

188 Beaumont Street Fast-track

Auckland Council

Annexure 23:

Section 67 request to applicant

Lewis So

24 June 2026

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Attention: Magdalena Regnault, Barker & Associates

Dear Magdalena,

Fast-track – information gaps under s67

Application number(s):	BUN60464683 LUC60464684 WAT60464685 DIS60464686 SUB60464687
Applicant:	Westhaven Residential Limited Partnership
Address:	188 Beaumont Street, Auckland Central (Wynyard Quarter)
Proposed activity(s):	Substantive fast-track application for a marker building containing 210 residential apartments, ground floor retail activities and associated car parking.

The Council has undertaken a specialist review of the above fast-track application. As part of this initial assessment, and in accordance with section 67 of the Fast-track Approvals Act 2024, a number of information gaps have been identified. These gaps relate to achieving a sufficient understanding of the proposal and the scale and significance of its potential environmental effects. The Council intends to raise these matters with the Fast-track Expert Panel and provides them to you at this stage for your awareness and any further information you may wish to provide.

Identified information gaps

Groundwater (Richard Simonds)

1. IGS Assessment Based on Superseded Drawings

Initia Geotechnical Specialists (IGS) is based on the following information:

- Warren and Mahoney “100% Preliminary Design” drawings, dated 19/12/2025, which have been superseded by drawings dated 17 March 2026.
- Engineering drawings prepared by Tonkin and Taylor dated October 2025, which have been superseded by drawings 1098609.2000-0110 rev 2 and 1098609.20000120 rev 1 dated 17 December 2025.

- A concept structural mark-up of the core cap by Robert Bird Group dated 28 October 2025. It is not clear from the information provided if the concept design of the core cap has been updated.

In order to undertake an appropriate assessment of the settlement effects of the proposed activity on 3rd party assets, the IGS report dated 27 February 2026, should be revisited and updated as necessary to reflect the most up to date set of drawings prepared by the Architect, the Civil Engineer and the Structural Engineer. This is particularly relevant because there are only 2 No. 4m deep excavations shown in Figure 5.2 in the IGS report, whereas T & T drawing No. 1098609.2000-0110, rev 2, shows 4 No. 4m deep excavations and T & T drawing No 1098609.2000-0120, rev 1 shows 3 No. 4m deep excavations. Clarification is required.

2. Inconsistencies in Groundwater Level Reporting and Clarification Required

IGS state *“Based on the monitored levels, groundwater is typically expected to be encountered between RL +0.7 to RL +1.3 m across the building platform, with some tidal fluctuation. This corresponds to typical depths of 1.5 to 2.5 m below existing ground surface level.”*

The last sentence in the above statement appears to be incorrect given the stated difference in the RLs and clarification is required, particularly given the following statement in Section 5.3.2 of the IGS report *“Shallow excavations (e.g. for ground beams and pile caps) less than approximately 1.5 m below existing ground levels are not expected to encounter groundwater”*

In order to undertake an appropriate assessment of the settlement effects the range of groundwater levels measured should be accurately stated in both mRL and mbgl.

3. Insufficient Evidence Provided to Support Retaining Wall and Monitoring Assumptions

In Section 3.5.2 IGS state: “Temporary sheet pile retention may be required along the southern boundary where there may be insufficient space to bench/batter excavations due to the existing Orams B2 building. Whilst the temporary works should be designed/reviewed by a geotechnical engineer, the monitoring of retaining wall deflections should not be required. This is because the B2 building is suspended on steel UC piles driven to rock and the sheet pile wall and temporary retention will be of limited retained height.”

To support the above statement IGS provide a reference as a footnote on page 17 as follows: “Stratagroup Consulting Engineers (21/03/2019). Orams Marine. Wynyard Quarter Workshops and Retail Complex. Beaumont Street, Auckland. Building B1b-B2 Foundation and Ground Floor Slab For Building Consent. Drawing Set. Project No. J4793.

In Appendix 31, it is noted that written approvals of Auckland Council (dated 1 April 2026) and Orams Marine (dated 27 March 2026) as owner and occupier in relation to effects on the land and building at 164 Beaumont Street.

