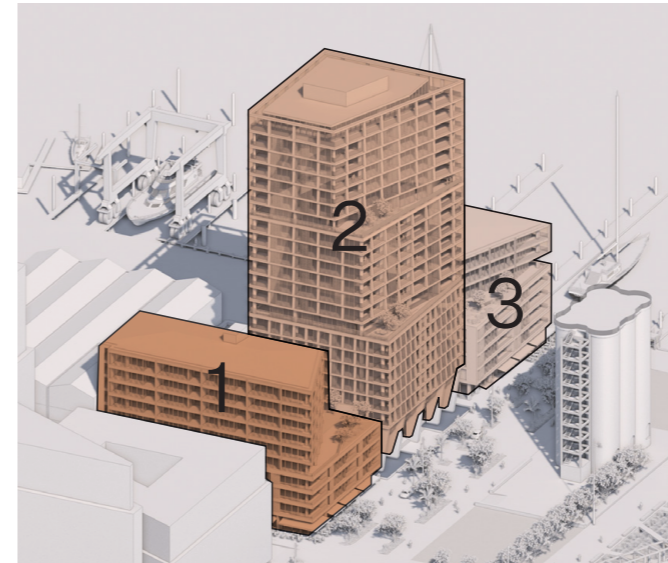


03 Design Proposal
3.3 Architectural Strategies

These diagrams summarise the architectural & urban design strategies employed within the design approach.

Following the aforementioned massing outcomes, these diagrams illustrate a series of architectural and urban design strategies that impact the quality of the urban environment and public realm.

Considerations around identity, visibility, street activation, ground floor experience, and materiality have driven these architectural outcomes.



03.3.1

A collection of identities.

Our design approach creates a collection of buildings each unique in their identities - with a specific aim to respond to the adjacent marine context.

It is intended that each building - Beaumont, Tower and Marina - will deliver on a unique but varied identity, allowing for diversity of product and market stratification.

03.3.2

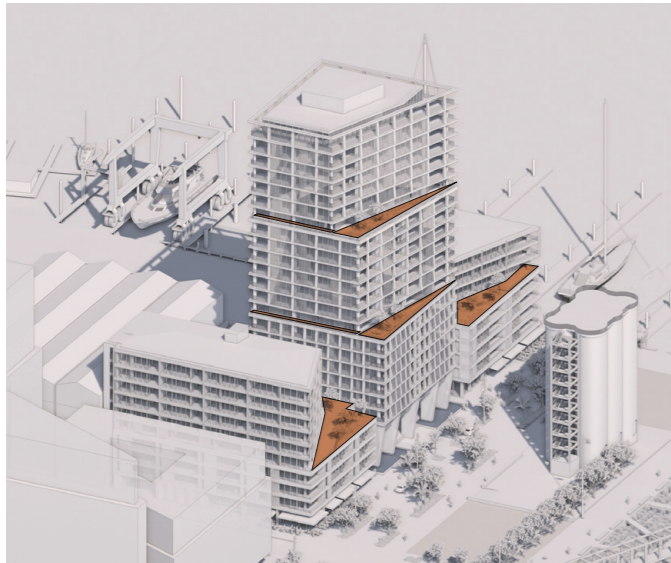
A distinctive marker within the Quarter.

The tower is articulated as a series of rotated vertical planes which directly reference its position in the Wynyard Quarter - and Park at Te Ara Tukutuku.

Within the Wynyard context, we believe the proposed tower form is aligned with the originally anticipated role of a 'marker building' providing a point of termination and distinction at the end of the Waterfront Axis and Jellicoe Street.

This massing approach also enables three clearly differentiated residential cohorts within the tower.



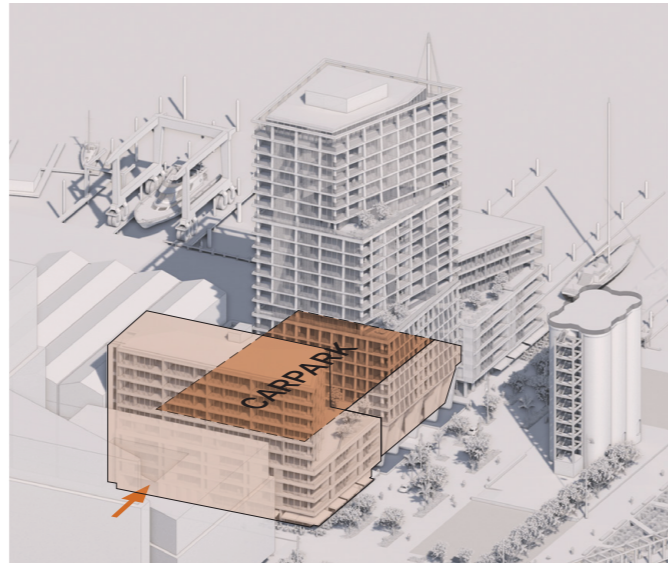


03.3.3 Elevated terraces, gap floors E/W

Enabled by the rotation along the tower, a series of elevated landscaped terraces create bespoke amenity for residents at upper levels. These terraces provide a unique outlook and views at height for residents.

