

## Planner-led Pre-Application Meeting Record

Pre-Application No. PRR00043684	
Date of request	28 January 2026
Applicant	NZCRE 100 Halsey Limited Luke Kinney
Contact details	Phone s 9(2)(a)
	Email s 9(2)(a)
Site Address	100 Halsey Street AUCKLAND CENTRAL 1010
Proposal	The construction of five new commercial buildings within Wynyard Quarter, including public lanes, parking, and a potential data centre and electricity substation.

The Auckland Unitary Plan became 'Operative in part' (AUP(OP)) on 15 November 2016. For the purposes of this pre-application and any resource consent application that may be lodged, the AUP(OP) is the primary planning document that sets out the relevant zoning/overlays applying to the site, and the objectives and policies, rules and assessment criteria guiding development in this location.

Type	Y	N	Type	Y	N
(Potential) Contaminated Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Coastal Erosion	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Land Instability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Coastal Storm Inundation	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floodplain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Coastal Storm Inundation (plus 1m sea level rise)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Overland flow paths (ephemeral/intermittent/permanent stream)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Cultural Heritage Inventory	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Flood Sensitive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Combined Network	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arterial Roads	<input type="checkbox"/>	<input type="checkbox"/>	Building Frontage Control	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vehicle Access Restriction Control	<input type="checkbox"/>	<input type="checkbox"/>	Geology (rock breaking)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Meeting held	
Date and Time	2:00PM – 3:30PM
Meeting participants – Customer / Agents	Luke Kinney Tim Russell Diana Bell Nick Roberts Manuel Diaz Georgia Ganley NZ Country Head, RP Financial (Applicant) Principal, RP Financial Senior Associate, Barker & Associates (Planning Lead) Director, Barker & Associates Director, Peddle Thorp (Architectural Lead) Peddle Thorp (Architect)

	Emanuele Lisci Graeme McIndoe	Peddle Thorp (Architect) Director, McIndoe Urban (Urban Design) Tonkin and Taylor
<b>Meeting participants – Council</b>	Russell Butchers Rob Mainwaring Quentin Zou Honwin Shen Vignesh Divakar Paul Schischka Masato Nakamura  Post Meeting: Cas Hannick	Principal Project Lead, Auckland Council Principal Urban Designer, TMDO, Auckland Council Senior Development Engineer, Auckland Council Principal Traffic Engineer, Auckland Council Senior Development Planner, Auckland Transport Consultant Traffic Engineer, Auckland Transport Consultant Planner, CoLab Planning Limited  Senior Parks Planner, Auckland Council

### Summary of key considerations and issues

#### 1. Proposal and Background

The proposal involves the comprehensive redevelopment of the 1.7-hectare site currently utilised as the NZ Bus depot. The project seeks to establish a commercial precinct comprising five new commercial buildings (B1, B2, B3A, B3B, B4, B5) with a focus on premium office space and approximately 75,000m<sup>2</sup> GFA.

- The proposal incorporates a potential data centre and electricity substation (in Building 2) to front-load infrastructure and address local shortages.
- Active ground-floor frontages featuring retail and food & beverage tenancies to enhance street-level vibrancy.
- Integrated public realm improvements, including a network of diagonal and orthogonal laneways connecting Halsey Street to the Daldy Street linear park and Amey Daldy Park.
- Internalised parking following the aiming for up to 500 spaces, with no basement levels proposed due to ground conditions.
- Staged delivery is proposed over approximately 7 to 10 years, aligned with the progressive relocation and downsizing of the existing NZ Bus operations on the subject site. A 10-year consent lapse period will be requested.
- The project intends to seek consent via the Fast-Track Approvals process, targeting lodgement of the referral package by 31 March 2026.
- The design team provided a presentation of the context of the site within the wider city centre, including the history of the site. Key pedestrian movements have been considered as part of progressing the overall design and structure.
- The applicant team also provided a background to the investment rationale for this development.