However, it is the council specialist’s opinion that in order to support their statement in Section 5.3.2, IGS should provide the following:

- Annotated copies of the B2 building drawings, showing as-built foundation details, including the precise location of the piles near or at the edge of the building;
- A scaled geological cross-section at the critical location;
- Details within the cross-section of:
 - the existing pile foundations for the B2 Building;
 - the proposed excavation levels (mRL);
 - the predicted groundwater level (mRL); and
 - the proposed temporary retaining wall including depth and retained height.

The provision of this information is important as it is noted that at present the proposed conditions of the Water Permit do not include any settlement monitoring, or pre and post construction detailed condition surveys of the Orams B2 Building or monitoring of deflection of the proposed retaining wall.

Landscape (Gabrielle Howdle)

4. Planting Details Required to Support Wind Mitigation and Amenity Outcomes

Planting details for the Jellicoe Street Pots and Marina deck are not provided within the Boffa Miskell Landscape Design Plans; being the size of the pots, proposed species (trees, low plants) or grades at time of planting.

While from a landscape perspective (amenity perspective) this information could be conditioned, it is noted that the Wind Assessment relies on the pot plants to help mitigate wind effects resulting from the proposal including comfortability of pedestrians within the highly visited Jellicoe Street and Beaumont Street. It is also questioned on how the nature of the pots (being relocatable / moveable) will be able to permanently ensure the mitigation of the wind effects.

Provision of the information should be provided to ensure the amenity of pedestrian environment within the public spaces.

5. Further Detail Required on Pōhutukawa Species, Planting Specifications, and Wind Mitigation Role

Planting details for the ground floor specimen trees, coastal mix and streetscape mix planting (Boffa Miskell Page 12 - Indicative Planting Strategy) does not confirm the specific variety of the pōhutukawa tree and also does not provide the grades at time of planting or spacing/quantities. While from a landscape perspective (amenity perspective) this information could be conditioned, it is understood that the specimen trees within the marina open space area are also being relied upon to mitigate increased wind affects within this space and to Jellicoe Street. Provision of the information should be provided to ensure the amenity of pedestrian environments.

6. Building Materials, colours and finishes

No colour palette or finished material treatment has been provided. The materials and colours shown in the visualisations and perspective renders are inconsistent. Confirmation of the proposed materiality, colour selection, and finish (such as matte, aggregate, or textured treatments) is required to enable a clear understanding of the building's appearance and the extent to which visual amenity and visual dominance effects are managed from both the immediate realm and wider viewpoints.

While the final material, colour and finish details could be conditioned based off a conceptual palette, the specific material, colour and finish details of all cladding, balustrade and roofing would be best place to be included on the elevation drawings as part of the material key / palette.

7. Other comments

Please clarify whether there will be an easement allowing for public access over the western marina open space proposed.

There is a discrepancy with the level of effects on residents at 155 Beaumont Street apartment blocks, the AEE Paragraph 10.11.3 – last sentence notes ‘moderate’ as being no more than minor, while the executive summary 2.0 notes “more than minor only for visual amenity effects for the nearest residential receiver”. Please clarify and address any inconsistencies.

Urban Design (Michelle Chan)

8. Shading – Additional Height and Bulk Effects

In the context of the additional building height and bulk, please provide shading diagrams that clearly distinguish the extent of shading generated by the proposed development, relative to a building envelope that complies with the development controls within the City Centre Zone and Wynyard Quarter Precinct.

This should include:

- A comparative overlay showing the compliant envelope and the proposed development;
- Clear graphic differentiation (e.g. colour tone or hatch) identifying shading attributable to the additional height and massing; and
- Identification of the extent and duration of this additional shading on surrounding streets, public spaces and neighbouring sites.

9. Daylight Access

In addition, please provide a comparative daylight assessment to assess the daylight and overshadowing effects of the proposed development, including the effects arising from the additional height and bulk, on surrounding streets, public spaces and neighbouring sites.

10. Pedestrian Experience and Amenity

Please provide street-level architectural renders along Beaumont Street and Jellicoe Street frontages, viewed from the adjoining footpaths, to support a more robust assessment of pedestrian experience and streetscape quality. Suggested locations are identified in Figure 3 below.