With vantages towards the Waitematā, Auckland CBD, and Te Ara Tukutuku, these terraces leverage the unique position of the Tower in the Wynyard Quarter.

It creates unique 'sky garden' homes at each of the terrace levels - a unique offering in the market.



03.3.4 Fully sleeved podium carpark.

The residential typology proposed and the market positioning of the product requires the appropriate provision of on-site carparking.

We propose a fully sleeved 4-storey carparking podium which also provides a physical buffer to the adjacent marine industrial activity to the south. The single entry to parking and for servicing is on Beaumont Street.

This approach is commercially viable while also enabling positive urban design outcomes by expressing residential and retail occupation to all streetscapes.

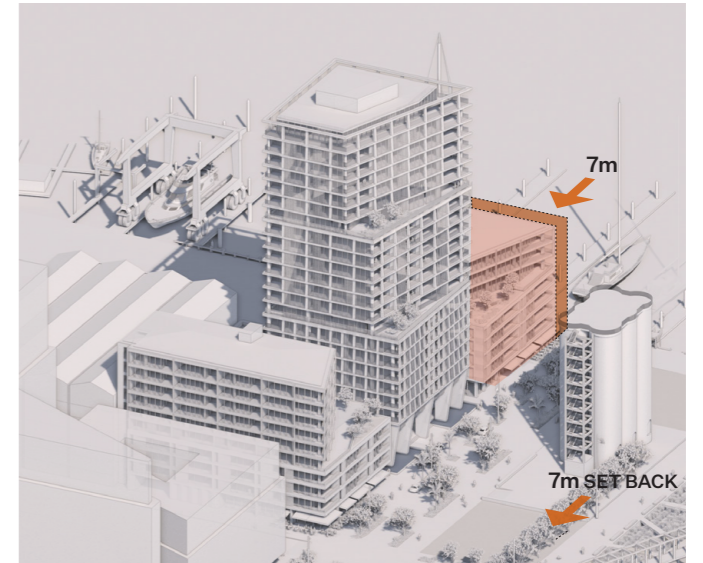


03.3.5 Activated frontages.

We have focused retail provisions on the Beaumont and Jellicoe Street frontages and have located 'active' amenities and entries deliberately to enable activation.

We propose a further 'destination retail' location at the western extent of the site along the waters edge which enables controlled public access in this location.

It is clear that the demand profile for 'marine industry' related retail is insufficient to support leasing and public realm outcomes and we propose these retail locations as general retail including food & beverage.



03.3.6 Public benefits.

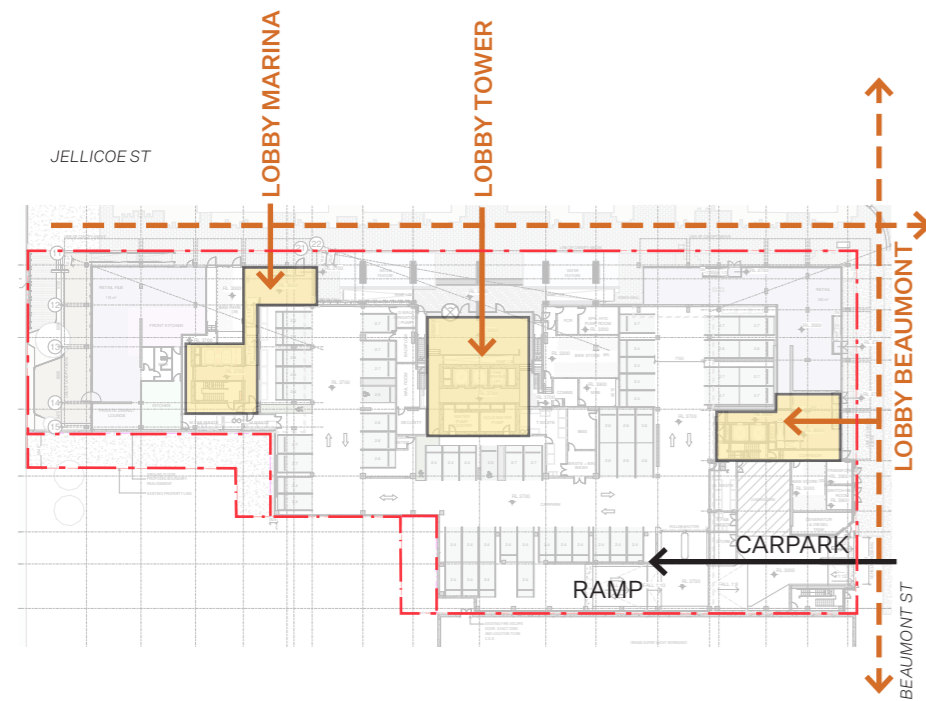
Our proposal is set back 7m from the water's edge, allowing public access over private land on the western waterfront. This set back is not required by the AUP Precinct provisions.

A 7m built form setback from the waters edge reduces the dominance of any building mass when viewed from the marina / approach along the Harbour Bridge.