	<ul style="list-style-type: none"> <li>It was confirmed that consultation with relevant Mana Whenua groups is also underway.</li> </ul>
<p><b>2. Transport (Traffic Engineering and Auckland Transport)</b></p>	<p>It is acknowledged that the below transport comments would be mostly applicable when preparing a substantive application, rather than the referral stage.</p> <ul style="list-style-type: none"> <li>Vehicle entry or exit should not be established directly from Daldy Street, Jellicoe Street, or the western side of Halsey Street where alternative access via another road or service lane is available. Council and AT transport experts recommended avoiding vehicle crossings onto Halsey Street due to high pedestrian and micro-mobility volumes. Access from Pakenham Street West or Gaunt Street is preferred. It is recommended to reduce the overall number of vehicle crossings, ensuring they are positioned away from intersections.</li> <li>Total crossing width for any front/corner site must not exceed 50% of the road frontage. Vehicle crossings must have a minimum width of 5.5m and maximum width of 6m for two-way movements. No reversing in or out of the site is permitted.</li> <li>2m x 5m visibility splays are required at proposed vehicle crossings due to high pedestrian traffic. Mitigation measures (signs, buzzers, mirrors) will not be accepted as alternatives. Structural columns must be kept outside these splays.</li> <li>For the proposed carparks and 75,000m<sup>2</sup> GFA, a full traffic modelling (including impacts on Fanshawe Street) should be provided. The applicant would be required to clarify compliance with the trip generation ceiling targets within the precinct (1214.8.2(2)(ii)). If non-compliant, an assessment of how adverse effects will be mitigated is required. AT and the Council note the comments made by the applicant in the meeting regarding the context of the trip generation ceiling targets being considered out of date, however an assessment will still be required.</li> <li>The application documents at the substantive stage should demonstrate all parking dimensions, manoeuvring dimensions, vertical clearances, gradients, and structural columns. 85th percentile car tracking curves for end spaces and non-compliant spaces must be provided. Provision of accessible parking and bicycle parking should also be detailed. A long-section showing gradients (including a 1-in-20 access platform) and traffic calming devices must be provided. All loading and rubbish collection must be accommodated on-site with truck tracking provided.</li> <li>The 6m to 10m wide internal walkways are proposed as shared spaces. The applicant must assess how pedestrian safety will be maintained and clarify whether public easements will be provided over these walkways per 1214.6.12(6).</li> <li>A Traffic management plan must be provided in accordance with 1214.9(5).</li> </ul>

	<ul style="list-style-type: none"> <li>• A draft CTMP should be provided at the substantive stage of the project due to the 7–10-year construction period. This must cover staging, truck frequencies, truck routes, lane/footpath closures, and disruptions to bus services. Note: No long-term closures are permitted on Halsey St and Pakenham St. Gaunt St and Halsey St are contingency bus routes. Daldy St is the main route for City Link, 75, and Tamaki bus routes and must be kept open in both directions. The CTMP must allow Council to review and require updates dynamically. Commentary is needed on how the existing bus depot will safely downsize alongside the staging.</li> </ul>
<p><b>3. Engineering</b></p>	<ul style="list-style-type: none"> <li>• It is recommended to engage Watercare early to review the in relation to Watercare's ability to demonstrate water and wastewater services for the development. A hydrant flow test would also be required.</li> <li>• Based on GeoMaps information, the development in terms of stormwater (SW) is considered serviceable. It may be worth investigating the existing SW discharge and utilizing the existing connections where practicable.</li> <li>• A Geotechnical Investigation Report (GIR) for the final proposal would be necessary at the substantive stage. The GIR would need to address induced ground settlement, and the relevant assessments must demonstrate that the effect is acceptable as per E12.6.2(2) and (3). An Earthwork Plan showing the required earthworks for the final design is also necessary. Where necessary, a structural engineer should be engaged to verify the tolerable thresholds of potentially affected structures/services and consider their condition, depth, age, and construction type with the estimated levels of ground settlement.</li> <li>• Groundwater monitoring following the field investigation is required. If the findings of the groundwater measurement indicate that any drawdown may occur for the required excavation, it is expected that a draft Groundwater Settlement Monitoring &amp; Contingency Plan (GSMCP) based on the settlement predictions shall be provided alongside the final GIR.</li> <li>• Based on a preliminary review of Council's GeoMaps, the site is identified as having shallow landslide susceptibility (Very high and moderate), which triggers the PC120 Landslide Assessment requirements. The substantive application would be required to include an Appendix 24 Assessment.</li> <li>• The site is subject to flooding with part of the site being within a floodplain and Overland Flow Path. Together with the coastal inundation, a flood risk assessment is required. This should be supported by a cross-section at the main entrance (or ramp to basement) to demonstrate the risk has been considered and managed. A PC120 assessment is also considered necessary. Wave action should also be taken into account for the design.</li> <li>• GeoMaps shows part of the site is within the 1% AEP + 1.0m Sea Level Rise (SLR) extent. A hazard risk assessment (coastal inundation) in this regard would be necessary. The relevant recommendation (i.e., the identified maximum storm-tide plus setup wave elevation water level, including additional freeboard allowance) should be used to inform the relevant finished floor level design.</li> </ul>
<p><b>4. Urban Design</b></p>	<p>The proposed development of buildings with a permeable network of laneways and plazas is positive and appears a good fit for the location. The diagonal route from the intersection of Halsey and Gaunt Streets to Amey Daldy Park towards planned developments northwest of the site is supported.</p>