Policy Planning (Lee-Ann Lucas)

11. Provision of Referenced Economic Report Required to Verify Assessment Conclusions

Please provide a copy of the report titled “*Economic Impacts 15 Westhaven Drive*”, M.E., November 2023, which is referenced in the Economic Impact Assessment prepared by Property Economics Limited (dated March 2026), for review. Without access to this report, there is concern that the analysis undertaken by Property Economics Limited may be unsound and presents a medium to high-risk conclusion, as it is unclear whether the available marine related floorspace within the Wynyard Quarter is sufficient to support the assessment.

Auckland Transport – Coastal inundation adaption (James Taylor)

12. It has been noted that the development relies on access via roads that will be subject to significant coastal inundation risks in the future due to sea level rise, which pose a high hazard due to unsafe flood depths. This site and the surrounding area is predicted under certain climate pathways to not only be subject to hazardous inundation from extreme storm tide events, but also frequent inundation from the Highest Astronomical

Tide. The timing at which this becomes a frequent issue will depend on the climate pathways.

There is an implicit assumption made by the hazard assessment in that these roads may be raised at some point in the future. AT however currently has no adaptation plans, and no funding allocation, for this area to raise these roads. Based on this, there is a risk that the access roads to this development in future are subject not only to high inundation hazards from extreme storm-tide, but frequent nuisance inundation from High Tides.

The development should be assessed on the assumption that no work to raise this road will be undertaken and adequate access/evacuation to and for the development needs to be provided for in storm/inundation events.

Planner notes:

AT has noted that safe egress will not be possible during a coastal inundation event, and that the proposal therefore relies on the building functioning as a safe refuge. I have reviewed the AEE and the Coastal and Flood Hazard and Risk Assessment (Appendix 12, p. 20) and recommend that further assessment be provided on how basic human needs will be met for the expected duration of an inundation event (please specify the anticipated duration). While E36.3(5L)(b)(iv) refers specifically to wet proofed electricity and sewerage systems, additional information is benefits the assessment under E36.3(5L)(b)(v) to confirm how other essential needs such as access to food and water for both residents and visitors will be provided so that occupants can be confident the building will function as a safe refuge.

Auckland Transport - Development Planning (Vaishali Sankar)

- I. **Traffic survey details** – It is recommended that you provide an updated traffic survey so that the assessment reflects current traffic conditions within the surrounding environment.
- II. **SIDRA model network level report** – SIDRA modelling was undertaken to assess changes in Level of Service (LOS) at a network level. The results indicate an increase in delay on Halsey Street south of Viaduct Harbour Drive during the AM peak, and a change in LOS on Halsey Street north of Viaduct Harbour Drive during the PM peak compared to the baseline, as shown below. This change is expected given the scale of the proposed development. However, the ITA does not include the detailed SIDRA modelling output required to verify the input data or assess changes in average delay, speed, queue length, and potential impacts on PT services.

Please provide a SIDRA network model report to better understand the extent of changes in queue length and average delay to understand the effects determined at a network level.