Creates opportunities for public access to privately controlled land - enabling a unique west-facing destination food and beverage opportunity at the water's edge.

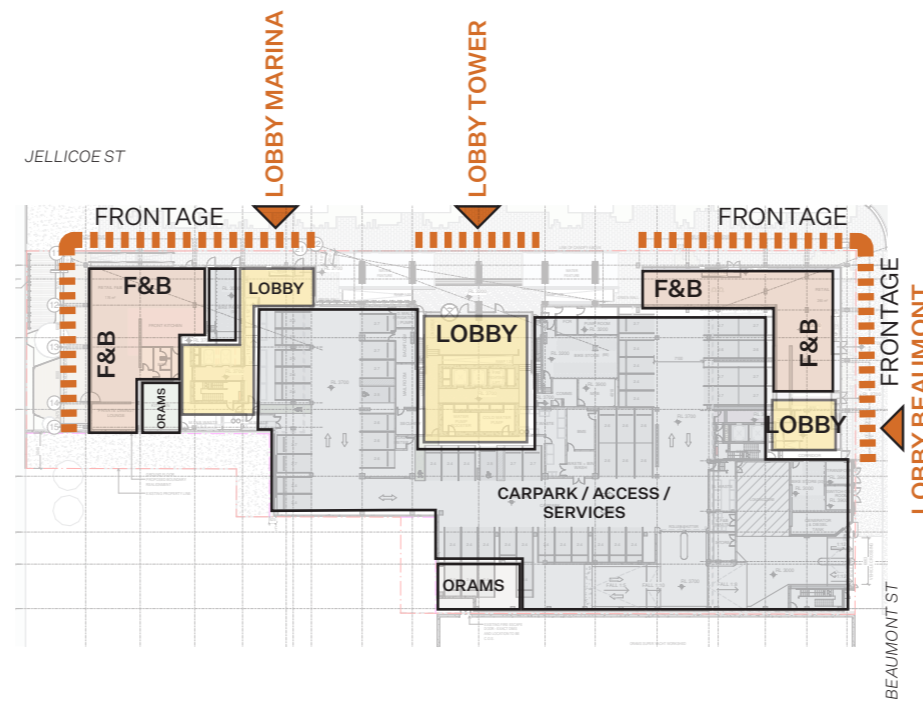


The following diagrams summarise key design outcomes with respect to streetscape and urban design considerations.



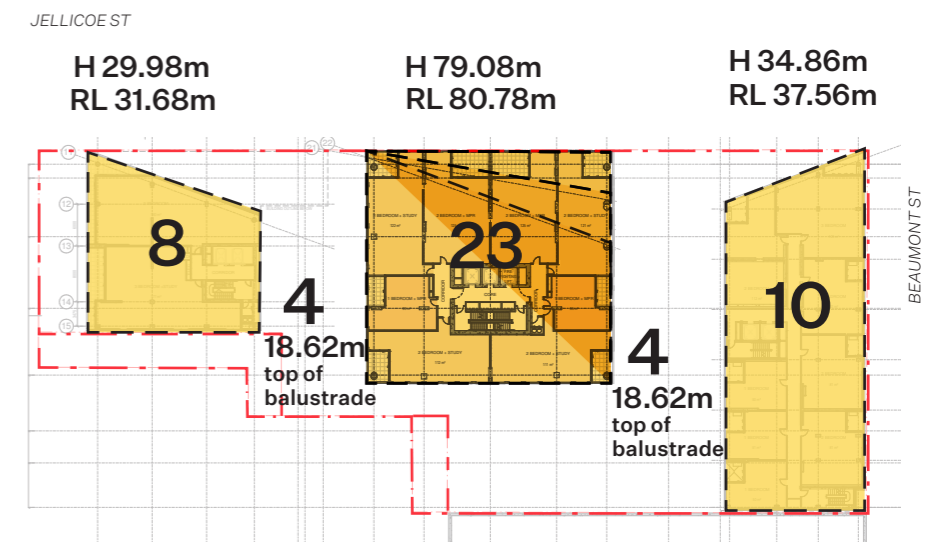
03.4.1 Access and Circulation

Informed by feedback from Auckland Council and TAG, we propose all vehicular access to occur from Beaumont Street. The podium carparking provision is fully sleeved by active uses, ensuring activation of streetscapes and passive surveillance.



03.4.2 Street and Waterfront Interfaces

Our approach prioritises Beaumont and Jellicoe Streets for food and beverage activity with additional frontage provided along the waterfront (due to building setback along this edge). This is supplemented by lobby entrances along both streets to support ground plane street activation across the project.



