

Site / Project	188 Beaumont Street	Last Updated	04/08/2026
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0	Expert Panel	
General		
0.1	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 industry and hazardous industry”. How does the proposed land use directly achieve this purpose, particularly the second aspect?	The purpose of the Wynyard Precinct should be considered in the context of the Wynyard Quarter's planned and continuing evolution over time which is anticipated in the Precinct's description and provisions more broadly. When the Wynyard Precinct provisions were prepared, Wynyard Quarter had a materially different operational character, including bulk liquid storage terminals and a broader range of marine, fishing and hazardous activities. The Wynyard Precinct description expressly anticipates that hazardous industries will progressively relocate from the area as it transitions into a mixed-use waterfront environment. The reference to “enabling” the continued operation of marine and hazardous industry therefore does not contemplate that all such activities will remain unchanged or in their existing locations indefinitely. Rather, it seeks to ensure that redevelopment does not unduly constrain those activities while they remain. Since the provisions were prepared, these activities have progressively reduced, consolidated or relocated as Wynyard Quarter has transitioned into the mixed-use waterfront environment anticipated by the Precinct provisions. In relation to hazardous activities specifically, the Hazardous Facilities Risk Assessment included as Appendix 24 of the substantive application confirms that the bulk hazardous liquid storage facilities, principally used for the petro-chemical industry, have been removed from the Wynyard Wharf. The only remaining hazardous industry site within the Precinct is the fish processing facility at 22–32 Jellicoe Street, which poses a low risk to residents and occupants of the Project. The assessment confirms the Project will not limit the use of this facility. Associated changes have also been made to the planning framework through PC36 which removed the planning provisions associated with the former bulk-liquid-storage activities, including the relevant hazardous-

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		facilities risk contours and corresponding controls on risk-sensitive activities. PC36 therefore recognised that the hazardous-industry environment anticipated when the Wynyard Precinct provisions were originally prepared had materially changed. In relation to the marine industry, the Economic Impact Assessment prepared by Property Economics (EIA) and included as Appendix 16 of the substantive application confirms that there are changing locational preferences within the marine sector from waterfront sites to inland industrial and mixed-use areas, with functions such as manufacturing, retail and support servicing co-locating in more cost effective and accessible locations. The EIA also confirms that existing marine floorspace elsewhere within Wynyard Quarter exceeds projected demand over the next 15 years, demonstrating that Wynyard Quarter has sufficient capacity to meet future foreseeable needs. Therefore, even with the Project (being for predominantly residential-use), the economic marine industry at a Precinct-scale can still be maintained. Further, as set out in the Economic Impact Assessment (EIA) prepared by Market Economics and included as Appendix 17 of the substantive application and the Corporate Statement submitted as Appendix 32, the Project assists in ensuring Orams Marine remains commercially viable and globally competitive, thereby supporting Orams' ability to continue providing marine services. In relation to the first aspect of the purpose, to provide for the comprehensive and integrated redevelopment of this large brownfield area, the Project will replace a temporary surface carpark with residential and commercial activities on land identified for redevelopment and as a marker-building location. It will contribute dwellings and ground-floor commercial and retail activities, supporting businesses, services and vitality necessary for a successful mixed-use waterfront neighbourhood. Accordingly, the Project is considered to advance both aspects of the Precinct purpose; it contributes to the comprehensive and integrated redevelopment of Wynyard Quarter while ensuring the continued operation of the marine industry and that the Project does not

