

Your written comments on a project under the Fast Track Approvals Act 2024

Project name	FTAA-2508-1098 188 Beaumont Street Date of notification to Auckland Council: 23 September 2025
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Before the due date, for assistance on how to respond or about this template or with using the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

All sections of this form with an asterisk (*) must be completed.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	Auckland Council		
*First name	Russell		
*Last name	Butchers		
Postal address	Private Bag 92300, Victoria Street West, Auckland 1142		
*Contact phone number	s 9(2)(a)	Alternative	-
*Email	s 9(2)(a)		

2. Please provide your comments on this application
<p>Overview</p> <p>Thank you for the opportunity to provide comments on the referral application for 188 Beaumont Street. We provide feedback below from the various relevant departments and Council-Controlled Organisations (CCOs) that comprise Auckland Council.</p> <p>In the invitation letter, it has been requested that Auckland Council provide input on two questions pertaining to s17(3) of the Fast-track Approvals Act 2024 (the Act). We respond below:</p> <p><u>Question:</u></p> <ul style="list-style-type: none"> Any applications that have been lodged with the Council that would be a competing application or applications if a substantive application for the project were lodged. If no such applications exist, please provide written confirmation. <p><u>Response:</u></p>

We are not aware of any applications that have been lodged with the Council that would represent a competing project.

Question:

- *In relation to projects seeking approval of a resource consent under section 42(4)(a) of the Act, whether there any existing resource consents issued where sections 124C(1)(c) or 165ZI of the Resource Management Act 1991 (RMA) could apply, if the project were to be applied for as a resource consent under the RMA. If no such consents exist, please provide written confirmation.*

Response:

Our understanding is that s42(4)(a) does not apply in this case for a referral. We are not aware of existing consents issued under s124C(1)(c) or s165ZI of the RMA that apply in this case.

The Invitation for comment also specifically requested Auckland Council input on the following under Section 20(1) of the Act:

Question:

- *The Records of Title for the project area confirm that Auckland Council is the landowner of the fee simple title, while the applicant has ownership of the leasehold interest for a 125-year lease commencing 2019. The applicant states that this leasehold interest enables them to redevelop the site in accordance with their development agreement with Auckland Council. In relation to the leasehold interest and associated agreement, are there any legal or practical constraints within the lease that could impact the applicant's ability to carry out the proposed works?*

Response

As outlined by the Auckland Urban Development Office (AUDO) (formerly Eke Panuku), the Development Agreement requires that:

- The applicant delivers a residential scheme on the property.
- Auckland Council / AUDO approve the scheme during two key design phases (the preliminary design and the developed design).
- The project has a commencement sunset date of 1 December 2028. Failure to comply with the sunset dates is a default event under the contract which can lead to the cancellation of the Development Agreement and associated ground lease.

Therefore, if any of the above points are not met, it could impact the applicant's ability to carry out the proposed works.

Question:

- *Consent Notice 11576335.4 is registered on the Record of Title for the project area. The Consent Notice includes several conditions, such as requiring infrastructure connections to Council standards and requiring coastal inundation mitigation measures to the Council's satisfaction. Would the Consent Notice registered on the title impact the applicant's ability to carry out the proposed works, or would any additional approvals be required (for example, a variation or cancellation of the Consent Notice) in order for the project to proceed?*

Response

Regarding the consent notice that states:

Stormwater and sewage connection are not available within the individual lot boundaries; however any further development or constructions on the lots will require individual service connections to Council standards. It is the responsibility of the lot owner(s) to seek further approvals as necessary at their own costs.

It is our understanding that if the applicant provides stormwater and sewage connections to the site that meet the relevant asset owner standards (in this case Healthy Waters and Watercare Services Limited), there should be no impact on the applicant carrying out the proposed works and no variation or change to the consent notice would be required. Standard Engineering Plan Approval and Building Consent approval would be required prior to implementing service connections.

Regarding the consent notice applicable to Lot 1 (i.e. the subject site for this referral application) that states:

The site is identified as subject to Coastal Inundation 1 percent AEP plus 1m sea level rise. No development on the site shall occur until a Landuse consent for development (stage 2) has been approved and the Coastal Inundation mitigation measures proposed are to the satisfaction of Auckland Council.

A stage 2 resource consent application for the Orams Redevelopment was lodged in July 2019 for the redevelopment of Lot 1 with a mixed-use residential building. According to Council's records this application was withdrawn on 21 October 2020. It is evident from the section 92 request for this application that the Council had requested further assessment against assessment criteria E36.8.1(2) of the Auckland Unitary Plan (Operative in Part) (AUP(OP)). It was also considered that the recommended Finished Floor Level at the time was insufficient. There is no section 92 Response on file, and to our knowledge, these matters were not resolved.

We believe that if the Council or EPA accepts a proposed coastal inundation mitigation as effective (as part of any substantive application), it will align with the consent notice and no variation or cancellation of the notice is needed.

Auckland Council Resource Consents and Planning Department

The project scope is identified as a residential-led mixed use building comprising approximately 215 residential apartments, ground floor retail and ancillary car parking. The applicants' consultants have engaged with our department and AUDO as part of on-going discussions and work regarding the project. The information presented within the application documents is consistent with our understanding of the project and its overall scope. Regarding section 22 of the Act, we provide our preliminary views:

Section 22(1)(a): Does the project have significant regional or national benefits?

- The method used by Property Economic Ltd for the estimation of the projects Net Present Value (NPV) is an "Economic Impact Assessment" methodology. We are of the view that this method is flawed as it treats costs as benefits for the purpose of calculating value. Thus, it is not deemed suitable for measuring the balance of costs and benefits. Therefore, we are of the view that the purported value presented in the application is not a reliable estimate of the true value of the project (net or gross).

- We agree that the project may have some benefits as described by the Property Economics report and that it is plausible that the project is net beneficial (i.e. benefits exceed costs) but this has not been sufficiently demonstrated in the Property Economics report.
- Overall, while the project offers local benefits, we are of the view that the project is unlikely to meet the purpose of the Act as it is a moderate-scale development and the benefits arising from the development are likely to be in proportion to the scale. In an Auckland (regional) or national context, we are of the view that it is unlikely that the benefits of the project would amount to being significant.
- Houkura – Independent Māori Statutory Board, noted that it is unclear how significant the benefits of this project are regionally or nationally, stating that the project could be progressed through standard consenting pathways.

Section 22(1)(b)(i): Would referring the project facilitate its delivery in a more timely and cost-effective way?

Whilst it's possible that referring the project to the fast-track panel would facilitate its delivery in a timelier and more cost-effective manner, given the scope and scale of the proposed development this is not necessarily true. We consider the proposal to be of a moderate-scale and with sufficient pre-application engagement with the Council, appropriate mitigation of adverse effects, and thorough economic assessment and demonstration that the current and future marine industry along the western part of Wynyard Quarter will not be negatively impacted by the project, the application could potentially be processed effectively through the standard consenting pathways. Thus, there may only be limited time or cost efficiencies to be gained if the application was to go through a fast-track process.

Section 22(1)(b)(ii): Is the referral unlikely to materially affect the efficient operation of the fast-track approvals process?

Given that, in our view, the Property Economics report has not adequately confirmed the regional or national benefit of the proposal, the project being accepted into the fast-track process could reduce capacity of the Environmental Protection Authority (EPA) which could negatively impact timeframes on future fast-track applications which may have clearer regional or national benefits.

Section 22(2)(a)(i) Has the project been identified as a priority in any government or sector plan or strategy?

The site has been identified in the City Centre Masterplan as a “Development Opportunity”. The Masterplan states that over the next five to ten years Wynyard Quarter will continue to be a hotspot for development as remaining opportunities on development sites are realised.¹

Section 22(2)(a)(ii) Will the project deliver new or support the continued functioning of existing regionally/nationally significant infrastructure?

- No regionally or nationally significant infrastructure is proposed.

¹ <https://www.aucklandccmp.co.nz/explore-the-city-centre-masterplan-area/west-waterfront/>

- The project will contribute to the functioning of regionally significant public transport infrastructure, such as train, bus and ferry services by providing additional potential customers.
- Watercare has highlighted that there may be downstream wastewater infrastructure constraints and that the applicant may need to upgrade a portion of the network if the constraint is confirmed. This upgrade, if required, could facilitate future development in the area.

Section 22(2)(a)(iii) Will the project increase housing supply or contribute to a well-functioning urban environment?

- The project will contribute to increased housing supply in the City Centre. The 215 apartments comprise of one-, two-, and three-bedroom typologies that will provide a variety of options at different price points.
- The project will contribute to a well-functioning urban environment as the site is located in a highly accessible area close to public transport facilities. The site is within walking distance of the City Centre where many employment opportunities, commercial activities, community services, and public spaces are located. The development incorporates design methods to ensure resilience to climate change.

Section 22(2)(a)(iv) Will the project deliver significant economic benefits?

As noted above, the Council's Economist is of the view that it is plausible that that project is net beneficial, however, it is not considered that the project would deliver significant regional or national benefits.