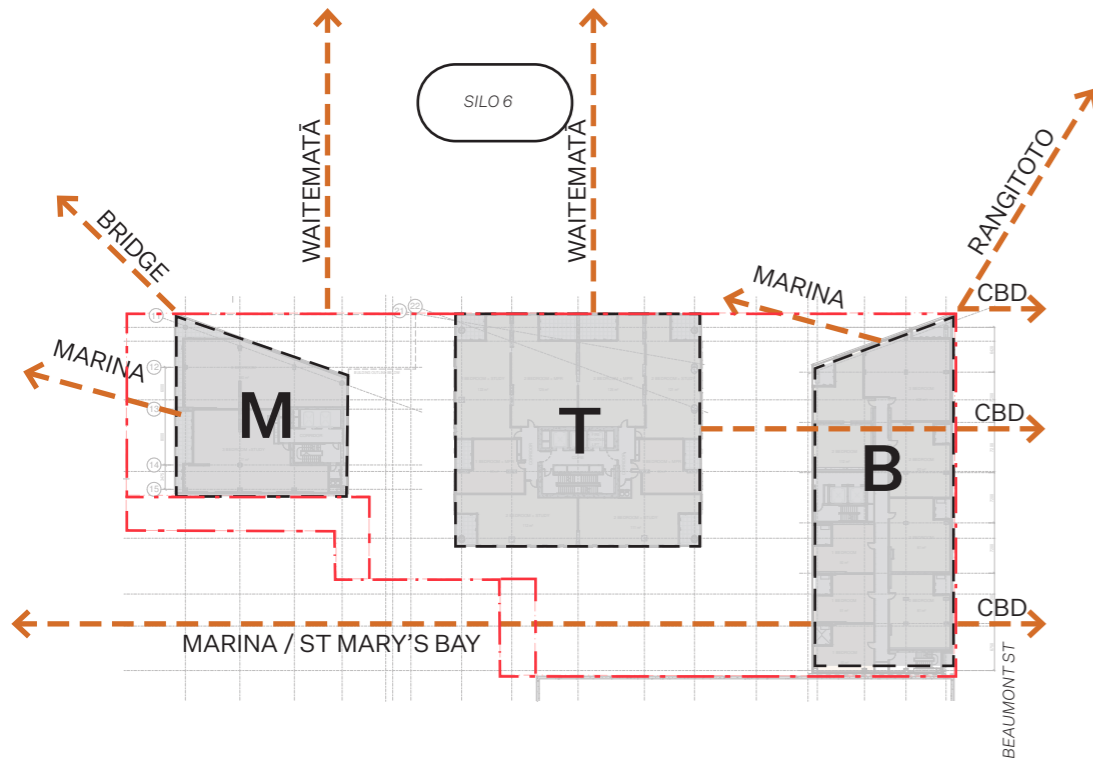
03.4.3 Levels and Building Heights

Our massing approach creates a varied height profile that responds to the variation of the operative planning controls.

* Number of levels and building height excludes plant
*Maximum AUP heights are a dimension above street level. Street level is constant between 2.7 - 2.9m

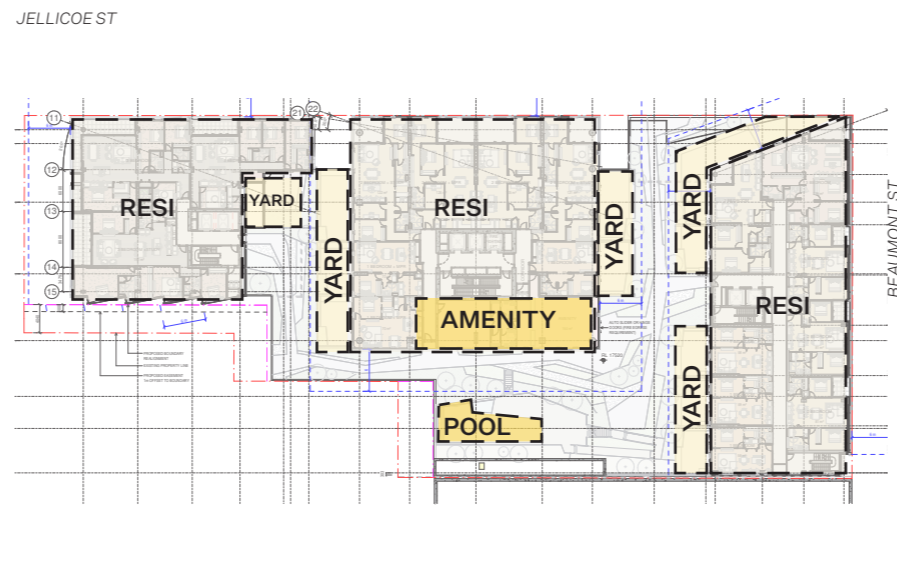
H - Height of Building Above Street Level
RL - Height Relative to 'mean sea level'





03.4.4 Key Views

Each building is carefully considered to maximise views from all levels of project. As well as celebrating the views from the Tower, the design approach maximises views from both Marina and Beaumont towards the East and West.



03.4.5 Podium Amenity

The proposal envisages a landscaped podium amenity space for residents. This space combines private yard spaces and common areas (incl pool).

