



Mansons TCLM Cranes - Beaumont Street

121-127 Beaumont Street and 129-135 Beaumont
Street, Wynyard Quarter, Auckland

Assessment of Environmental Effects and Statutory Analysis

8 December 2021

B&A

Urban & Environmental

Prepared for:
Mansons TCLM

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Prepared by:



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Reviewed by:



Karl Cook

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1.0 Applicant and Property Details

To:	Auckland Council
Site Address:	121-127 and 129-135 Beaumont Street, Wynyard Quarter
Applicant Name:	Mansons TCLM Limited
Address for Service:	Barker & Associates Ltd PO Box 1986 Shortland Street Auckland 1140 Attention: Andrew Miller
Legal Description:	Lots 4, 5 and 6 DP 153424 ((refer to Records of Title as Appendix 1)
Site Area:	6,711m ² (total)
Site Owner:	Auckland Waterfront Apartments Limited
Unitary Plan:	Auckland Unitary Plan (Operative in Part) ('AUP(OP)')
AUP(OP) Zoning:	Business – City Centre
AUP(OP) Precinct:	Wynyard Precinct, Sub-Precinct B
AUP(OP) Overlays & Controls:	Regionally Significant Volcanic Viewshaft – E16, Mt Eden Coastal Inundation – 1m sea level rise Macroinvertebrate Community Index - Urban
Designations:	Airspace Restriction Designations - ID 8302, Satellite earth station transmission paths, Television New Zealand Ltd
Additional Limitations:	Nil
Locality Diagram:	Refer to Figure 2
Brief Description of Proposal:	Temporary use of two luffing cranes which exceed the height permitted under the volcanic viewshaft.
Summary of Reasons for Consent:	Refer section 5 of AEE.

2.0 Background

2.1 Consenting Background

Mansons TCLM (the applicant) is in the process of obtaining resource consents for a commercial development at 121-127 Beaumont Street and 129-135 Beaumont Street in Wynyard Quarter. The 'Stage 1' resource consent for site preparatory works, including a basement, foundations and associated earthworks is currently being considered by Auckland Council (Council ref: LUC60386519). A further resource consent application will be made at a later date for the buildings and laneway ('Stage 2'), comprising the use and development of seven and eight storey high commercial buildings. **Figure 1** below is an artist's impression of the future building.

A subdivision consent (Council ref: SUB60385162) was granted on 28 October 2021 to consolidate the various parcels which make up wider street block (including the subject site), and to split the wider street block into two new parcels. **Figure 2** overleaf shows the future lot layout.

Under the AUP(OP), the site is zoned Business – City Centre and is subject to the Regionally Significant Volcanic Viewshaft – E16 for Maungawhau/Mount Eden. The point of origin of the viewshaft is the Auckland Harbour Bridge across the Waitemata Harbour to the west. In relation to the site, the viewshaft is between RL 69.29m and RL 71.85m. The maximum height of the future building is not finalised, but will be in the vicinity of RL 40m, and therefore will be comfortably below the viewshaft plane.

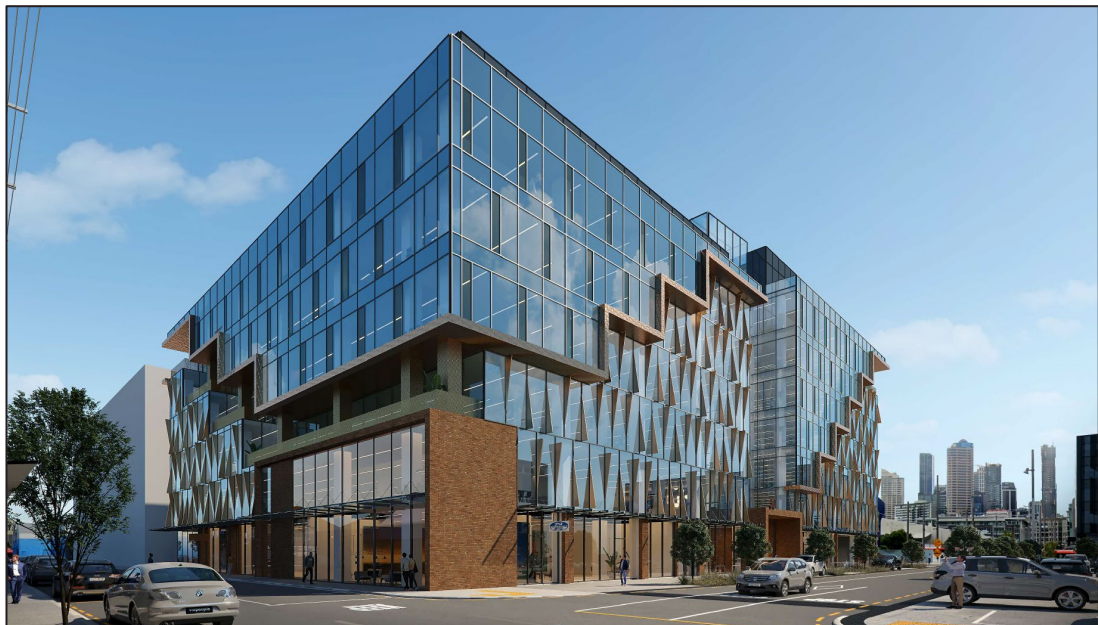


Figure 1: Artist's impression of the future development, looking west from the Lighter Quay development.

In order to construct the consented building, craneage will be required which will exceed the viewshaft floor. Temporary construction structures are permitted for a period of up to thirty days, however the cranes will be required for up to twenty-four months and therefore require consent under Chapter D14 of the AUP (OP), which is the purpose of this application.