Section 22(2)(a)(v)-(vi) Will the project support primary industries and will it support development of natural resources?

The project will not directly support primary industries or natural resource development.

Section 22(2)(a)(vii) Will the project support climate change mitigation (e.g., reduce/remove greenhouse gas emissions)?

The development is in a highly accessible location within the City Centre where public transport services are within walking distance. The site is well connected to Wynyard Quarter and the wider City Centre enabling passive modes of transport such as walking and cycling. It is noted, however, that the development provides 273 parking spaces within the building (i.e. at least 1 parking space per dwelling) which does not discourage private vehicle use.

The application material notes that the development will be designed to achieve third party green building certifications (e.g. Green Star). This means the building will need to be designed to reduce its carbon footprint including aspects such as energy efficiency, use of low carbon construction materials, water conservation, and waste reduction. If the applicant follows through with this, it will support climate change mitigation while enabling intensification.

Overall, it is considered that the development will support climate change mitigation, however, that more could be done to discourage private vehicle use.

Section 22(2)(a)(viii) Will the project support climate change adaptation and reduce risks arising from natural hazards?

The natural hazards relevant to the site are coastal inundation and flooding. The Council's Development Engineer confirms they are satisfied with the assessment provided by the applicant. The design of the development will incorporate methods to support climate change adaption and reduce risks arising from natural hazards including:

- raising the building platform above the inundation level;
- locating essential services situated on the ground floor above predicated flood levels.
- using building materials that are resilient to flooding; and
- no basement.

It is also noted that emergency management protocols (e.g. drills and training; stay in place and vertical evacuation for ground floor occupants) will be in place.

Overall, it is considered that appropriate measures have been proposed in the design of the development to reduce risks associated with natural hazards.

Section 22(2)(a)(ix) Will the project address significant environmental issues?

The proposed development will not address any significant environmental issue.

Section 22(2)(a)(x) Is the project consistent with local or regional planning documents?

The primary statutory planning document governing development on the site is the Auckland Unitary Plan (Operative in Part) (AUP(OP)). Under the AUP(OP) the site is located within the Business – City Centre Zone and is subject to the Wynyard Quarter Precinct provisions.

The City Centre Zone anticipates the highest intensity of development, where it seeks to create an attractive place to live, enable the density and diversity of housing, ensuring high quality design of buildings and providing for a mix of activities to enhance vitality and vibrancy. It also recognises that activities that require a harbour location are provided for, specific outcomes are encouraged in areas where there is a concentration of particular activities and for those activities that have specific functional requirements. It also seeks to limit activities that would have reserve sensitivity effects on established and future marine and port activities.

The Wynyard Quarter Precinct provisions generally seek to ensure the co-existence of the established marine and port activities in the western and waterfront portion of Wynyard Quarter, while enabling additional intensification. With regards to the subject site, the precinct provisions specifically seek to ensure that land and space is available to accommodate the current and future operation and growth of the marine and fishing industries and maritime passenger facilities. The part of the site located within Sub-precinct E (the eastern two-thirds of the site) is specifically subject to additional activity restrictions where marine and port activities and marine retail are required to be provided on the lower levels of the building (i.e. to a height of 18m).

The proposal includes a mixed-use building comprising of predominantly residential with non-related marine retail or industry on the ground floor. Therefore, the land use activity is inconsistent with district planning provisions.

The City Centre provisions aim to transition building height and development densities down to the harbour edge. It requires the height and form of buildings to be complementary to existing and planned built form character and for the scale, form and design of buildings to be managed to avoid adverse dominance and amenity effects on streets and public open spaces. The Wynyard Quarter Precinct aims to ensure that the maximum building heights provide a transition between

the core of the precinct and coastal edge with site specific opportunities for taller buildings located and designed to reinforce key public open space waterfront connections while avoiding intrusion of public views. It also aims to transition height between the core and central business district and the harbour. The site is earmarked as a 'marker building' site where additional building height is enabled. Plan Change 78 has recently further increased the heights on site.

The proposal is circa 18m over the maximum permitted height; however, it is acknowledged that this site has been earmarked as a 'marker building' building site and the precinct highlights site specific opportunities for taller buildings. In this case we do not consider the infringement to be inconsistent with the provisions, however, it is essential that the adverse effects associated with this additional height are appropriately addressed (i.e. landscape visual effects, amenity effects, visual dominance, shading).

Considering the above, overall, it is deemed that the proposal is inconsistent with the AUP(OP). This is primarily due to the land use activity not incorporating marine and port activities and/or marine retail.

Sections 22(3) - 22(8): Other sections

We have no comments on these sections as they are not relevant to the project.

Are there any other relevant matters to consider?

Inputs from various Auckland Council Departments and Organisations are appended to these comments as Appendix 1. An overview of the inputs is provided below:

Auckland Council CCO: Auckland Transport (AT) (Development Planning)

Overall, AT is neutral on the project, however, notes that the proposal offers limited to no regional transport benefits and questions whether it is appropriate for the Project to go through the fast-track consenting pathway. If the project is accepted under the fast-track process AT considers the following aspects important to consider:

- Pedestrian and cycle amenity, particularly regarding:
 - sightlines between vehicles and pedestrians at the corner of Jellicoe Street and Beaumont Street.
 - effects of the alfresco dining on the footpaths on pedestrian and cycle movement.
- There is a potential future project involving separated cycleways along the eastern side of Beaumont Street. If this is implemented it may reduce the carriageway width which could impact vehicle tracking and manoeuvrability around the access to the development car parking.
- Loading and servicing arrangements and assessment on pedestrian movement, surrounding transport network, and internal circulation.
- Information on the proposed construction methodology and details on construction and earthworks traffic. The provision of a draft Construction Traffic Management Plan. A pre and post development Pavement Impact assessment will need to be undertaken.
- Further details on the date / time of the vehicle surveys used and the relevance to the current scenario.

- Road safety effects of the development on the wider network.

Auckland Council: Auckland Urban Development Office (AUDO) – formerly Eke Panuku

AUDO is neutral on the development using the fast-track process. The following is noted:

- Auckland Council, via AUDO, is a party to a Development Agreement (DA) and long-term prepaid ground lease for 125 years with the applicant in relation to the property since 2019.
- Auckland Council/ AUDO's contractual relationship with the applicant is strictly in its land-owning capacity and not in its regulatory capacity.
- As noted above, DA at minimum requires the applicant to deliver a residential scheme on the site; enables approval rights for Auckland council / AUDO of the scheme (at preliminary design and developed design); and requires the development of the site to commence prior to 1 December 2028 (sunset date).
- Auckland Council/ AUDO has received and is currently working through the approval process of the preliminary design.

Auckland Council asset owner: Healthy Waters and Flood Resilience

The following comments are provided by Healthy Waters:

- The applicant proposed to discharge to the existing public stormwater network north of the site. The applicant may request authorisation under the region wide network discharge consent (RWNDC). An additional discharge consent, therefore, may not be required.
- Under the RWNDC the proposal will likely be considered 'brownfield large' and a stormwater management plan (SMP) which demonstrates compliance with Schedule 4 of the RWNDC may be required. It is recommended that the applicant engage with Healthy Waters and an SMP provided for review prior to any further progress on the fast-track application (should it be accepted).
- Schedule 4 of the RWNDC requires stormwater treatment of all impervious areas prior to discharging to the network.
- The small pockets of existing flood hazards within the site will need to be addressed in more detail as part of future assessments, particularly in the context of possible effects of any displacement of the floodplain by the proposed development.

Auckland Council CCO: Watercare Services Limited (WSL)

WSL is neutral to the development. The overview of WSL comments are provided:

- WSL has undertaken a high-level assessment of the proposal and notes that it appears the downstream network does not have sufficient capacity to accommodate the development. The applicant would need to provide a detailed survey data of the relevant section of the

network to confirm the constraint. If there is a constraint, the applicant will be responsible for upgrading the network.

- Watercare confirms the existing water network can likely support the development.
- Regarding fire fighting water supply, there appears to be sufficient capacity to meet FW3 in this area. However, this needs to be confirmed. There are four hydrants within 100m of the site. The developer will be required to conduct hydrant tests as necessary.

Auckland Council: Parks and Community Facilities Department (PCF)

PCF is neutral to the development. The following is noted:

- From a PCF perspective the project does not have significant or national benefit.
- Given the context of the site near to Silo Park, Daldy Street Linear Park, and the proposed 5-hectare City Centre Park (Te Ara Tukutuku), the proposed development is considered well-supported by existing and planned open space provision. There are no concerns from an open space capacity, provision, or accessibility perspective.
- It is important that adverse effects associated with construction activities (e.g. noise, vibration and land disturbance) are managed through appropriate construction and environmental management plans to minimise disruption and maintain safe, continued public access and amenity during construction.
- The proposed development is over height and may introduce shading, bulk, and visual dominance effects on neighbouring open spaces. These impacts should be carefully assessed, particularly in relation to Silo Park and the future city centre park. While this is a highly urbanised and evolving precinct, the interface between the development and adjoining public spaces should support a high level of amenity and ensure usability is not compromised.
- The proposed development directly adjoins existing park facilities to the north, including a playground and hard-court area. These facilities are well-used and valued by the public. There is a potential for reverse sensitivity issues as a result of any clash between the proposed residential activity and the public use of the park that may include noise. This is particularly relevant to the playground and hard-court area to the north-east of the site. It is important that the residential development does not lead to constraints on the recreational activities of this space.