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		pose a risk to the operation of the limited remaining hazardous activities in the Precinct, noting that the needs of both activities have evolved over time.
0.2	Who are these apartments intended for? There are various different statements in the different reports – some say high-end housing, some say for superyacht owners and their crew (which implies temporary accommodation) and some simply state that they will increase housing supply in the city. However, these presumably are not intended for “affordable” housing. One comprehensive explanation would be helpful.	When planning the design of the apartments and target occupiers, the Applicant has sought advice from Auckland residential project sales specialists Bayleys and Colliers and its Australian based business partners. The intended occupiers of the apartments in each of the buildings is explained below. The Marina building, comprising 18 large three-bedroom apartments which enjoy unobstructed outlooks across the Waitematā harbour, will be positioned as a luxury apartment offer. Purchasers are likely to be both New Zealand and internationally (expat New Zealand citizens and others) based. The international market component may also include boat and super yacht owners who wish to own an Auckland property when visiting for an extended period of time. The project marketing team will have the benefit of being able to approach international buyers via the Orams Marine customer database. The Tower building is targeted towards mid-market purchasers for the lower levels and luxury apartment owners for the upper and penthouse levels. The Beaumont building will be positioned to meet the needs of the mid-market purchaser albeit at a lower price point than the Tower building given the generally smaller size of the apartments on offer. The Applicant expects the mid-market apartments in the Beaumont and Tower buildings are likely to attract interest from investors given the tenant demand in the area from renters wanting to live close to their place of work.
Economics		
0.3a	What proportion of the proposed residential development is required for Orams to support the superyacht industry discussed in the M.E Consulting report?	As discussed at 0.3b below, based on historic demand, Orams Marine estimates that approximately 100 crew members would need accommodation each year (at varying times of the year). These numbers fluctuate year to year depending on factors such as vessel movements, industry activity or weather events.

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		Rather than being a defined proportion, it is the opportunity provided by the Project to accommodate yacht owners, staff and crew in proximity to Orams Marine which increases its competitiveness (as a number of other marine precincts globally provide an accommodation offering). As discussed in the Market Economics report attached as Appendix 17 to the substantive application, ready access to accommodation within close proximity to the marine precinct is an important factor for superyacht owners and crew when deciding where to berth and service vessels.
0.3b	Are the economic benefits different depending on who these dwellings are for? For example, if the apartments are intended for owners/skippers of luxury yachts and their staff/crew, how much will this realistically increase resident population? Historic data from Orams as to likely demand for such facilities (and the duration of that demand) would be helpful to support this analysis and can if necessary be provided on a confidential basis.	This Project will enable both an increase in Wynyard Quarter's resident population and the ability for owners / skippers and crew of luxury yachts to stay in proximity to Orams Marine while their yachts are being serviced. Some of the economic benefits will differ depending on which of these groups occupy the apartments at any given time. Orams Marine's existing facility can accommodate around 10 large boats on the hardstand / marina berths at any one time, with most superyachts booked in for a 3 to 9 month refit and the larger vessels carrying crews of up to 20. Crew generally need accommodation when it is on the hardstand. Based on this historic demand, Orams estimates that around 100 crew members would need accommodation each year (at varying times of the year). The Project provides an opportunity for crew to stay in Wynyard Quarter, close to Orams Marine, increasing Orams' competitiveness against other full-service superyacht refit centres with integrated crew accommodation. If the Project did not proceed, any resulting decline in Auckland's competitiveness for superyacht refits would be difficult to quantify precisely but would be real and would adversely affect the New Zealand marine sector. It is anticipated that only a portion of the apartments would be used by crew at any one time, leaving the remainder available for permanent residents; however, the actual proportion occupied by crew at any given time

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		will depend on the extent to which vessel owners choose to make use of this accommodation option for their crew. While crew staying at the Project will not increase the permanent resident population, they will still increase economic activity for the duration of their stay through local spending. A larger permanent resident population would also generate broader economic benefits for Wynyard Quarter and the wider City Centre, including that also it will increase local economic activity and employment, as a larger residential catchment supports greater demand for nearby businesses and services. A larger resident base further adds vitality outside standard business hours, contributing to Wynyard Quarter's ongoing regeneration as a vibrant, mixed-use precinct.
0.3c	How will high end apartments in the city centre stem the rate of house price appreciation and reduce development pressure on fringe areas?	While the provision of more affordable housing addresses housing needs more directly, higher-priced residential development (noting as above that not all of the apartments are intended to be a premium offering) also contributes to overall housing market functioning by increasing capacity, expanding choice, and reducing competition for existing dwellings within that market segment. The Project's contribution should therefore be considered in terms of its incremental role in improving market responsiveness and supporting a more efficient pattern of urban growth. The following diagram illustrates the relationship between housing supply and price outcomes based on classical economic theory. Figure 1: RELATIONSHIP BETWEEN HOUSING SUPPLY AND PRICE OUTCOMES Housing markets comprise multiple segments differentiated by factors such as location, dwelling type, quality, and amenity. The Project would provide additional supply for mid-market purchasers at the lower levels of the Tower