	<ul style="list-style-type: none"> <li>• The proposed variety of building heights in relation to the adjacent VHHL tower and neighbouring buildings appear to fit the character of the precinct. A comprehensive comparative shading study showing the effects of permitted vs. additional shading on adjacent buildings, Amey Daldy Park, the Gaunt Street plaza, and internal laneways must be provided. It is also noted that the proposal complies with the Maunga Viewshaft control, and landscape assessment would be required.</li> <li>• The logic of the proposed site layout is understood and relates well to connectivity. The precinct plan has standards relating to width and length in I214.6.12, and the current proposed widths are narrower than that provided for in the precinct. While existing adjacent lanes set a precedent, the urban design effects on sunlight and daylight access within the lanes will need to be addressed in future design assessments. Later design development may also consider a more detailed laneway hierarchy within the development.</li> <li>• Standard H8.11.5 requires 13m frontage heights to roads around the site. Future assessments should address this standard and include building articulation and architectural design strategies in accordance with Policy H8.3.(34). The strategic decision to pull Building B1 back from the frontage is supported as it responds well to the context, creating a high-quality landscaped area that bridges the nikau trees along Fonterra and the pohutukawa trees along Halsey Street.</li> <li>• Future design work should clarify landscape design and the interface with streets, lanes, and open spaces. The experience at street level and massing in context should be communicated via visualisations. The applicant's intent to engage early with mana whenua is noted.</li> <li>• Given the scale and significance of the project, engagement with the Auckland Urban Design Panel (AUDP) is highly encouraged once proposals are further developed post-referral. It is noted there is no charge to the applicant for the panellists' time at AUDP.</li> <li>• Further consideration should be given to the functionality of the site and development during interim stages noting the 7–10 year construction timeframe anticipated.</li> </ul>
<p><b>5. Planning and Other Matters</b></p>	<ul style="list-style-type: none"> <li>• Assessments against maximum site intensity, maximum office Gross floor area rules, parking ratios, veranda controls, wind, and glare will be required in the application.</li> <li>• The site will be contaminated. While noting that this is unlikely to be an issue at referral stage, further consideration and engagement can be facilitated post referral.</li> <li>• The documents should also include scheme options and visual/functional impacts if the potential data centre and sub-stations are included in the final lodgement. At a general level, the inclusion of these components into the proposal as an optionality in the proposal is supported.</li> <li>• The interface with the park was queried, and it was clarified that the proposal would have a seamless interface that is setback from the boundary, and the tying into the existing lane. It is understood that there will be emphasis placed on this interaction and interface.</li> <li>• Any economic assessments provided in the referral stage will be reviewed by an economist from Council's perspective. Whether we view the</li> </ul>