Houkura – Independent Māori Statutory Board

Overall Houkura is neutral to the development. An overview of Houkura's comments is provided below:

- This project could provide good opportunities for mana whenua, in this instance Ngāti Whatua Orakei, to engage and add to the overall project. However, there are reservations regarding the level of consultation that the applicant has undertaken and the attempts to contact all 15 iwi authorities relevant to this project. It is evident from the Consultation Summary that only one response was received from Ngāti Whatua Orakei with no attempts to follow-up with the other 14 iwi authorities. Whilst this engagement meets the requirements under the legislation, Houkura considers this engagement minimal.

- Engagement with Ngāti Whatua Orakei took place in the form of an in-person hui on 6 August 2025. Ngāti Whatua Orakei have requested further engagement on the project as it progresses. It appears that applicant is open to this, however, no plans to do so have been made available and ongoing engagement is not provided in the proposal.
- Houkura notes that it is unclear how significant the benefits of this project are regionally or nationally and that the project could progress through the standard consenting pathway. This may also enable more proficient engagement with iwi authorities, especially Ngāti Whatua Orakei.

Waitemata Local Board (WLB)

- The WLB supports the provision of more housing in the Wynyard Quarter, however, notes that they also support the strategic vision for the precinct with regards to parking (i.e. to create low traffic environment) and height (in particular the impact of shading on neighbouring sites).
- The challenges and opportunities related to coastal inundation should be addressed directly in the proposal.
- With greater heats in summer likely in the future, the WLB also value the veranda requirement or some provision of shade/shelter for pedestrians.
- The WLB position is that the amenity for visitors and passersby is of high priority for residents and other stakeholders in the precinct. Access to and enjoyment of the harbour and the Wynyard Quarter is highly valued by Aucklanders and this is important, even if there is little or no affordable housing in the area. In this case, the design quality is good and the WLB appreciate and support the public access to the coast adjacent the marina building and the proposal for retail/hospitality on the corners of the development.
- The proposed buildings are higher than those permitted through the precinct rules but the public space is to the north of the development, and the site to the South is owned by the applicant so impacts on neighbouring sites are mitigated.
- The WLB anticipate the proposal will be welcomed by local businesses.
- The WLB make the point that ensuring a permanent population in the Wynyard Quarter would be of value to build community and the local economy. The WLB support efforts to strike the right balance between visitors and residents.

Plan Change 120: Natural Hazards and Flooding

Upon notification on 3 November 2025 the new provisions related to natural hazards and flooding in the Auckland Unitary Plan will have immediate legal effect. These provisions require new development to be assessed against new risk settings and management methodologies. The substantive application will need to address these new provisions under Chapter E36 Natural Hazards and Flooding (AUP(OP)).

CONCLUSION

Overall, Auckland Council is neutral to the project proceeding through the fast-track consenting process, however, we point out that we are of the view that it has not been sufficiently demonstrated that the proposal meets the purpose of the Act and that while it is plausible that the project will be net beneficial, it is unlikely to have a significant regional or national benefits.

Comments prepared by:

A handwritten signature in black ink, appearing to read 'Bradley Peens', written diagonally across the page.

Bradley Peens

Senior Planner

Resource Consents

Auckland Council

Date: 20 October 2025

Comments reviewed by:

A handwritten signature in black ink, appearing to read 'R Butchers', written in a bold, blocky style.

Russell Butchers

Principal Project Lead

Premium Unit

Auckland Council

Date: 20 October 2025

APPENDIX 1

Auckland Council Economist

Referral Application Feedback Form

This form is to be used by Council agencies and departments members to provide feedback on referral applications under the Fast-track Approvals Act 2024 (FTAA), pursuant to section 17. Please complete the relevant sections below, considering the criteria set out in section 22 of the FTAA.

Respondent Information

Name: James Stewart

Role: Economist

Agency / Department: Chief Economist Unit (Auckland Council)

Project Information

Project Name: 188 Beaumont Street, Auckland Central (Orams Marine site)

Reference: FTAA-2508-1098 / PRR00043340

General Support or Opposition to the Application Proceeding via fast-track

☐ Support

☐ Oppose

☒ Neutral

Agency/Department Response

1. The referred application relies on an assessment by Property Economics Ltd for its estimation of Net Present Value (NPV) arising from the Proposed Development. They estimate a NPV of the Proposed Development of \$397.6 Million using an “Economic Impact Assessment” methodology. The methodology employed is flawed because it treats costs as benefits for the purpose of calculating value, so it is not suitable for measuring the balance of costs and benefits¹. As such, the purported value presented in the application is not a reliable estimate of the true value of the project (net or gross).
2. Referred fast-track application projects should be evaluated on their own merits in the context of what the FTAA is attempting to achieve. Section 3 FTAA states, “The purpose

¹ New Zealand Treasury. (2015). Guide to Social Cost Benefit Analysis (pp. 54).

of this Act is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.”

3. I agree that the referred project may have some benefits as described by the Property Economics report. At face value it is plausible (though not demonstrated in the Property economics report) that the project is net beneficial (benefits exceed costs).
4. However, it is unlikely that it would meet the purpose of the Act as it is a small to moderate development (215 dwellings and circa 550sqm retail / commercial GFA) and the benefits arising from the Proposed Development are likely to be in proportion to the scale. In an Auckland (region) or national context, in my opinion, it is unlikely that the benefits of this project would amount to being significant.



James Stewart

Date 25/09/25

**Auckland Urban Development Office (formerly Eke
Panuku)**

Referral Application Feedback Form

This form is to be used by Council agencies and departments members to provide feedback on referral applications under the Fast-track Approvals Act 2024 (FTAA), pursuant to section 17. Please complete the relevant sections below, considering the criteria set out in section 22 of the FTAA.

Respondent Information

Name: Tom Belgrave

Role: Development Manager

Agency / Department: Auckland Urban Development Office (AUDO)- Development Team

Project Information

Project Name: 188 Beaumont Street, Auckland Central (Orams Marine site)

Reference: FTAA-2508-1098 / PRR00043340

General Support or Opposition to the Application Proceeding via fast-track

☐ Support

☐ Oppose

☒ Neutral

Agency/Department Response

AUDO is neutral with regards to the use of fast-track process in order to obtain consent for this project.

Auckland Council, via AUDO, is a party to a Development Agreement and long-term prepaid ground lease for 125 years with the applicant in relation to the property since 2019. Auckland Council/ AUDO's contractual relationship with the applicant is strictly in its land-owning capacity and not in its regulatory capacity.

With regards to any legal or practical constraints, there are aspects of the Development Agreement (DA) that may impact the Developers ability to carry out the proposed works. The (DA) requires the applicant/ developer to prepare and deliver a residential scheme on the property. Under the DA, Auckland Council/ AUDO holds approval rights of the scheme during two key design phases; the preliminary design and the developed design. Auckland Council/

AUDO has received and is currently working through the approval process of the preliminary design.

The DA also requires the development of the site to occur within a certain timeframe including a project commencement sunset date of 1 December 2028. Failure to comply with the sunset dates is a default event under the contract which can lead to the cancellation of the Development Agreement and associated ground lease.

Given AUDO's relationship with the applicant through the DA and ground lease as landowner, it is important it otherwise remains impartial to the assessment and benefits of the referral application under the Fast-track Approvals Act 2024.

Assessment Criteria (Section 22 FTAA)

Please consider the below assessment criteria in preparing your response:

- Does the project have significant regional or national benefits?
- Would referring the project facilitate its delivery in a more timely and cost-effective way?
- Is the referral unlikely to materially affect the efficient operation of the fast-track approvals process?
- Has the project been identified as a priority in any government or sector plan or strategy?
- Will the project deliver new or support existing regionally/nationally significant infrastructure?
- Will the project increase housing supply or contribute to a well-functioning urban environment?
- Will the project deliver significant economic benefits?
- Will the project support primary industries (e.g., aquaculture)?
- Will the project support development of natural resources (e.g., minerals, petroleum)?
- Will the project support climate change mitigation (e.g., reduce/remove greenhouse gas emissions)?
- Will the project support climate change adaptation or recovery from natural hazard events?
- Will the project address significant environmental issues?
- Is the project consistent with local or regional planning documents (e.g., spatial strategies)?
- Are there any other relevant matters to consider?

Auckland Transport

Referral Application Feedback Form

This form is to be used by Council agencies and departments members to provide feedback on referral applications under the Fast-track Approvals Act 2024 (FTAA), pursuant to section 17. Please complete the relevant sections below, considering the criteria set out in section 22 of the FTAA.