03 Design Proposal

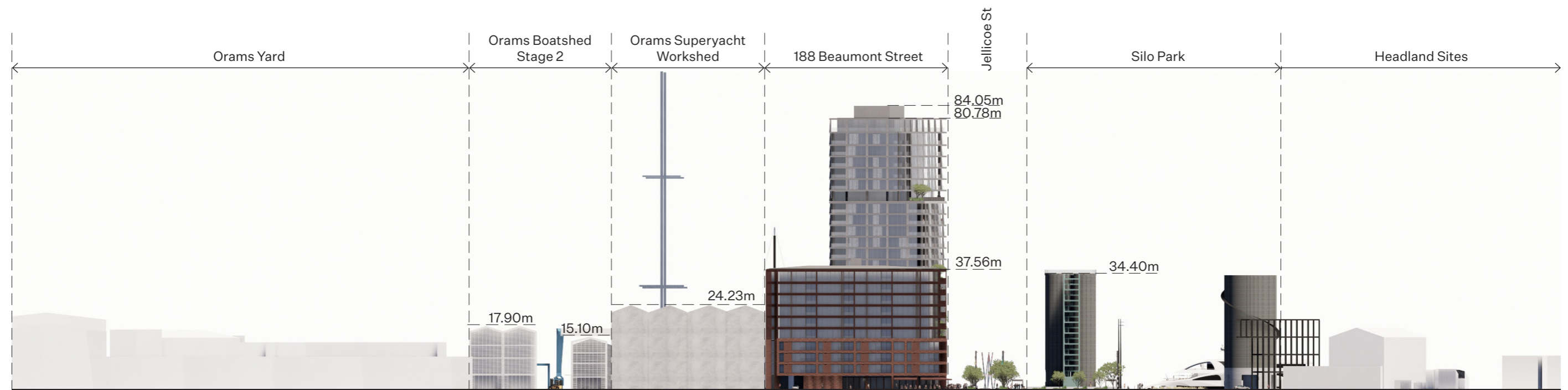
3.5 Street Elevations & Section

The following street elevations place the proposal in its wider context.

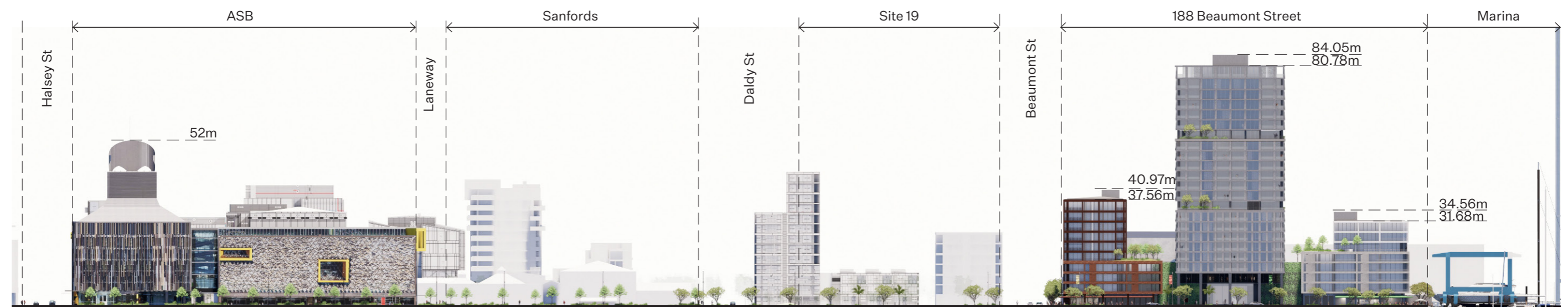
These elevations taken along Beaumont and Jellicoe Street show

the proposed height to top of plant of Beaumont (40.97m), Tower (84.05m), and Marina (34.56m) in relation to the wider streetscape context.