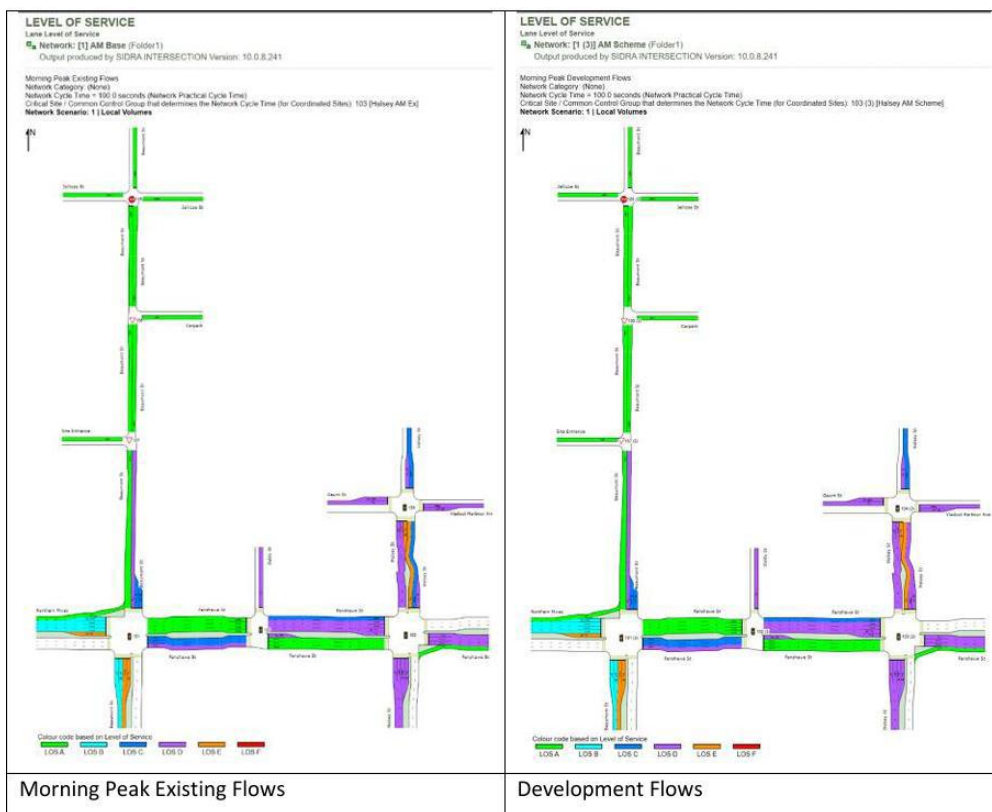


Figure 2: Morning Peak network effects

Reference: Integrated Transport Assessment prepared by Parlane & Associates

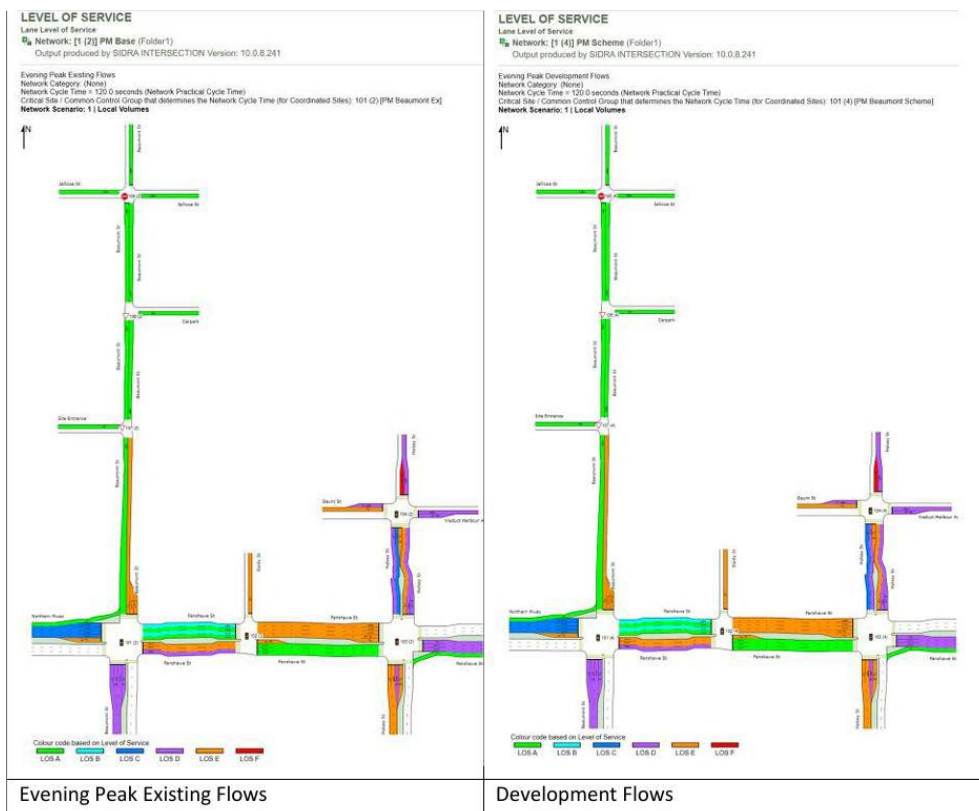


Figure 3: Evening Peak network effects

Reference: Integrated Transport Assessment prepared by Parlane & Associates

- III. **Proposed relocation of the bus stop for construction traffic**, including the proposed location, tracking plans, dimensions and effect on existing parking – It is recommended that you provide detailed plans depicting the proposed temporary location, dimension, tracking plans and the ongoing effect on parking during the construction period. Alternatively, construction traffic is recommended to utilise Jellicoe Street due to the high usage of Beaumont Street and the potential effect on surrounding.

Wind Specialist (Nick Locke of WSP)

14. Please provide the following information to enable an accurate assessment of the wind effects:
- a. Directional and non-directional **mean** wind speed data for each location, for 1) existing environment (including the buildings currently being constructed in Beaumont Street) and for 2) the proposed development.
 - b. Directional and non-directional **gust** wind speed data for each location, for 1) existing environment (including the buildings currently being constructed in Beaumont Street) and for 2) the proposed development

Economist (Shane Martin of MRCagney)

15. Both the Economic Impact Assessment and the Wider Regional and National Benefits Assessment should consider potential costs and benefits for Māori and iwi. This may represents a low/ medium risk if not appropriately addressed.

Economist's Note:

In the past, determining whether a project has regional/national significance has been partially influenced by impact on Māori/ iwi.

16. The Wider Regional and National Benefits Assessment does not quantify economic benefits but instead reports on economic activity, which is a medium risk.

Economist's Note:

It will be impossible for the panel to determine if the project is likely to be net beneficial without some quantification of benefits and costs properly. There is no debate that the proposal is large. Instead, it is whether it is likely to result in economic benefit to Auckland or New Zealand more broadly. A CBA framework (not necessarily a full CBA) would be helpful in comparing benefits to costs.

17. The Wider Regional and National Benefits Assessment should include assessment of the cost of environment, visual amenity, etc.

Economist's Note:

The Wider Regional and National Benefits Assessment is silent on economic "externalities" of the development. These are likely to be primarily experienced through