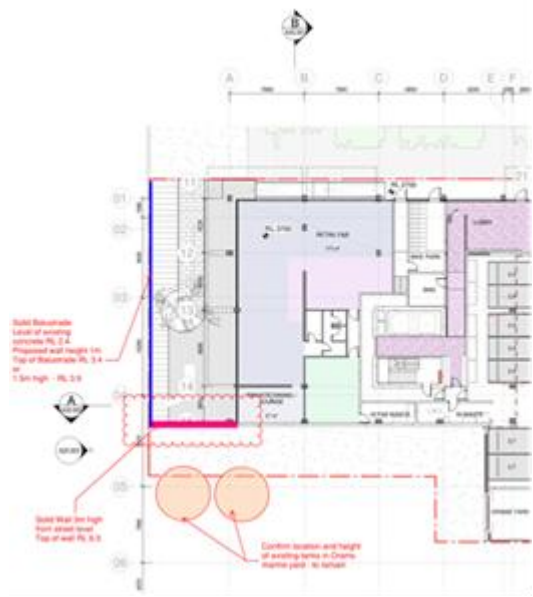
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		building and at the Beaumont building (alongside its premium apartment offering). In the absence of this additional supply, some of this demand would instead be directed towards existing high-amenity apartments and dwellings within the City Centre and inner suburbs, increasing competition and price pressure within those markets. By adding new capacity, the Project would improve housing choice and reduce reliance on the existing housing stock to accommodate future demand. While the effect of any individual development on overall house prices will be incremental, additional supply contributes to a more responsive housing market and helps moderate price pressures relative to a scenario where demand growth occurs without corresponding increases in supply. More broadly, providing additional housing capacity within efficient locations such as Wynyard Quarter enables a greater proportion of Auckland's future growth to be accommodated within the existing urban area. This reduces reliance on outward expansion as the primary response to housing demand, particularly for households seeking to live close to employment, services, and amenities. There appears to be agreement from the Council's economist at page 9 of Annexure 2 of Auckland Council's comments dated 17 July 2026 regarding this point which indicates that the Project 'clearly' helps to attenuate prices.
Transport / Planning		
0.4a	If the superyacht industry is the primary market for this development, why are four levels of parking necessary?	As set out in response 0.3b above, the superyacht industry will only make up a portion of the market for the Project. The market is varied and includes New Zealand based and international purchasers seeking accommodation in the City Centre, as well as the owners / skippers and crew of yachts. The provision of car parks is market driven as it is expected that many apartment owners/occupiers will leave their cars parked during the week as they walk or take public transport to their place of work. However, there is still demand for carparks as residents will require vehicles for other trips, such as for transporting large or fragile goods (eg

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		shopping) or on the weekends for travelling to other parts of Auckland or further afield. Notwithstanding this, as set out in Rules Assessment included as Appendix 30 of the substantive application, the Project complies with (and provides less than) the Precinct's permitted parking ratios. Under Standard I214.6.1, up to 310 parking spaces are permitted where 261 are proposed.
0.4b	The AEE states that the increased local population base will result in an increase in the number of F-T equivalent employees able to work within Wynyard Quarter and the surrounding suburbs. What percentage/numbers of people living with Wynyard Quarter also work within Wynyard Quarter (not just those who work from home and not those who come in or leave the area for employment)?	Available travel-to-work data from Commuter Waka^[1] indicates that approximately 40%^[2] of employed residents (or 348 out of 879 people) within the Wynyard-Viaduct statistical area also work within the same area. 246 of the 348 people (28% of the total number) work / study at home, and 102 out of 348 (12% of the total number) work within the Wynyard-Viaduct statistical area. Further, 63% of employed residents in the Wynyard-Viaduct statistical area work in the Central Area.^[3] This supports the Integrated Transport Assessment's conclusion that residents in the Wynyard Viaduct statistical area have a far higher propensity to walk to work than other areas of Auckland. At a broader City Centre level, approximately 11,250 local residents are employed within the City Centre, representing around 53% of the total resident employment base of approximately 21,210 people.^[4] These figures indicate that a substantial proportion of City Centre residents are employed locally, demonstrating an established relationship between residential and employment functions within the area. From a statistical and pragmatic perspective, this existing live-work relationship supports the potential for additional residential capacity within Wynyard Quarter. Providing housing within close proximity to employment opportunities enables more efficient urban outcomes by reducing commuting distances, improving access to employment, and supporting the ongoing intensification and vitality of this local central city area. In this context, Auckland Council's growth projections^[5] anticipates growth of approximately 812 additional households in Wynyard Quarter between 2026 and 2036. The proposed 210 apartments would therefore

