/unallocated parking as a temporary measure subject to management controls.

*Note: The above summary reflects the consent documentation currently on file. Council reporting also refers to earlier approvals and existing use rights associated with the bus depot activities; those referenced approvals have not been independently reviewed in full here and are therefore not summarised in detail.*

#### 7.1.2 If a decision has been made, the outcome of the decision and reasons for it ((s13(4)(u)(i))

All of the above consents were granted.

#### 7.2 A description of whether and how the project would be affected by climate change and natural hazards (s13(4)(v)).

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The project site is potentially affected by climate change and natural hazards in terms of flooding and coastal inundation given the waterfront location of the project and low-lying flat land. As detailed above, however, the project will be designed to account for the effects of climate change

and natural hazards. Further, the circumstances that apply to the project site also apply to the balance of the Wynyard Precinct, and much of the balance of the City Centre zone.

### 7.3 If the referral application is lodged by more than 1 person (s13(4)(w)).

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Not applicable, as the application is only lodged by one party.

### 7.4 A summary of compliance or enforcement actions (if any) (s13(4)(x))

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No compliance or enforcement actions have been taken against the applicant.

## 8.0 Matters relating to specific proposed approvals s13(4)(y)(i)

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This section provides an assessment of the project seeking resource consent approval against the information specified in clause 2 of Schedule 5 being:

An assessment of the project against:

- i. any relevant national policy statement;
- ii. any relevant national environmental standards; and
- iii. if relevant, the New Zealand Coastal Policy Statement.

### 8.1 Relevant National Policy Statements

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#### 8.1.1 National Policy Statement on Urban Development

The NPS-UD came into effect on 20 August 2020 with the overall purpose to ensure well-functioning urban environments that meet the changing needs of diverse communities. The NPS-UD requires a significant step change in how we plan for, and enable intensification within the urban areas of Auckland, particularly the City Centre. This places a very different lens on the appropriate approach to matters such as height, development capacity and amenity, including the Policy 3(a) requirement to realise as much development capacity as possible in city centre zones, to maximise the benefits of intensification.

The proposal is considered to be consistent with the NPS-UD for the reasons below with reference to the objectives and policies of particular relevance.

- The project will provide significant office space within a walkable catchment to public and active transport including Waitemata (Britomart) Train Station, CRL, rapid transit bus services, the Auckland Downtown Ferry and the high-quality networks of cycleways and walkways in the Wynyard Precinct and broader city centre area. The commercially led nature of this project in a highly connected and walkable location of Wynyard Quarter will ensure that the project will deliver and contribute to a well-functioning urban environment (Objective 1, Policy 1(c)).
- Wynyard Quarter is a highly accessible location within the city that is within a walkable catchment to Waitemata Station/Britomart, CRL, rapid transit bus services, ferry services and other active modes. The project will therefore enable more people to work within one

of the most accessible areas of the City Centre supporting a shift to public and active modes of transport and a reduction in greenhouse gas emissions (Objective 8, Policy 1(c) and policy 1(e)).

- The project will provide employment opportunities which will contribute to the emergence of a diverse and vibrant community. This will also assist in responding to the changing needs of people, communities and future generations (Objective 4).
- The building heights and density of the building in this project are designed to take account of and respond appropriately to design principles of the AUP, Wynyard Quarter Urban Design Framework and any potential adverse effects. The proposed building heights will also enable more office space in the Precinct achieved through an increase in building height (Policy 1(a) and policy 3(a))

## 8.2 National Environmental Standards

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### 8.2.1 National Environmental Standard for Contaminated Land

The NES came into effect on 1 January 2012. All territorial authorities are required to give effect to and enforce the requirements of the NES in accordance with their functions under the RMA relating to contaminated land. The relevant consent matters related to the project under regulations of the NES have been identified and assessed in section 3.3.2 and 4.10.6 of this report above.

The proposed ground disturbance is essential to enable development of the project. A Remediation Management Plan (RAP) will be prepared as part of the substantive application and will be based on site specific investigations and testing of ground contaminants present. It is anticipated that the RAP will include measures for dealing with and disposing of the contaminated material to fill sites appropriately certified to take contaminated material where necessary.

Additionally, it is anticipated that the RAP will require workers on the site to follow the appropriate procedures for working with contaminated material. Such measures can be imposed as conditions of consent to ensure that the development will not result in significant risks to human health and will accord with the NES for Contaminated Land. Overall, it is considered that the project will achieve the overarching purpose and objective of the NES to protect human health.

### 8.3 Whether, to the best of the applicant's knowledge, there are any existing resource consents of the kind referred to in s30(3)(a) (Schedule 5 Clause 2(1)(b))

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There are no existing resource consents of the kind referred to in s30(3)(a).