Respondent Information

Name: Vaishali Sankar

Role: Senior Transport Planner

Agency / Department: Auckland Transport – Development Planning

Project Information

Project Name: 188 Beaumont Street, Auckland Central

Reference: FTAA-2508-1098 / PRR00043340

General Support or Opposition to the Application Proceeding via fast-track

- ☐ Support
- ☐ Oppose
- ☒ Neutral

Agency/Department Response

Having considered the s22 assessment criteria, please explain your position and provide any other relevant details.

Introduction

Thank you for the opportunity to comment on the fast-track consent referral for a residential-led mixed-use development comprising 215 apartments and 551 sqm of ground-floor retail activities (the Project). This memo outlines Auckland Transport's (AT) high-level comments on the referral application.

The proposal appears to offer limited to no regional transport benefits, therefore AT would question whether it is appropriate for the Project to go through the fast-track consenting pathway.

Should the Project be accepted, it is noted that AT considers that additional information will be required for AT to provide detailed comments on a substantive application. The matters outlined below relate to impacts that AT considers should be noted by the applicant and addressed in a substantive application.

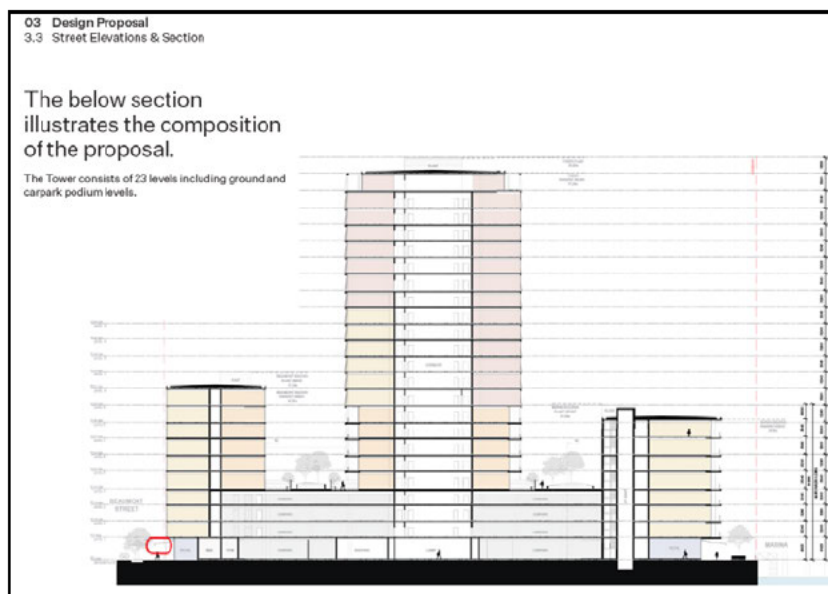
Relevant Matters to consider

1. Pedestrian and cycling amenity

The existing site frontage includes wide footpaths along Beaumont Street and Jellicoe Street. The proposed development is expected to increase foot traffic, particularly along Beaumont Street. While the traffic assessment report suggests reduced vehicle access width, the building's proximity to the footpath may reduce sightlines and increase the risk of conflicts between vehicles and pedestrians. Sightlines at the corner of Beaumont and Jellicoe Streets may also be compromised.

Appendix 3 – Project Drawings – Section 3.3 Street Elevations & Section depicts:

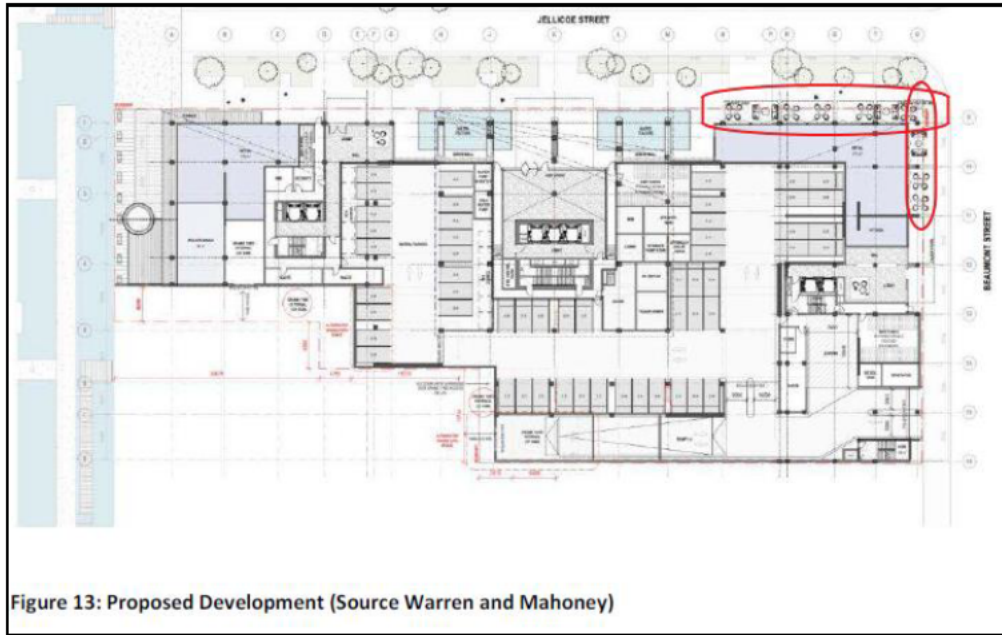
- canopy infringement along Beaumont Street



If the applicant proposes to proceed with the canopy infringement depicted in the above image, Encroachment Licence, and this is managed by Auckland Transport as the road controlling authority. The licence can be applied for by completing the [Road Encroachment Licences Application Form](#). Each application is assessed on a case-by-case basis, and it must be in line with the Road Encroachment Guidelines. [Download the Guidelines for Road Encroachment Licences \(PDF 45KB\)](#).

Figure 13 of the Traffic report depicts:

- alfresco dining within the footpath along Beaumont Street and Jellicoe Street.



We would request the applicant to address the possibility of retaining the outdoor dining within the site premises, for the purpose of retaining clear access for pedestrians and cyclists.

Based on the above comments, AT requests the applicant to consider the risks associated with the proposed access and the associated setbacks that can be achieved along the street frontages, particularly around the corner to achieve positive pedestrian outcomes.

2. Future AT projects

AT's Active Modes team has identified a potential future project for separated cycleways along the eastern side of Beaumont Street. If implemented, this may reduce the carriageway width. The applicant should consider this in the design of site access, as it may affect vehicle tracking and maneuverability.

3. Loading Zone

The Project does not address the location or design of a loading area. Further details are required to assess potential conflicts with internal site circulation, pedestrian movement, and the surrounding environment.

4. Construction and earthworks traffic

The intended routes for and number of heavy vehicle trips generated for the earthworks and construction component of this proposal have not been provided. However, based on the scale of the proposal, it is expected that a relatively high number of heavy vehicles will be required.

AT requests that the applicant provide details regarding the proposed number of heavy vehicle trips and assess the impact of these trips on the applicable roads, specifically the impact on the pavement.

If the proposal includes a high number of heavy vehicles that could lead to road pavement damage, the applicant should provide measures to remedy any damage caused. A Pavement Impact Assessment is recommended to be undertaken in this regard.

5. Trip Generation

AT understands that the initial traffic assessment report submitted has included trip generation assessment based on surveys obtained at Westminster Court on Eden Crescent in Central Auckland. We would like the applicant to provide further details on the date/time the survey was obtained and its relevance to current scenario.

6. Information requested to be included in a substantive application

Should the Project be accepted for the fast-track approvals process, AT requests that the full application material, including an Integrated Transport Assessment (ITA), should be referred to AT for review. The ITA should include, but not be limited to the following:

- The road safety effects of the development on the wider network, including but not limiting to CAS assessment.
- The safety effects on pedestrians due to the proposed vehicle access point including engineering drawings with dimensions, details of the width, vehicle tracking, and sight distance assessments.
 - Assessment of conflict between the pedestrians and vehicles entering and exiting the site and possible mitigation due to increased conflict.
- Loading, servicing, and refuse removal vehicle details and vehicle tracking diagrams.
- Assessment of canopy infringement on Beaumont Street (depicted in Project Drawings - Street Elevation and Section).
- Detailed assessment on Alfresco dining proposal for the café and restaurant.
- Further information on the date and time the trip generation surveys were obtained and its relevance with current scenario.

- Information on the proposed construction methodology, including an assessment of construction and earthwork heavy vehicle-related trips. This should include:
 - A Draft Construction Traffic Management Plan (CTMP) covering an assessment of effects on construction traffic (including measures to maintain safe and efficient operation for all road users), the construction period and associated earthwork volumes.
 - A pre and post development PIA, including video surveys of the local roads to be used by heavy vehicles. The assessment should include a road repair/reinstatement plan/condition for any road damage caused.
- Comprehensive development, roading and access plans that include matters listed throughout this memorandum.
- Details of how any potential adverse effects on the adjacent transport network and road user safety will be managed.