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		make a meaningful contribution towards meeting forecast residential growth within the precinct, accommodating approximately one-quarter of projected additional households over this period. These additional dwellings would expand housing choice, support higher-density urban living, and facilitate the efficient accommodation of future population growth within the City Centre, including for residents who value proximity to employment opportunities. [1] <i>Commuter Waka</i> https://commuter.waka.app/ is a data visualisation tool produced by Stats NZ to show where people are travelling to and from for work and education, how they travel, and how trends have changed between censuses. [2] <i>The Waka Commuter site has calculated this as 42%.</i> [3] <i>The Central Area is made up of Wynyard-Viaduct, Quay St-Customs St, Victoria Park, Hobson Ridge North, Hobson Ridge Central, Hobson Ridge South, Queen St, Shortland St, Anzac Ave, The Strand, Queen St South West, Auckland University, Symonds St North West, Symonds St West, Symonds St East and Karangahape East statistical areas.</i> [4] <i>The broader City Centre is defined by the "Auckland City Centre" area as found in Statistical Area 3 on the Waka Commuter site.</i> [5] <i>Auckland Council – Auckland Growth Scenario 2023 version 1.1 (AGSv1.1).</i>
0.4c	How is the provision of 261 carparks as a part of this development consistent with the various statements made in the AEE as to the benefits and positive effects of the site being within a walkable catchment of the Auckland CBD and key transport connections?	The provision of 261 car parks is consistent with the benefits arising from the Project's location within a walkable catchment of the city centre and key public transport connections, as parking provision and travel behaviour are not mutually exclusive. Residents may own a vehicle for occasional, recreational or household purposes while walking, cycling or using public transport for regular commuting and daily trips. From a transport planning perspective, it is desirable to have parking in residential buildings in the central area so that people who own cars can live in a home where

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		they can leave their car at home during the work day. A heavily restricted or parking-free development may limit the range of households able or willing to live within the Project, including households that own a vehicle but do not use it for daily commuting. Providing an appropriate level of residential parking therefore supports the delivery and demand for central-city housing by a broader range of households, while the Site's proximity to employment, amenities and public transport enables those households to undertake a substantial proportion of their daily trips by non-private vehicle modes. In addition, providing car parks as part of the Project reduces the likelihood of residents parking on the street. Overall, the provision of 261 car parks will not undermine the benefits identified in the AEE. Those benefits arise from residents having genuine transport choice and a reduced need to use private vehicles for commuting and other everyday trips, rather than from residents being unable to own or access a vehicle.
Acoustic		
0.5	Did the acoustic assessment consider the impacts of construction noise at 30 Madden (the closest existing residential development to the site)?	Marshall Day Acoustics has confirmed that their construction noise assessment set out in the Acoustic Assessment of Effects submitted as Appendix 22 of the substantive application considered 30 Madden Street, although this receiver was not explicitly mentioned in the report. Marshall Day Acoustics predicts that construction noise will readily comply with 75 db LAeg at 30 Madden Street, without noise barriers, because the construction area will be more than 80m away.
Architecture / Landscape		
0.6a	What is the justification for the additional uplift in height sought over and above what was recently achieved in PC78?	As an introductory comment, the Project must be assessed on its merits, having regard to its actual and potential effects and the relevant statutory and planning framework, rather than by reference to the "additional" or numerical extent of the height infringement. As set out in the Corporate Statement submitted as Appendix 32 of the substantive application, the height of the Project responds to the significant construction costs and physical constraints of the site while delivering

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		the architectural quality, public-realm improvements and wider benefits described in the application. In particular: • As set out within the Geotechnical Assessment included as Appendix 11 of the substantive application, the site is reclaimed and contaminated land with complex geotechnical conditions. The building requires substantial foundations extending through the reclamation material to competent Waitematā Group rock. • Groundwater, geotechnical and coastal-hazard constraints also make basement parking impracticable. Therefore, any parking must be accommodated above ground, which comprises a portion of the building's height without contributing residential yield. These site-specific constraints, together with the elevated costs associated with delivering a high-quality waterfront development, mean that the height of the buildings and development capacity are necessary to support the Project's delivery.
0.6b	Please provide the dimensions of the plaza space that will be publicly accessible to the west of the "Marina building"	Please refer to the drawing prepared by Boffa Miskell and included as Attachment B.1 .
0.6c	Please provide details on the boundary treatment (e.g. fence, wall etc) between the subject site and the Orams building in the public plaza area, particularly having regard to the recommendations in the wind assessment report.	A 3m-high solid wall is proposed along the boundary between the Site and the Orams building within the public plaza area. Please refer to the marked-up snip of Sheet RC.10.000, Rev C of the Architectural Plans included as Appendix 5 .