	<p>proposal as having national or regional benefit is subject to the review of the economic assessment in detail.</p> <ul style="list-style-type: none"> <li>• For a proposal of this nature and scale, the Council supports the provision of an extended lapse period.</li> <li>• If the proposal is successfully referred for fast-tracking, the Council looks forward to continuing to work with the applicant at the pre-application stage so that a robust substantive application can be prepared.</li> <li>• While noting the specific feedback that would support the project at the substantive stage, in general terms the Council is neutral with regards to this project being considered through the Fast Track Approvals Act. The Council has yet to review or cite any economic assessments to consider and determine whether the project is of national or regional benefit.</li> </ul>
<p><b>6. Post Meeting Comments – Parks Planning (Not Invited for Per-Application meeting)</b></p>	<ul style="list-style-type: none"> <li>• The parks planning team agree with the Urban Design commentary that a comprehensive comparative shading study must be provided to assess the effects of permitted versus additional shading on Amey Daldy Park and the Linear Park connections.</li> <li>• Future design work must clarify the landscape design and interface with the adjacent park through visualisations and cross-sections.</li> <li>• Assessment should also consider the following designations: <ul style="list-style-type: none"> <li>- Designation 508 – Public open space (Central Park), Auckland Council.</li> <li>- Designation 511 – Public open space / road, Auckland Council.</li> <li>- Designation 9467 – Wastewater pump station, Watercare Services Ltd.</li> </ul> </li> <li>• Further engagement with Auckland Council’s Land Advisory team maybe required regarding the potential relinquishment of existing easements that currently ensure public access.</li> <li>• Clarification is need on how public access will continue to be ensured along the periphery of the park and through the relevant easements. Advise on any implications of the 4m wide easement under Designation 508.</li> <li>• Avoid any relocation of the transformer currently located within the subject site onto the adjacent park.</li> <li>• Ensure relevant precinct requirements and setbacks are considered.</li> <li>• Consider viewpoints from Amey Daldy Park and through the associated pedestrian lanes of the Auckland Sky Tower (Figure 1).</li> </ul>



Figure 1: Amey Daldy Park relationship with the Skytower.  
Source: Site Visit/Google Earth Pro and Applicants documentation.

- Confirm that excavation and construction will not create flood risk or stability issues that could adversely affect the adjacent park.
- Any works affecting existing vegetation within Amey Daldy Park must be carefully considered and may require a Tree Owner Approval (TOA).
- Any works directly on, or requiring occupation of, Amey Daldy Park will require Landowner Approval from Auckland Council (LOA).
- Consider opportunities for storytelling associated with Amey Daldy Park, noting the existing storyboard wall and potential collaboration with Council.

### Objectives and Policies for associated open space

#### I214. Wynyard Precinct

- Consider I214.10.6 (Wynyard Precinct Plan 6 – indicative lanes and viewshafts and associated public access easement mapping).
- Consider objectives I214.2(3) and I214.2(6).
- Consider policies I214.3(2), I214.3(4), I214.3(5), and I214.3(26).

#### Business – City Centre Zone

- Consider policy H8.3(3).
- Consider the public realm policies H8.3(33)–H8.3(38).

#### Notes and considerations

- It is noted that Amey Daldy Park and its associated assets are currently recorded in Auckland Transport’s Fixed Asset Register (FAR) and have been in the process of transferring to Auckland Council’s FAR. The status of the assets can further be discussed after the referral stage of the project.

	<ul style="list-style-type: none"><li>• Ongoing requests have been made to Council’s Land Advisory team and statutory advisors regarding the relevant easements and existing assets. Further advice will be provided if it is deemed applicable to the private development.</li></ul>
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**Prepared by:**

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Title: Consultant Planner

Signed:



Date: 20/03/2026

**Reviewed by:**

Name: Russell Butchers

Title: Principal Project Lead, Resource Consents

Signed:



Date: 20/03/2026