Conclusion

AT would question if the application is appropriate to go through the fast-track consenting pathway as it appears to offer limited to no regional transport benefits. Should the Project be accepted for the Fast Track approvals process, AT requests that the full application material, including an ITA, should be referred to AT for review.

Auckland Council: Healthy Waters and Flood Resilience

From: [Hillary Johnston](#)
To: [Inthan Azoor](#)
Subject: Re: FAST-TRACK: 188 Beaumont Street, Wynyard Quarter - Auckland Council Comment on Referral Application under the Fast-track Approvals Act 2024 (PRR00043340 / FTAA-2508-1098) - response due 9 October
Date: Friday, 3 October 2025 2:21:15 pm
Attachments: [image001.png](#)

Kia ora Inthan,

HW do not assess coastal inundation, any flooding due to coastal inundation is outside of HWD scope, even from a risk assessment basis.

Hillary Johnston

Phone s 9(2)(a) | Mobile s 9(2)(a)

Growth and Development | Te Tupuranga me ngā Whanaketanga
Healthy Waters and Flood Resilience | Te wāhanga mō ngā Wai Ora me te Manawaroa ā-Waipuke

Auckland Council | Private Bag 92300 | Auckland 1142

Visit our website www.aucklandcouncil.govt.nz

From: Inthan Azoor s 9(2)(a)

Date: Friday, 3 October 2025 at 2:05 PM

To: Hillary Johnston s 9(2)(a)

Subject: RE: FAST-TRACK: 188 Beaumont Street, Wynyard Quarter - Auckland Council Comment on Referral Application under the Fast-track Approvals Act 2024 (PRR00043340 / FTAA-2508-1098) - response due 9 October

Thanks Hilary,

How about your assessment for coastal Inundation – are you happy with their level?
Please comment on their Consent notice request.

Cheers!

Regards,

Inthan Azoor | Senior Development Engineer - Central

Ph s 9(2)(a) Mobile s 9(2)(a)

Auckland Council, Level 6, 135 Albert Street, CBD

Visit our website: www.aucklandcouncil.govt.nz

From: Hillary Johnston s 9(2)(a)

Sent: Friday, 3 October 2025 2:01 pm

To: Inthan Azoor s 9(2)(a)

Subject: Re: FAST-TRACK: 188 Beaumont Street, Wynyard Quarter - Auckland Council Comment on Referral Application under the Fast-track Approvals Act 2024 (PRR00043340 / FTAA-2508-

1098) - response due 9 October

Kia ora Inthan,

Thank you again for your patience, I have had a look at the application material.

As suspected, there is not much for HW to comment on.

- The Applicant's desired option is to discharge stormwater to the existing public stormwater network north of the site. Authorisation under the region wide network discharge consent (RWNDC) can therefore be sought and an additional diversion and discharge consent may not be required. The application will likely be considered 'brownfields large' and a stormwater management plan which demonstrates compliance with the Schedule 4 requirements of the RWNDC should be included. If preferable and in the interest of expediting further assessment by HWFR in future, the applicant could provide a SMP for a review prior to any further progress on their fast-track application.
- It should be noted that Schedule 4 of the RWNDC requires treatment of all impervious areas.
- The small pockets of existing flood hazards within the site will need to be addressed in more detail as part of future assessments, particularly in the context of possible effects of any displacement of the floodplain by the proposed development.

Please let me know if you would like to discuss any of the above

Hillary Johnston

Phone s 9(2)(a) | Mobile s 9(2)(a)

Growth and Development | Te Tupuranga me ngā Whanaketanga

Healthy Waters and Flood Resilience | Te wāhanga mō ngā Wai Ora me te Manawaroa ā-Waipuke

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From: Inthan Azoor s 9(2)(a)

Date: Thursday, 2 October 2025 at 5:06 PM

To: Hillary Johnston s 9(2)(a)

Subject: RE: FAST-TRACK: 188 Beaumont Street, Wynyard Quarter - Auckland Council Comment on Referral Application under the Fast-track Approvals Act 2024 (PRR00043340 / FTAA-2508-1098) - response due 9 October

Watercare Services Limited

Referral Application Feedback Form

This form is to be used by Council agencies and departments members to provide feedback on referral applications under the Fast-track Approvals Act 2024 (FTAA), pursuant to section 17. Please complete the relevant sections below, considering the criteria set out in section 22 of the FTAA.

Respondent Information

Name: **James Shao**

Role: **Senior Development Engineer**

Agency / Department: **Watercare Services Limited / Developer Services**

Project Information

Project Name: 188 Beaumont Street, Auckland Central (Orams Marine site)

Reference: FTAA-2508-1098 / PRR00043340

General Support or Opposition to the Application Proceeding via fast-track

☐ Support

☐ Oppose

☒ Neutral

Agency/Department Response

Having considered the s22 assessment criteria, please explain your position and provide any other relevant details.

Watercare comment *(Date: 07 October 2025):*

Wastewater

The application information pack supplied does not contain any information on wastewater upstream or downstream catchment studies.

Our high-level calculation of wastewater demand from this development proposal, which involves approximately 215 residential apartments, suggests that it is likely to increase the wastewater discharge flow (PWWF) to the existing network by 8 to 9 Litres per Second.

Wynyard Quarter generally has adequate wastewater capacity. However, GIS analysis indicates a potential local constraint downstream of the proposed development. Specifically, the DN300 wastewater line (Asset ID: 854988) connects to a DN150 wastewater line (Asset ID: 854989) via wastewater manhole WWMH 525170. The DN150 line continues southward beneath Beaumont Street.

Based on current data, the DN150 wastewater line does not appear to have sufficient capacity to accommodate the proposed development. To verify this, the developer should provide detailed survey data of the relevant section of the existing network. This will help confirm whether the local constraint identified in GIS is present.

If the survey confirms that the existing wastewater network lacks sufficient capacity, the developer will be responsible for upgrading the network to support the proposed development.

Additionally, the architectural concept plan indicates that there will be some commercial units on the ground floor. While detailed design information has not yet been provided, an allowance of 1 L/s of the peak wet weather flow (PWWF) has been made for these units. Should the detailed design propose a PWWF exceeding 1 L/s for the commercial component, Watercare Services Limited reserves the right to reassess the wastewater flow rate and review the proposal accordingly.

Water

The application information pack supplied does not contain any information on water demand assessment.

Our high-level calculation of water demand from this development proposal, which involves approximately 215 residential apartments, suggests that it is likely to increase the water consumption rate (peak hourly demand) to the existing water network by 3.9 Litres per Second.

Potable Water Supply:

- It is understood that the peak hourly demand from this development is set at 3.9 L/s.
- The proposed connections will connect directly to the 250mm DI main along the southern side of Jellicoe Street.

- Watercare has run an indicative model reflecting the estimated demands, and we can confirm at this stage that the existing network can support this development.

Fire Supply:

- In Section 5.4 of the document, it reads: “Assuming the proposed development is sprinklered, the indicative fire flow demand is up to 50 litres/sec for a water supply classification FW2.” Please note this may be an error, as this should be the FW3 category.
- There appears to be sufficient fire flow capacity to meet FW3 in this area. However, since their sprinkler demand was not detailed in their report (specific flow rates), this is something they should clarify in the subsequent stages.
- There are four hydrants within 100m of the site. The developer will be required to conduct FH Tests as necessary.

Assessment Criteria (Section 22 FTAA)

Please consider the below assessment criteria in preparing your response:

- Does the project have significant regional or national benefits?
- Would referring the project facilitate its delivery in a more timely and cost-effective way?
- Is the referral unlikely to materially affect the efficient operation of the fast-track approvals process?
- Has the project been identified as a priority in any government or sector plan or strategy?
- Will the project deliver new or support existing regionally/nationally significant infrastructure?
- Will the project increase housing supply or contribute to a well-functioning urban environment?
- Will the project deliver significant economic benefits?
- Will the project support primary industries (e.g., aquaculture)?
- Will the project support development of natural resources (e.g., minerals, petroleum)?
- Will the project support climate change mitigation (e.g., reduce/remove greenhouse gas emissions)?
- Will the project support climate change adaptation or recovery from natural hazard events?
- Will the project address significant environmental issues?
- Is the project consistent with local or regional planning documents (e.g., spatial strategies)?
- Are there any other relevant matters to consider?

Auckland Council: Parks and Community Facilities

Referral Application Feedback Form

This form is to be used by Council agencies and departments members to provide feedback on referral applications under the Fast-track Approvals Act 2024 (FTAA), pursuant to section 17. Please complete the relevant sections below, considering the criteria set out in section 22 of the FTAA.

Respondent Information

Name: Roja Tafaraji

Role: Senior Parks Planner

Agency / Department: Parks & Community Facilities (PCF)

Project Information

Project Name: 188 Beaumont Street, Auckland Central (Orams Marine site)

Reference: FTAA-2508-1098 / PRR00043340

General Support or Opposition to the Application Proceeding via fast-track

- ☐ Support
- ☐ Oppose
- ☒ Neutral

Agency/Department Response

Having considered the s22 assessment criteria, please explain your position and provide any other relevant details.