environmental impacts (either positive or negative) and visual amenity impacts (either positive or negative). These will be real costs/benefits to society and should be considered as part of the costs and benefits of the project.

Traffic Specialist (Honwin Shen)

18. Please provide detailed parking layout plans, including all relevant dimensions, along with confirmation of functionality through B85 vehicle tracking. This information is required to demonstrate that vehicles can safely access and manoeuvre within the parking spaces, particularly in locations where structural elements such as columns may restrict movement.
19. A total shortfall of 92 bicycle parking spaces has been identified, comprising 12 visitor spaces and 80 secure spaces. The ITA notes that *“additional secure bike storage can be provided within the individual dwellings, which is permitted under the provisions of PC79.”* However, it remains unclear how bicycles would access the common areas of the development and reach each individual unit. Please demonstrate and clarify how users are practically store their bicycles within the units, given that they would need to lift their bikes via stairs or elevators, which is not considered practical.
20. The proposed development requires three standard loading zones, however, only two are proposed. The proposed loading area is not adequately accommodating two trucks. Further assessment is required to understand how two heavy vehicles can operate within the space simultaneously, given that the tracking diagrams provided show a single truck utilising both loading bays. Please provide workable tracking that confirms trucks can manoeuvre without restricting one another and demonstrates that the loading provision is functional in practice. Instead of three standard loading zones, I request that this development to provide two standard loading zones, and one small loading zone. A small loading space is considered necessary for this mixed-use development to accommodate vans, couriers, and other service vehicles responding to the day to day needs of the apartments. The AEE states that *“there is no demand for a third loading space on site and that the two spaces provided will adequately service both residential and retail activities without generating external effects on the transport network”*. In this context, please provide further assessment demonstrating how overall loading demand will be managed without causing unnecessary queuing or obstruction on the public road, including whether any operational or management measures are proposed.

If you have any queries, please contact me on 027 228 6714 and quote the application number above.

Yours sincerely,

Lewis So | Intermediate Planner

Premium Resource Consents
Auckland Council