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		 This wall was included in the wind-tunnel testing and forms part of the wind-mitigation measures relied upon in the Wind Assessment included as Appendix 18 of the substantive application.
0.6d	Please provide additional visual simulations of the Project from representative viewpoints along Beaumont Street, in the vicinity of the southwestern edge of 30 Madden.	Please refer to the Beaumont Street View Analysis prepared by Warren and Mahoney and included as Attachment B.2 and the Graphic Supplement prepared by Boffa Miskell and included as Attachment B.3 .
Legal / Applicant		
0.7	Written approval of the owner and occupier of this adjacent site has been obtained, however there is no legal instrument proposed to maintain the outlook space in perpetuity. Will this be offered and/or would the Applicant accept a condition requiring that to occur?	The Applicant will not accept a condition requiring a legal instrument for the purpose of maintaining certain outlook spaces over the adjacent site in perpetuity. As set out in the substantive application, resource consent is sought under C1.9.(2) of the AUP for the limited infringement of the outlook space standard (H8.6.32.(5)(d)(i)) regarding provision of a legal instrument to secure outlook space where this is provided over another site. Given this, the Applicant has assessed the potential effects of the infringement of the outlook space standard and not securing those outlook spaces in perpetuity where the adjoining site at 164 Beaumont Street could be developed in the future, including up to the applicable 18m height limit. This has included assessing the impacts on privacy and outlook, and daylight access and ventilation.

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		Affected bedrooms The extent of the affected outlook spaces is shown in "red hash" on the plans included as Attachment B.4. In summary, the infringements relate to a relatively small proportion of the bedrooms within the Project and do not affect any principal living rooms or primary bedrooms. Of the 456 bedrooms and studies (that may be used as additional bedrooms) across the Project: • eight bedrooms across Levels 1–4 of the Marina Building have outlook spaces reduced by approximately half, representing 1.75% of the total bedrooms across the Project; • six bedrooms across Levels 5–7 of the Marina Building have outlook spaces reduced to a depth of approximately 1.3m across a width of 4.3m, representing 1.31% of the total bedrooms across the Project; and • one bedroom on each of Levels 5–21 (17 total) of the Tower Building has a small portion of its outlook space reduced (less than 1 square metre), representing approximately 3.72% of the total bedrooms across the Project. Marina Building For the Marina Building, the eight affected rooms across Levels 1-4 are secondary bedrooms (the third bedroom) and studies (which could be used as a fourth bedroom). The living rooms and primary bedrooms retain unobstructed outlooks to the west. If the adjoining site at 164 Beaumont Street were developed low levels of light would be provided to the studies and third bedrooms due to the angled alignment of the window. These rooms already have a limited view from the windows and given the context noted above (including that the bedrooms are not primary bedrooms or living spaces) it is considered the infringement would result in a low level of effects from an urban design perspective and less than minor in RMA terms. Apartment

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		owners' choice of window treatments such as a light form of curtaining or screening would provide mitigation to further minimise potential adverse effects and maintain privacy, if required. The six affected bedrooms on Levels 5 – 7 are above 18m in height. As a result, it is not anticipated that outlooks for these bedrooms would be affected by a potential future development compliant with the building height standard but, if they were, apartment owners' choice of window treatments would also provide minimise potential adverse effects and maintain privacy. Tower Building For the Tower Building, the infringements relate only to a small corner of the required outlook space (less than 1 square metre). The affected bedrooms retain the substantial majority of the required 6m outlook, and the resulting amenity effect (on privacy and outlook, and daylight access and ventilation) is assessed as low/negligible from an urban design perspective and less than minor in RMA terms. In addition, development on the adjoining site could be approximately 18m in height (if developed in compliance with the height standard) and would therefore only have the potential to affect the lower levels of the Tower Building, not the affected bedrooms on Levels 5-21 (which are above 18m). Other matters The building façades for the Project will be designed to meet the applicable internal acoustic standards, addressing the acoustic-privacy and ventilation component of the outlook-space standard. Given the limited nature of the infringements to secondary bedroom and studies as described in this response, it is considered that they will not materially constrain or prevent a complying residential development on the adjoining site, if that were to occur in the future.