Assessment Criteria (Section 22 FTAA)

Please consider the below assessment criteria in preparing your response:

- Does the project have significant regional or national benefits? **Not from a PCF perspective.**
- Would referring the project facilitate its delivery in a more timely and cost-effective way? **No comment from a PCF perspective.**
- Is the referral unlikely to materially affect the efficient operation of the fast-track approvals process? **No comment from a PCF perspective.**
- Has the project been identified as a priority in any government or sector plan or strategy? **No comment from a PCF perspective.**
- Will the project deliver new or support existing regionally/nationally significant infrastructure? **Not from a PCF perspective.**
- Will the project increase housing supply or contribute to a well-functioning urban environment? **No comment from a PCF perspective.**
- Will the project deliver significant economic benefits? **No comment from a PCF perspective.**
- Will the project support primary industries (e.g., aquaculture)? **No comment from a PCF perspective.**
- Will the project support development of natural resources (e.g., minerals, petroleum)? **No comment from a PCF perspective.**
- Will the project support climate change mitigation (e.g., reduce/remove greenhouse gas emissions)? **No comment from a PCF perspective.**
- Will the project support climate change adaptation or recovery from natural hazard events? **No comment from a PCF perspective.**
- Will the project address significant environmental issues? **No comment from a PCF perspective.**
- Is the project consistent with local or regional planning documents (e.g., spatial strategies)? **Not from a PCF perspective.**
- Are there any other relevant matters to consider?

Yes, please see below:

Context and Open Space Provision:

The subject site is adjacent to Silo Park and within close proximity to several significant public open spaces, including Daldy Street Linear Park. In addition, there are plans for the delivery of a new 5-hectare city centre park along the northern extent of Hamer Street, as part of the Te Ara Tukutuku development. A key open space outcome sought

through this project is the provision of a venue capable of hosting large, city-wide events.

Given this context, the proposed development is considered to be well-supported by both existing and planned open space provision. As such, there are no concerns from an open space **capacity, provision, or accessibility** perspective in relation to this proposal.

Construction-Related Impacts:

Land disturbance, noise, and vibration associated with construction activities may generate temporary adverse effects for users of adjacent open spaces, particularly Silo Park. It is important that these impacts are managed effectively through construction and environmental management plans to minimise disruption and maintain safe, continued public access and amenity before, during and after construction.

Built Form and Visual Impact:

The proposed development includes height infringements that may introduce shading, bulk, and visual dominance effects on neighbouring open spaces. These impacts should be carefully assessed, particularly in relation to Silo Park and the future city centre park. While this is a highly urbanised and evolving precinct, the interface between the development and adjoining public spaces should support a high level of amenity and ensure usability is not compromised.

Reverse Sensitivity Issues:

The proposed development directly adjoins existing park facilities to the north, including a playground and hard-court area (identified in the blue-highlighted area of the attached snippet). These facilities are well-used and valued by the public.

There is a potential for **reverse sensitivity** issues to arise as a result of any clash between the proposed residential activity and the public use of the park that may include noise. This is particularly relevant to the playground and hard-court area

(highlighted in blue area in figure 1), which are well-used and popular with visitors. It is important that the residential development does not lead to constraints on the recreational activities currently enjoyed in these spaces.

Figure 1. snippet of geomap showing the extent of the development site adjacent to Silo Park



Recommendations for consideration:

- Address **reverse sensitivity effects** through appropriate design responses (e.g. acoustic insulation, building orientation, or legal covenants).
- Provide **construction and environmental management plans** including specific **mitigation** for impacts on adjacent open spaces, particularly Silo Park.
- Confirm and assess any **visual dominance and shading effects** on Silo Park and the future city centre park, and where necessary, provide **mitigation** through building design and landscaping.
- Address mitigation of any dust effects on the use of the playground during construction.

Date: 03/10/2025
Prepared by: Roja Tafaraji
Title: Senior Parks Planner –
Parks and Community Facilities

Date: 6/10/2025
Released by: Hester Gerber
Title: Manager Parks Planning –
Parks Agency Lead

Auckland Council: Policy Input – Planning and Resource Consents

Referral Application Feedback Form

This form is to be used by Council agencies and departments members to provide feedback on referral applications under the Fast-track Approvals Act 2024 (FTAA), pursuant to section 17. Please complete the relevant sections below, considering the criteria set out in section 22 of the FTAA.

Respondent Information

Name: Lee-Ann Lucas

Role: Senior Policy Planner

Agency / Department: Central South Unit, Planning and Resource Consents – Auckland Council

Project Information

Project Name: 188 Beaumont Street, Auckland Central (Orams Marine site)

Reference: FTAA-2508-1098 / PRR00043340

General Support or Opposition to the Application Proceeding via fast-track

☐ Support

☐ Oppose



Neutral

Agency/Department Response

Having considered the s22 assessment criteria, please explain your position and provide any other relevant details.

The proposal is a residential -led development comprising of a central tower of approx. 80m in height with a shorter building of approx. 31m facing west onto the wharf and another at approx. 37m facing east onto Beaumont Street. The site is located within sub-precinct C and sub-precinct E of I214 Wynyard Precinct. The purpose of the precinct is to *“provide for the comprehensive and integrated redevelopment of this large brownfields area while enabling the continued operation of marine industry and hazardous industry.”*

Wynyard Precinct

This precinct has recently been reviewed and reset through PC78 hearings and maintains the approach to ensure the co-existence of the established marine and port activities in the western and waterfront portion of the Wynyard Quarter, while enabling additional intensification.

Policy I214.3(13) specifically seeks to ensure land/ space is available in sub-precinct C (western most area of the precinct) to accommodate the current and future operation and growth of the marine and fishing industries and maritime passenger facilities in this wharf location. Marine retail is provided for as RD and marine and port activities are provided for as a controlled activity in sub-precinct C. Other retail activity up to 1000m² is a non-complying activity in this area, reflecting the significance of the availability of this space for marine related activities as a priority.

The significance of the location of this site is also reflected in the area located within sub-precinct E, (identified on I214.10.7 Wynyard: Precinct plan 7 – Additional activity restrictions) where development is limited to *“marine and port activities and marine retail only for the first 18m above ground level “(approx. 3 storeys).*

City Centre zone

The underlying City Centre zone provides for the marine and port activities through the following policies:

(19) Provide for a wide range of activities along the waterfront, while continuing to provide for those activities requiring a harbour location

(23) Identify and encourage specific outcomes in areas of the city centre that relate to:

...(b) a concentration of particular activities: and/or

(c) activities that have specific functional requirements:...

The marine and port activities are well established within this sector of the city centre having specific functional requirements to be alongside the wharf. And the significance of this property at the edge of this area has been further refined through the precinct.

The proposal

The proposed development proposes a total of approximately 551m² of unspecified retail space at the ground level split between the building within sub-precinct C and the Beaumont Street building in sub-precinct E. The remainder of the ground floor area is proposed as parking with internal access to the adjoining property to the south – Orams Marina Precinct. Three further levels of parking are proposed on a podium.

This layout fails to enable the establishment of marine and port activities to a height of 18m and the proposed retail space is not specified for this use. The proposal does not address this requirement but notes that the development is being undertaken in partnership with the owners of the adjoining property at Orams Marine Superyacht

facility. The proposed residential – led development being the final stage in the Orams Marine Village masterplan for this area.

I consider the proposed land use is therefore inconsistent with the policy direction for this location.

Building height

The site has been specifically identified for the location of a ‘marker building’. These are buildings that have been introduced on a limited number of sites within the Wynyard Precinct ‘marking’ the axis points of the underlying design principles for Wynyard Quarter and the wider waterfront area – and in so doing they also “create an interesting skyline while protecting views”. The property is not subject to any viewshafts.

Through the recent PC78 hearings the height of the marker building on this property was increased from 52m to 62m to reflect an increase in height that had previously been approved for another marker building to the east.

Policy I214.3(3) seeks to ensure that the maximum building height “(b) provides a transition between the core of the precinct and the coastal edge with site-specific opportunities for taller buildings located and designed to reinforce key public open space and waterfront connections while avoiding intrusion of public views into and through Wynyard Precinct”; and “(d) provides a transition in height between the core central business district and the harbour.”

The proposal acknowledges this function of the site and seeks an additional 18m. The additional height is seen to capitalise on the location, to ensure the greater height difference assigned to the ‘marker building’ function as other buildings have also been granted approval for greater height in the area, and to also offset the costs of the foundation works required to build on this site.

Without knowledge of the surrounding landscape and any additional height that may have been approved it is not confirmed that the ‘marker building’ function of this site has been compromised by the surrounding developing environment but the proposed height is inconsistent with the above policy.

I consider the proposed building height exceeds the maximum height set by the Wynyard Precinct and could set precedent for the surrounding area in terms of height.

Assessment Criteria (Section 22 FTAA)

Please consider the below assessment criteria in preparing your response:

- Does the project have significant regional or national benefits?
- Would referring the project facilitate its delivery in a more timely and cost-effective way?