* Street level is consistent between 2.7 - 2.9m



Elevation AA



Elevation BB



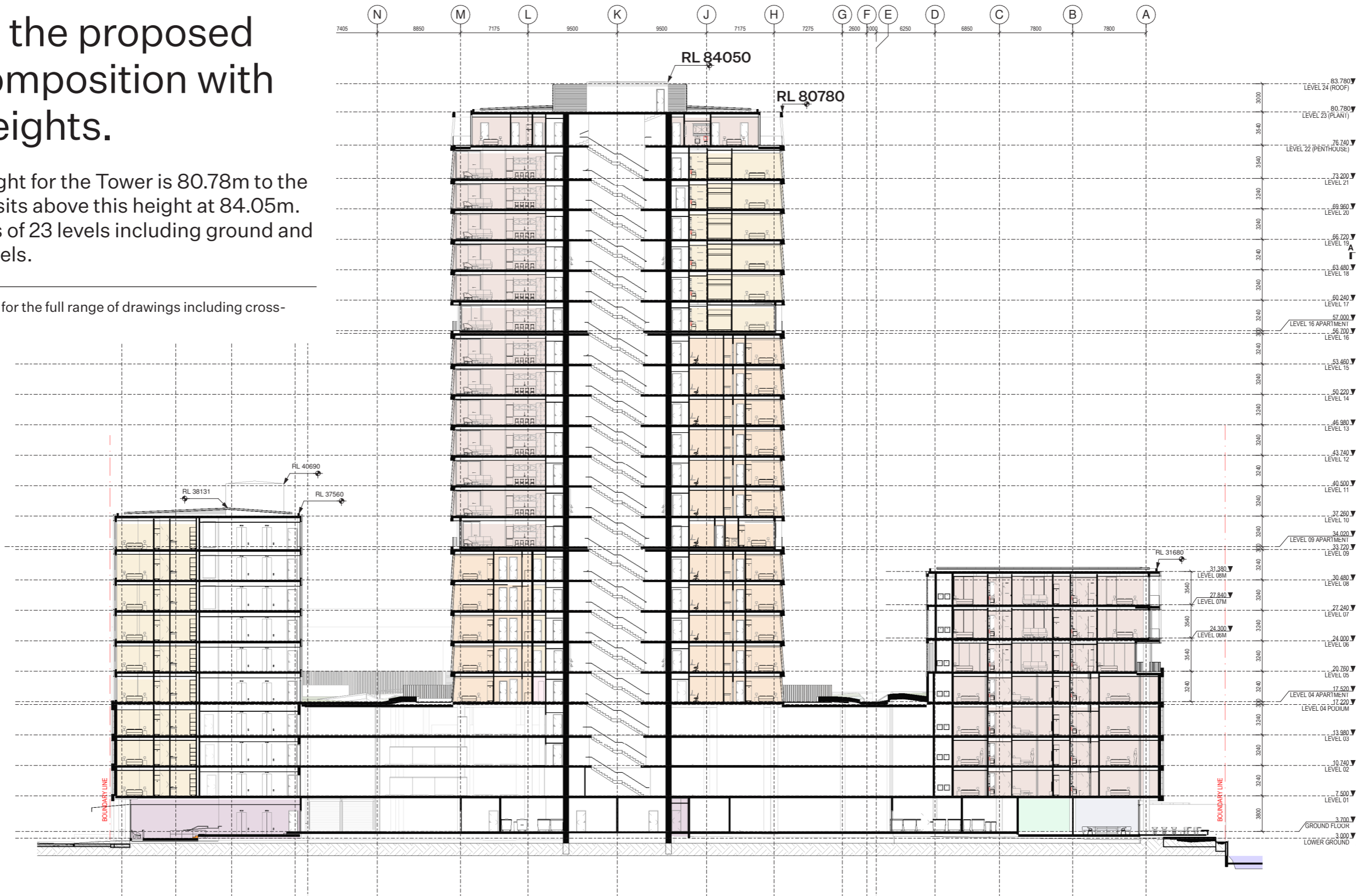
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3.5 Street Elevations & Section

The below section illustrates the proposed project composition with relative heights.

The total tower height for the Tower is 80.78m to the parapet line. Plant sits above this height at 84.05m. The Tower consists of 23 levels including ground and carpark podium levels.

Refer Appendix I - Drawings for the full range of drawings including cross-sections.



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3.6 FAR


188 Beaumont St - FAR Calculations - 13/03/2026

FAR Calculations - Clarifications and Assumptions

- 1 These numbers are calculated on the Planning GFA metrics issued at Resource Consent 06/13/2026
- 2 These calculations are bound to be calculated as an aggregate of Lot 1 (Site 18) and Lot 2 (Oram's Yard) due to the consent notice on the CT which requires Lots 1 and 2 to form a single site in regards to the applicable site intensity standard.
- 3 Site Areas based on CT values 909263
- 4 Figures for Oram's Sheds 1A, 1B, and 2 (located on Lot 2) based on schedule provided by B&A - refer 'Development Summary / GFA for the purposes of calculating FAR'.

Permitted FAR across Lots 1 & 2

FAR	Site Area	Factor	Permitted Floor Area
4.6:1	3,676	4.6	16,918 m ²
1.5:1	12,565	1.5	18,848 m ²
Total Site Area	16,241 m²		
Permitted Floor Area			35,757 m²
Aggregated Permitted FAR across Lots 1 & 2			
Subtotal Area			35,757 m²
Total Site Area			16,241 m²
Aggregated Permitted FAR			2.2 :1



Planning GFAs

Lot 2		
Oram's Sheds - Stage 1 and 2		
Building 1A		5,115 m ²
Building 1B		2,419 m ²
Building 2		2,647 m ²
Subtotal Planning GFA		10,181 m²
Lot 1		
Site 18 Residential / 188 Beaumont Street		
Marina		4,426 m ²
Tower		18,995 m ²
Beaumont		8,143 m ²
Podium		9,654 m ²
Subtotal Planning GFA		41,218 m²
Total building GFA for Lots 1 and 2		
Total Planning GFA		51,399 m²
Current FAR		
Total Planning GFA		51,399
Total Site Area		16,241
Current FAR		3.2 :1

03 Design Proposal
3.7 Shading Analysis

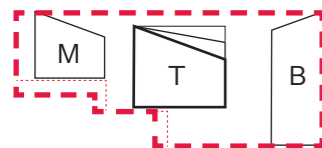
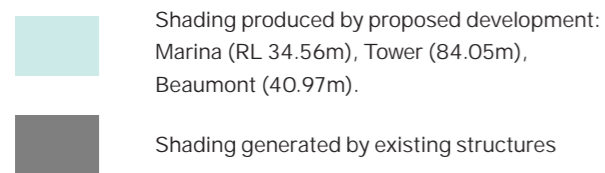
Our shading analysis demonstrates overall that 188 Beaumont Street is an appropriate location for height within the Wynyard Quarter.