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		Conclusion Overall, even if the adjoining site were to be developed in the future, it is considered the affected bedrooms will continue to receive an acceptable level of outlook, daylight and privacy for the reasons described above. The effects of not securing the outlook spaces in perpetuity are therefore considered are considered to be less than minor and, overall, acceptable.
0.8	What is the spatial extent of the commercial lease/licence that Orams holds from Auckland Council/AUDO over the adjacent coastal marine area?	The spatial extent of the commercial lease that Orams Marine holds over the coastal marine area is approximately 26,000m ² .
0.9	What additional land / hardstand area does Orams expect to need to accommodate the increase in superyacht servicing over the next 30 years?	Orams Marine has confirmed that it does not need any additional land / hardstand area to accommodate the increase in superyacht servicing over the next 30 years. The hardstand area is considered appropriately sized for Orams Marine's projected growth, taking into account the adjoining Marina area it leases and its existing equipment and resources. The Market Economics Wider Regional and National Economic Benefits Assessment projected growth to 2051, using Orams Marine's order book for the first five years and then applying annual growth of 2% (conservative scenario) or 3% (high growth scenario). Under the conservative scenario, yachts serviced grow from 26 in 2026 to 59 by 2051, which the Assessment confirms can be managed within Orams Marine's existing hardstand. Under the high growth scenario (up to 87 yachts by 2051), any additional investment required is expected to relate to marina space and berths rather than hardstand, as not all refit and maintenance work requires haulout (lifting a yacht onto the hardstand for work to be carried out). Orams Marine's order book shows that yachts being serviced are trending towards larger, higher-value vessels (50-70 m and above), which require longer refit periods. As these are higher value refits, Orams Marine would favour servicing these larger yachts over the coming decades, meaning fewer but larger vessels will

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		occupy the hardstand at any one time, for a longer duration per vessel. Orams Marine has confirmed that this shift does not increase overall hardstand demand (the reduction in the total number of vessels serviced at any one time is offset by the longer refit duration of each vessel, so that the total hardstand-days required remains within the capacity of the existing hardstand area). From a regional economic perspective, this means that Orams Marine can contribute to significant regional economic growth and benefits, without the need for any additional hardstand space. In addition, Orams Marine will continue to invest in equipment and facilities to support growth across the hardstand and the water space that it leases, ensuring that all projected growth (including this shift towards fewer, larger and longer-staying vessels) can be accommodated with its current hardstand area.
0.10	Is there an intention to lease any of the proposed car parking spaces provided on the site? Would the Applicant accept a condition expressly confining use of parking to residential owners and occupiers?	There is no intention to lease any of the proposed car parking spaces provided on the site. The Applicant has proposed a condition ensuring owners and occupiers are made aware that parking spaces are intended for owner and occupier use (refer to Condition 75A in the Applicant's proposed conditions). The Applicant considers this is appropriate as a clear and enforceable condition
0.11	Please provide a comprehensive update on the results of the CCTV investigations of the relevant public wastewater network, including details of any confirmation from Watercare as to capacity to accommodate the development.	Following recent engagement between Watercare and Westhaven Residential Limited Partnership regarding the 188 Beaumont project via Tonkin & Taylor and Aecom, the Applicant undertook a CCTV and survey investigation of the existing wastewater pipe network in Beaumont Street between the Beaumont/Jellicoe Street intersection and the Beaumont/Pakenham Street intersection to confirm the configuration of the wastewater network to assist in mitigating Watercare's concerns as to the capacity in the network to service the proposed wastewater flows from the Project. In summary, the CCTV and survey investigations confirmed the configuration and presence of flow in the existing wastewater network from the site on Beaumont Street through to the Beaumont Street / Madden Street intersection, and that there is sufficient capacity in the

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		network to service the proposed wastewater flows from the 188 Beaumont project. This information was provided to Watercare, and they confirmed in their comments dated 24 July 2026 (Annexure 15 of Auckland Councils comments) that they're satisfied there is sufficient capacity in the wastewater (and water) networks to accommodate the Project.