- Is the referral unlikely to materially affect the efficient operation of the fast-track approvals process?
- Has the project been identified as a priority in any government or sector plan or strategy?
- Will the project deliver new or support existing regionally/nationally significant infrastructure?
- Will the project increase housing supply or contribute to a well-functioning urban environment?
- Will the project deliver significant economic benefits?
- Will the project support primary industries (e.g., aquaculture)?
- Will the project support development of natural resources (e.g., minerals, petroleum)?
- Will the project support climate change mitigation (e.g., reduce/remove greenhouse gas emissions)?
- Will the project support climate change adaptation or recovery from natural hazard events?
- Will the project address significant environmental issues?
- Is the project consistent with local or regional planning documents (e.g., spatial strategies)?
- Are there any other relevant matters to consider?

Auckland Council Development Engineer

From: [Russell Butchers](#)
To: [Bradley Peens](#)
Subject: FW: FAST-TRACK: 188 Beaumont Street, Wynyard Quarter - Auckland Council Comment on Referral Application under the Fast-track Approvals Act 2024 (PRR00043340 / FTAA-2508-1098) - response due 9 October
Date: Thursday, 2 October 2025 4:30:40 pm
Attachments: [image001.png](#)
[image002.png](#)

fyi

Ngā mihi,

Russell Butchers | Principal Project Lead – Premium Unit

Planning & Resource Consents

Auckland Council

Mobile **s 9(2)(a)**

From: Inthan Azoor **s 9(2)(a)**

Sent: Thursday, 2 October 2025 4:28 pm

To: Russell Butchers **s 9(2)(a)**

Subject: FW: FAST-TRACK: 188 Beaumont Street, Wynyard Quarter - Auckland Council Comment on Referral Application under the Fast-track Approvals Act 2024 (PRR00043340 / FTAA-2508-1098) - response due 9 October

Hi Russell,

I've completed my review of the application documents for 188 Beaumont Street, from an infrastructure perspective, I'm generally satisfied with the proposal. Please see my assessment below.

Also, have you already engaged Watercare Services Ltd (WSL) to assess capacity issues? If so, could you please share any correspondence or updates?

Further we should have the Geotechnical Assessment report with the application. Do we have that?

Infrastructure Assessment:

1. **Stormwater (SW):** No issues – generally accepted.
2. **Stormwater Treatment:** To be addressed by the Regional Specialist.
3. **Wastewater:** Capacity constraints to be assessed by WSL. Wastewater drainage connection is acceptable, subject to EPA design and approval.
4. **Water Supply:** To be assessed by WSL.
5. **Natural Hazards:** I'm comfortable with the parameters and assumptions used. I'll provide a final update once feedback is received from Healthy Waters. Hillary Johnston **s 9(2)(a)** has been assigned to process this application.
6. **Coastal Erosion :** Regional specialist to address.

Please let me know if you need anything further from my end.

DE REVIEW

(A) Infrastructure

1. **Stormwater:** SW design, capacity & drainage proposal – **generally accepted.**
 - SW design flow: **From the RC point of view there is NO increase in Impervious area** (Note: Pre & Post development Impervious area are same) . **Therefore, SW Mitigation (1 in 10years ARI) is not required unless HWD has some concerns over the NDC requirements.**
 - i. *Given that **the pre and post development scenarios are both considered fully impervious, the only increase to stormwater flow into the network from the proposed development is from the impact of future climate change.***
 - ii. *The estimated runoff from the site in a 1 in 10-year ARI storm event accommodating for climate change is **115 litres/second**, which is an increase of **17 litres/second for the proposed development.***
 - iii. *The current estimated runoff increase for the upstream catchment post development is **16 litres/second which also accommodates for the impact of climate change.***

Therefore, I am happy for the suggestion which can be confirmed by HWD.

“The design is subject to Auckland Council’s final confirmation that the network has sufficient capacity, and a survey of all existing manholes invert levels and pipe gradients”.

Note: Also, applicant is suggesting connecting to the existing 750 mm diameter pipe along Jellicoe Street and avoid overloading the existing 600 mm diameter pipe immediately upstream.

This avoids having to replace the existing 600 mm diameter stormwater pipe immediately upstream that has been identified as having insufficient capacity to take the existing stormwater flows.

2. **Stormwater treatment :** Regional Specialist to address.
3. **Wastewater: Capacity restrictions to be assessed by WSL.** WW drainage connection can be accepted subject to EPA design & approval.
4. **Water: To be assessed by WSL**
 - At the time of this assessment, no fire hydrant flow and pressure tests have been carried out and no historical testing has been made available to us.

However, the Wynyard Quarter precinct has undergone significant development and based on the numerous water mains in the vicinity of

*the site along both Beaumont and Jellicoe Street, it is assumed that the existing wider area supply adequately services the potable and fire flow demands of the proposed development. **It is proposed that fire hydrant testing be undertaken to confirm the capacity of the existing network at the next phase.***

Summary:

Generally, I am agreeable with applicant's review for the existing public Infrastructure to service the development subject to asset owner's recommendations.

6 Wet services summary

A review of the existing public infrastructure to service the proposed development has determined that,

- There is capacity to discharge the stormwater runoff from the development into the existing public stormwater network at the 750 mm diameter stormwater pipe located west along Jellicoe Street.
- The site is not within a Stormwater Management Area Flow (SMAF) control zone and is therefore, not subject to any additional retention or detention requirements.
- The existing public 225 mm diameter wastewater line parallel to the site and connection into the 300 mm diameter line located along Beaumont Street has adequate capacity to receive wastewater flows from the proposed development.
- The extent of the existing public water network in and around the Wynyard Quarter precinct provides confidence that there is capacity to service the potable water and fire demand for the development. However, it is proposed that fire hydrant testing be undertaken to inform an assessment to confirm the capacity of the existing public network.

B. Natural Hazard Assessment

Levels used in this assessment are relative to **New Zealand Vertical datum 2016 (NZVD16)**, referred to as reduced level (RL). **That is very good. NO confusion.**

1. **Coastal Erosion** : Regional specialist to address.

2. **Coastal Hazard: Generally, I am satisfied with their assessment – However I will discuss with HWD & update you.**

(Planner's request: *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 “)*

Regards,

Inthan Azoor | Senior Development Engineer - Central

Ph s 9(2)(a) Mobile s 9(2)(a)

Auckland Council, Level 6, 135 Albert Street, CBD

Visit our website: www.aucklandcouncil.govt.nz

Houkura – Independent Māori Statutory Board

Referral Application Feedback Form

This form is to be used by Council agencies, asset owners and specialists to provide feedback on referral applications under section 17 of the Fast-track Approvals Act 2024 (FTAA). Please complete the relevant sections below, considering the criteria set out in section 22 of the FTAA.

Project Information

Project Name	Westhaven Residential Limited Partnership (joint venture between Orams Marine and Precinct Properties).
Address	188 Beaumont Street, Wynyard Quarter (Orams Marine site).
FT application number	

Respondent Information

Name	Houkura – Independent Māori Statutory Board
Role	
Agency / Department	
Date	3 October 2025

Do you support the proposal proceeding through fast-track?

- ☐ Support
☐ Oppose
☒ Neutral

Agency/Department Response

Having considered the assessment criteria on the following page, please explain your position and provide any other relevant details.

We feel that this project could provide good opportunities for mana whenua, in this instance Ngāti Whātua Ōrākei, to engage and add to the overall project. However, there are reservations about the amount of consultation that application has undertaken and the attempts to contact all 15 listed iwi authorities relevant to this project.

Overall, it is uncertain if this project needs to be supported through the FTAA. It is unclear how significant the benefits of this project are regionally or nationally, so it is uncertain that it meets this criteria. Regarding the rest of the s22 FTAA criteria, it is not clear that this project meets the thresholds listed. Therefore, the project could be progressed through normal consenting

pathways via Auckland Council, given the scope and site. This may also allow for more proficient engagement with iwi authorities, especially Ngāti Whātua Ōrākei.

Regarding the engagement with the iwi authorities, the applicant notes within its *Consultation Summary Report* that it has consulted with all 15 relevant iwi authorities with a registered interest for this site, according to Auckland Council records.

The application emailed all 15 iwi authorities on 9 July 2025. Only one response was received, from Ngāti Whātua Ōrākei. We find that this attempt to engage is minimal, and while meeting the requirements under legislation, the applicant could have attempted to follow-up with the 14 other iwi authorities.

The engagement with Ngāti Whātua Ōrākei took place in the form of an in-person hui on 6 August 2025. The hui introduced the project to two kaimahi, provided an overview and next steps. Ngāti Whātua Ōrākei have asked for further engagement on this project as it progresses and raised the possibility of naming conventions for the site/building. The applicant is open to this, though no plans to do so have been made available and as such, ongoing engagement is not provided in their proposal or application.

