PRR00043684 100 Halsey Street - Pre-Application Meeting #2

Project: 100 Halsey Street

Date: 5th October 2026

Time: 11:15am

Location: RPF offices, Pipiri Lane – 124 Halsey Street

Attendees:

Name	Role/Organisation
Rob Mainwaring (RM)	Auckland Council – Urban Design
David Ferrari (DF)	Auckland Council – Landscape
Roja Tafaroji (RT)	Auckland Council - Parks
Russell Butchers (RB)	Auckland Council - Planning
Masato Nakamura (MN)	Colab Planning (for Auckland Council) - Planning
Marne Cole (MC)	Barker & Associates
Gerard Thompson (GT)	Barker & Associates
Gus Finlayson (GFn)	Barker & Associates
Luke Kinney (LK)	RP Financial
Georgia Foley (GF)	RP Financial
Manuel Diaz (MD)	Peddle Thorp
Georgia Ganley (GG)	Peddle Thorp
Emanuele Lisci (EL)	Peddle Thorp
Rachel de Lambert (RL)	Boffa Miskell
Yoko Tanaka (YT)	Boffa Miskell
Blair Clinch (BC)	Boffa Miskell
Graeme McIndoe (GM)	McIndoe Urban
Matt Wenden (MW)	McIndoe Urban
Andrew Hope (AH)	Tonkin & Taylor
Charlotte Arcus (CA)	Tonkin & Taylor
John Parlane (JP)	Parlane and Associates
Janetha Rainbow (JR)	Neoscape
Jonathan Howell (JH)	Neoscape
William McCulloch (WM)	NDY

Item	Detail	Action
1	PT presented architectural updates focused on materiality and refinement (sandstone base, varied curtain wall treatments, ground-plane signage); bulk and mass are unchanged. Laneway visuals are pending linkage to BM's Revit model with street furniture and planting.	PT/BM to finalise laneway visuals.
2	BM presented the landscape plan (raised mid-block plaza, native/coastal planting, uncompacted soil for tree roots and stormwater). Mana whenua co-design with Ngāti Whātua Ōrakei is ongoing; the estuary-referencing fret pattern is a placeholder only. DF noted co-design opportunities (e.g. gobo projections, sculptural lighting) are encouraging.	BM to continue Mana Whenua co-design work.
3	Two service routes were confirmed (Halsey St/Lane 3/Pakenham St; Bond St/Lane 5/Lane 4), keeping the mid-block plaza vehicle-free, with all five loading spaces on-site. RT representative raised that publicly accessible lanes should have access easements registered on title.	B&A to confirm which lanes require registered access easements.
4	The raised plaza and laneways will provide flush, accessible building entries; rain gardens and slot drains will treat surface runoff, with roof water discharging untreated to the network. A staged coastal adaptation approach is proposed, with some buildings compliant now and others designed for raised thresholds in future.	BM to resolve rain garden/driveway details with Auckland Transport.
5	Two visual simulations were presented (North Cross Avenue and Halsey Street arrival); the buildings sit within the expected height profile of the precinct. DF requested an additional simulation showing the buildings collectively against Lighter Quay to demonstrate upper-level articulation.	BM to prepare the additional Lighter Quay simulation.
6	GM presented a shading analysis (SSAM methodology) showing low to negligible impacts on Amey Daldy Park and neighbouring buildings; RT confirmed it is sufficiently comprehensive for EPA panel assessment. RM flagged the Lighter Quay south-west apartments as the likely focus of scrutiny given their residential use, though balcony orientation reduces habitable-space impact. Facade glare is targeted under 20% reflectivity, with draft conditions being prepared.	
7	Wind modelling identified an elevated condition near Amey Daldy Park and a high-wind-speed location at the Gaunt/Halsey corner; night-time operational noise, including the data centre component, is within a couple of decibels of compliance; transport modelling methodology is agreed with Auckland Transport.	WSP to finalise a wind mitigation strategy by lodgement.
8	MN queried whether crane effects on volcanic view shafts are addressed under the fast-track consent, noting crane details and staging are needed before an assessment can be made.	LTM/B&A/BM to review and confirm crane approach.

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9	RT noted a possible separate approval pathway for roadside tree changes via a tree asset owner mechanism, and flagged that Auckland Transport service-level agreements on tree assets may have lapsed.	B&A to confirm the tree approval pathway and SLA status with Parks/AT.
10	Intended lodgement is 22 October 2026. RB confirmed Council will assist with the EPA completeness check, followed by an early council review (per the Beaumont Street approach) ahead of Panel consideration. Staging is leasing-dependent: Buildings 1 and 2 first, then Building 3, then Buildings 4 and 5, over approximately 10 years.	