The majority of shading impacts created by the development impact the marine industrial yard space (land and water elements) which is located immediately to the south and west of the proposal.

This is aligned with the original intent of the site as a marker building height enabled within the AUP.

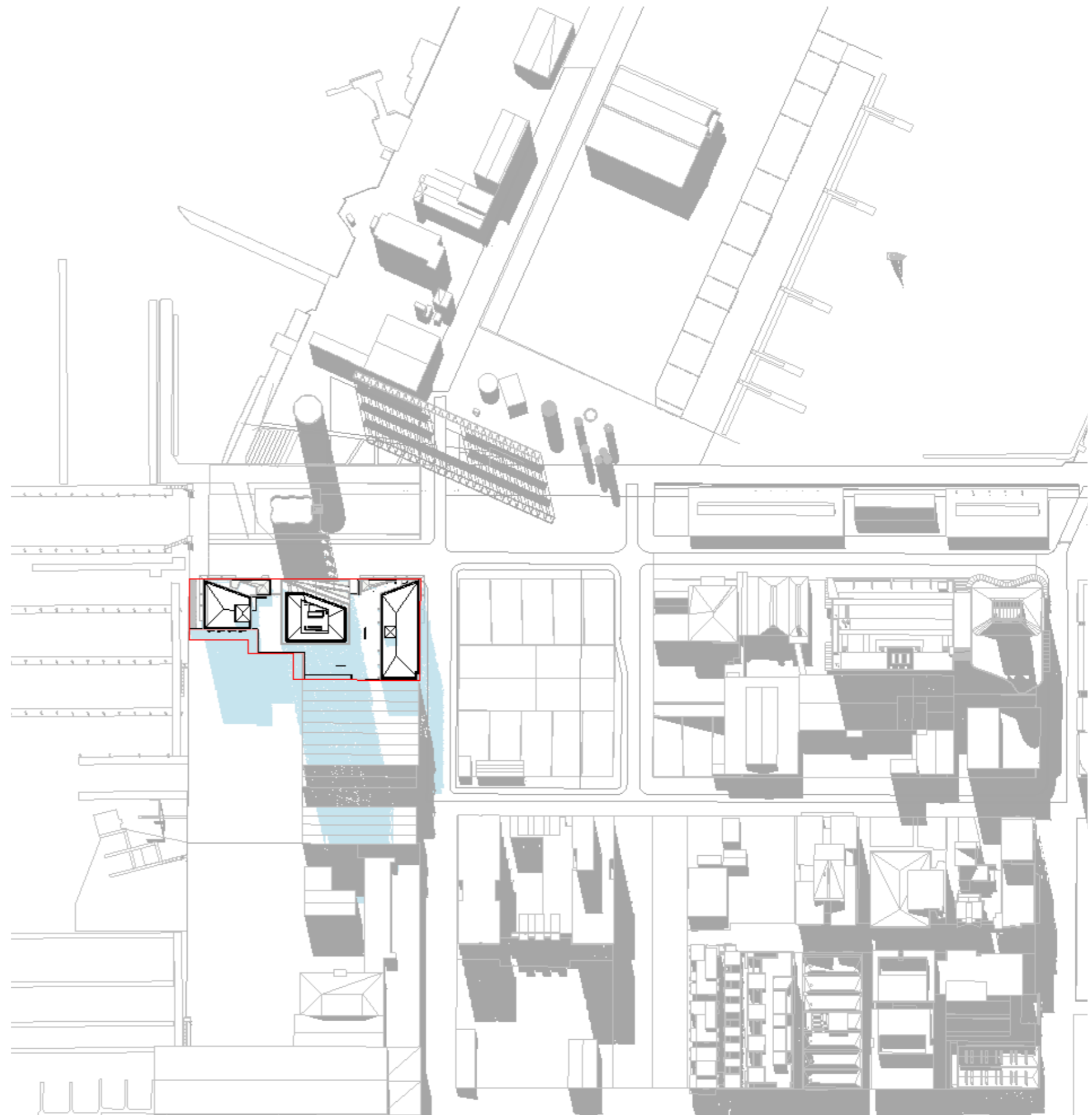
Refer to Appendix III for shading diagrams and modelling assumptions/limitations.

Refer to Urban Planning assessment for detailed analysis.



Proposed Tower
Footprints

Shading Analysis
Winter Solstice
Jun 21 12:00



03 Design Proposal

3.8 Views

The following views describe the experience of 188 Beaumont from nearby streets and public spaces.

For Further analysis please refer to Landscape Visual Assessment provided separately.