Assessment Criteria (Section 22 FTAA)

Please consider the below assessment criteria in preparing your response:

- Does the project have significant regional or national benefits?
- Would referring the project facilitate its delivery in a more timely and cost-effective way?
- Is the referral unlikely to materially affect the efficient operation of the fast-track approvals process?
- Has the project been identified as a priority in any government or sector plan or strategy?
- Will the project deliver new or support existing regionally/nationally significant infrastructure?
- Will the project increase housing supply or contribute to a well-functioning urban environment?
- Will the project deliver significant economic benefits?
- Will the project support primary industries (e.g., aquaculture)?
- Will the project support development of natural resources (e.g., minerals, petroleum)?
- Will the project support climate change mitigation (e.g., reduce/remove greenhouse gas emissions)?
- Will the project support climate change adaptation or recovery from natural hazard events?
- Will the project address significant environmental issues?
- Is the project consistent with local or regional planning documents (e.g., spatial strategies)?
- Are there any other relevant matters to consider?

Auckland Council assessment criteria for fast-track referrals

Please consider the below assessment criteria in preparing your response:

- Is the application clearly inconsistent with the Auckland Unitary Plan and/or not aligned with the outcomes in the Auckland Plan 2050?
- Is the application out of sequence with the Auckland Plan Development Strategy and Future Urban Land Supply Strategy?
- Is there insufficient infrastructure to support the application, or would the project result in significant impacts on Auckland Council, CCO, or third-party infrastructure, including the need for substantial investment or upgrades?
- Is there the potential for significant adverse environmental effects to occur?

Waitemata Local Board

From: [Russell Butchers](#)
To: [Tammy Hendricks](#); [Bradley Peens](#)
Subject: FW: FAST-TRACK: 188 Beaumont Street, Wynyard Quarter - Auckland Council Comment on Referral Application under the Fast-track Approvals Act 2024 (PRR00043340 / FTAA-2508-1098)
Date: Monday, 20 October 2025 3:12:34 pm
Attachments: [image001.png](#)

Thanks Tammy.

[@Bradley Peens](#) – could you please update our response to include the below comments from the Waitemata LB? Given local body elections have recently taken place I am happy to accept their late comments as it was obviously a busy time.

Ngā mihi,

Russell Butchers | Principal Project Lead – Premium Unit

Planning & Resource Consents

Auckland Council

Mobile **s 9(2)(a)**

From: RES Local Board Waitemata <WaitemataLocalBoard@aucklandcouncil.govt.nz>

Sent: Monday, 20 October 2025 3:07 pm

To: Russell Butchers **s 9(2)(a)**

Subject: RE: FAST-TRACK: 188 Beaumont Street, Wynyard Quarter - Auckland Council Comment on Referral Application under the Fast-track Approvals Act 2024 (PRR00043340 / FTAA-2508-1098)

Hi Russell

It might be to late, however below is the Waitemata local board's comments on this application.

The board supports the provision of more housing in the Wynyard Quarter but we also support the strategic vision for the precinct with regard parking provision and height (and in particular, with regard the impact of shading on neighbouring sites), so that the whole precinct functions well as an exemplar low traffic, high density mixed-use area and that total development opportunities are optimised. We would support the input of the Auckland Urban Development Office in order to best achieve these aims.

We recommend that the challenges and opportunities with regard coastal inundation are addressed directly in the proposal. With greater heats in summer likely in the future, we also value the veranda requirement or some provision of shade/shelter for pedestrians.

The board position is that the amenity for visitors and passersby is of high priority for residents and other stakeholders in the precinct and that this should be front of mind. Access to and enjoyment of the harbour and the Wynyard Quarter is highly valued by Aucklanders and this is important, even if there is little or no affordable housing in the area. In this case, the design quality is good and we appreciate and support the public access to the coast adjacent the marina building and the proposal for retail/hospitality on the corners of the development. The proposed

buildings are higher than those permitted through the precinct rules but the public space is to the north of the development, and the site to the South is owned by the applicant so impacts on neighbouring sites are mitigated. I imagine the proposal will be welcomed by local businesses. As a sidenote, we would like to make the point that ensuring a permanent population in the Wynyard Quarter would be of value for to build community and the local economy. We support efforts to strike the right balance between visitors and residents.

Kind regards

Tammy Hendricks
PA/Office Manager
Waitematā Local Board | Governance and Engagement
Ph: s 9(2)(a)
MOB: s 9(2)(a)
Auckland Council, 135 Albert Street, Auckland Central 1010.
Visit our website: www.aucklandcouncil.govt.nz



In the Office (Albert St) = ✓ | Town Hall = ✓ | Working from home = WFH

Mon	Tue	Wed	Thu	Fri
✓	✓	✓	WFH	WFH

From: Russell Butchers s 9(2)(a)
Sent: Wednesday, 24 September 2025 9:52 am
To: Councillor Richard Hills s 9(2)(a); Councillor Mike Lee s 9(2)(a); RES Local Board Waitemata <WaitemataLocalBoard@aucklandcouncil.govt.nz>; Councillor Josephine Bartley s 9(2)(a); Tau Henare s 9(2)(a); Taff Wikaira s 9(2)(a); Councillor Andrew Baker s 9(2)(a)
Cc: Dean Williams s 9(2)(a) Bradley Peens s 9(2)(a)
Subject: FAST-TRACK: 188 Beaumont Street, Wynyard Quarter - Auckland Council Comment on Referral Application under the Fast-track Approvals Act 2024 (PRR00043340 / FTAA-2508-1098)

Kia ora koutou,

As part of the statutory process under section 17 of the Fast-track Approvals Act 2024 (FTAA), Auckland Council has been invited to provide comments on a referral application submitted to the Minister for Infrastructure. The referral application seeks to have a project considered for fast-track approval due to its potential regional or national significance. This brief outlines the purpose of the referral, the proposal, the Council's role, and the expectations for feedback from relevant agencies and elected members.

Hon Tama Potaka

Minister of Conservation
Minister for Māori Crown Relations
Minister for Māori Development
Minister for Whānau Ora
Associate Minister of Housing



CORTP-5699

Hon. Chris Bishop
Minister for Infrastructure
c.bishop@ministers.govt.nz
Parliament Buildings
Private Bag 18041
WELLINGTON 6160

Tēnā koe Hon. Bishop

Thank you for your invitation to comment on the fast-track consent application for the 188 Beaumont Street development. This proposal includes a mixed-use development comprising approximately 215 residential units across three buildings in Auckland's Wynyard Quarter. The project also includes ground-level retail space, car and bicycle parking, and internal connectivity with the adjacent Orams Marine facility.

Central Auckland remains one of the most expensive areas in the country to live, with a high proportion of renting households and significant housing need, particularly for smaller residences. The majority of apartments in this proposal will be one- and two-bedroom units (44 one-bedroom, 126 two-bedroom, and 45 three-bedroom apartments) across various price points, which will help to address this.

The site is in a prime location, offering convenient access to amenities, transport, and employment opportunities within walking distance.

While the site is subject to a coastal inundation control, the application indicates that the design incorporates climate change adaptation strategies, including raised floor levels, to mitigate natural hazard risks. These will be further considered at the detailed consenting stage should you choose to refer this project to the expert panel.

I have no objection, from the perspective of the Housing Portfolio, to this project being referred to the next stage. Thank you again for the opportunity to comment.

Mauriora,

A handwritten signature in blue ink, reading 'Tama Potaka'.

Hon Tama Potaka
Associate Minister of Housing



13 OCT 2025

Hon Chris Bishop
Minister for Infrastructure
Parliament Buildings
Wellington

REQ-0021779

Fast-track Approvals Act referral application: 188 Beaumont Street, FTAA-2508-1098

Dear Chris

Thank you for the opportunity to comment on the application for referral under the Fast-track Approvals Act (FTAA) referral application of 188 Beaumont Street, FTAA-2508-1098.

I am providing comments in my capacity as Minister for Economic Growth, focusing on whether this application is likely to have significant economic benefits under section 22(2)(a)(iv) of the FTAA, based on the information provided. I defer to you and other relevant Ministers to assess the remaining criteria.

188 Beaumont Street, FTAA-2508-1098

This application is a proposal to construct an urban development over five years in the Wynyard Quarter of the Auckland CBD. The development will comprise of three dwellings containing 215 residential apartments, 550m² of retail space and provision for 273 car parking spaces and 152 bicycle parking spaces primarily servicing residential use.

Based on the economic assessment provided by the applicant, the proposed development would have substantial short- to medium-term direct impacts in the Auckland region during its five-year development stage. This includes total direct expenditure of \$416.5 million and the creation of annual jobs ranging from 89 Full Time Equivalent (FTE) in 2026 to a peak of 1,240 FTE in 2028 over the five-year development stage.

While there could be potential sustained economic benefits from the retail component of this development, the primary ongoing benefit of this proposal is its provision of additional housing which is critical for a growing economy. Given that this application would provide a significant boost in the housing supply, it could also be assessed under increasing the supply of housing, address housing needs, or contribute to a well-functioning urban environment (s22(2)(a)(iii) of the Fast-track Approvals Act).

Your sincerely

A handwritten signature in blue ink, appearing to read 'Nicola Willis'.

Hon Nicola Willis
Minister for Economic Growth