D From beyond in St Mary's Bay

C From beyond in St Mary's Bay

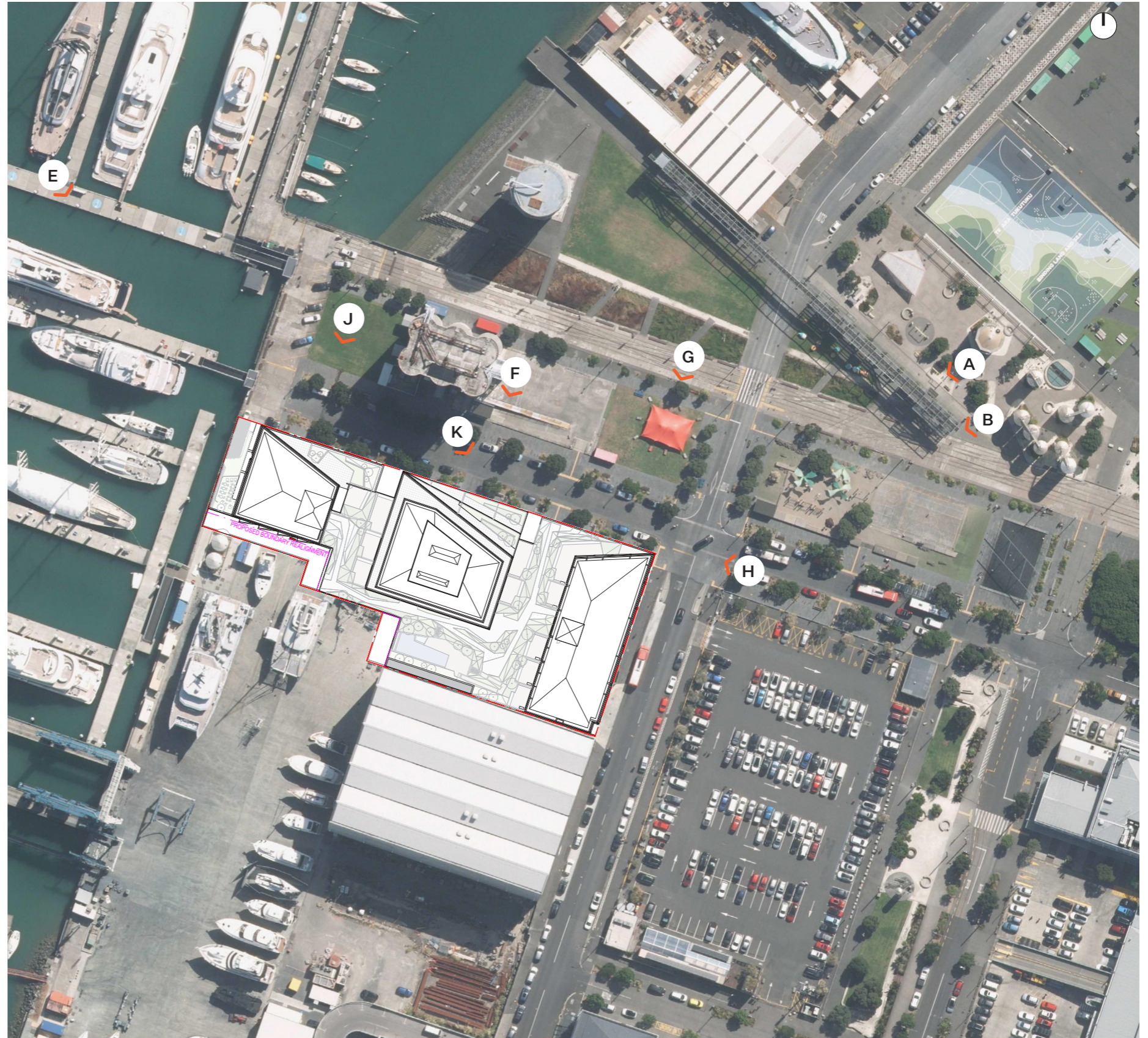
A Location of render viewpoint

3 Marina

2 Tower

1 The Beaumont

— 188 Beaumont Street Boundary



03 Design Proposal

3.8 Views

View A: from the Silo Park Gantry looking South



03 Design Proposal

3.8 Views



View B: from the
Water Tree, Wynyard
Quarter looking
south west

03 Design Proposal

3.8 Views

View C: looking north east from St Mary's Bay



03 Design Proposal

3.8 Views

View D: looking east
from Westhaven
Marina



03 Design Proposal

3.8 Views



At right: View E
looking south east
towards the Marina
Building from the
Auckland Council
Pier

03 Design Proposal

3.8 Views

At right: View E
looking south east
towards the Marina
Building from the
Auckland Council
Pier



03 Design Proposal

3.8 Views

View F: from Silo Park looking south towards the Tower entry lobby



03 Design Proposal

3.8 Views

View G: from
Silo Park looking
south towards The
Beaumont



03 Design Proposal

3.8 Views

View H: looking west from Beaumont Street towards the active frontage of The Beaumont

Image on next page: View J looking south towards the Marina Building showing activation at the water's edge





03 Design Proposal

3.8 Views

View K: from Level 09 looking towards The Beaumont across towards the city centre