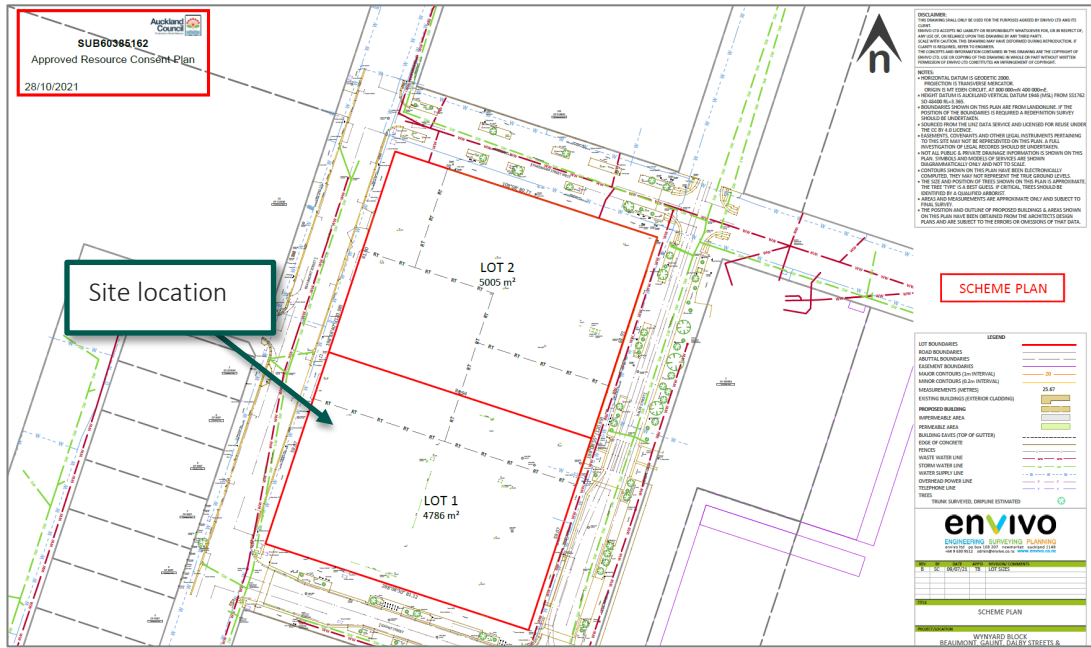


Figure 2: Future lot layout for the subject site and wider street block.

2.2 Consultation

Details about the proposal were shared with sixteen iwi groups and the Tūpuna Maunga Authority on 24 November 2021. At the time of writing this report, Te Ākita Waiohua have expressed an initial interest in the proposal and the Tūpuna Maunga Authority have provided a letter outlining their views. Whilst other groups are yet to respond, the applicant will continue to engage with mana whenua groups as the application progresses. Updates will be provided to council as requested and when available. A copy of the consultation documentation and records of the various groups contacted is viewable at **Appendix 3**.

3.0 Site Context

3.1 Site Description

The subject site is made up of three existing parcels (each held on separate titles) with frontage to Beaumont Street to the west, Gaunt Street to the south, and Daldy Street to the east, as shown in **Figure 3** below.

As noted earlier, a subdivision consent has been granted to amalgamate the site and other parcels to the north and create two new allotments. The subject site is generally flat, and currently and has three existing one-to-two level commercial/industrial buildings located on it. Associated car parking and impervious surfaces cover the remaining ground.



Figure 3: Locality plan. Site shown with blue outline. Source: CoreLogic Emaps

3.2 Surrounding Locality

The surrounding land is used for a mixture of industrial, residential and commercial uses, featuring the historical marine-services industry and emergent commercial and residential development. The Wynyard Precinct is bound by the Waitemata Harbour (the Viaduct Basin to the east and Westhaven and St Marys Bay to the west).

To the north of the site lies fallow land which will form the future 'Lot 2' as part of the aforementioned subdivision approval. That land is presently being used as a temporary car parking lot, and has a single-level structure at the north-western side. The recently constructed Daldy Street linear park exists to the east of the site. To the south is Gaunt Street. Across Gaunt Street, there are existing commercial/industrial buildings associated with the remnant marine-services industry and its associated car parking. To the west is Beaumont Street. Existing mixed-use buildings and commercial activities are present on the opposite side of Beaumont Street.

4.0 Proposal

To construct the future development, it is proposed to install two luffing cranes on the site. The cranes will be installed at the locations shown in **Figure 4** below.

A 'luffing crane' is a crane where the jib is able to be lifted and lowered, as opposed to a 'hammerhead crane' which tends to be lower in height but does not have a height adjustable jib. The maximum operating height of the cranes within viewshaft E16 will be RL 83.56m for Crane 1 and RL 84.64m for Crane 2 (with the maximum height of Crane 2 being greater, but beyond the viewshaft). These heights are between 13.3m and 13.35m respectively above the floor of the volcanic viewshaft. **Figure 5** illustrates the infringement in 3D. **Table 2** summarises the cranes and required duration, noting that the twenty-four-month duration is the applicant's best-estimate.

Table 2: Summary of crange required

Item	Requirement	Infringement
Crane 1 – Favelle M300D luffing crane	Expected to be installed at commencement of works and used for a period of twenty-three months. Height operational height of jib is RL 83.56m	Maximum 13.3m
Crane 2 – Liebherr 224 HC-L	Expected to be installed at commencement of works and used for a period of twenty-four months. Height operational height of jib is RL 86.80m. Maximum height of jib height within the viewshaft will be RL 84.64m.	Maximum 13.35m
Summary	Total infringement period of around twenty-two months (overlap included).	Worst case 13.35m

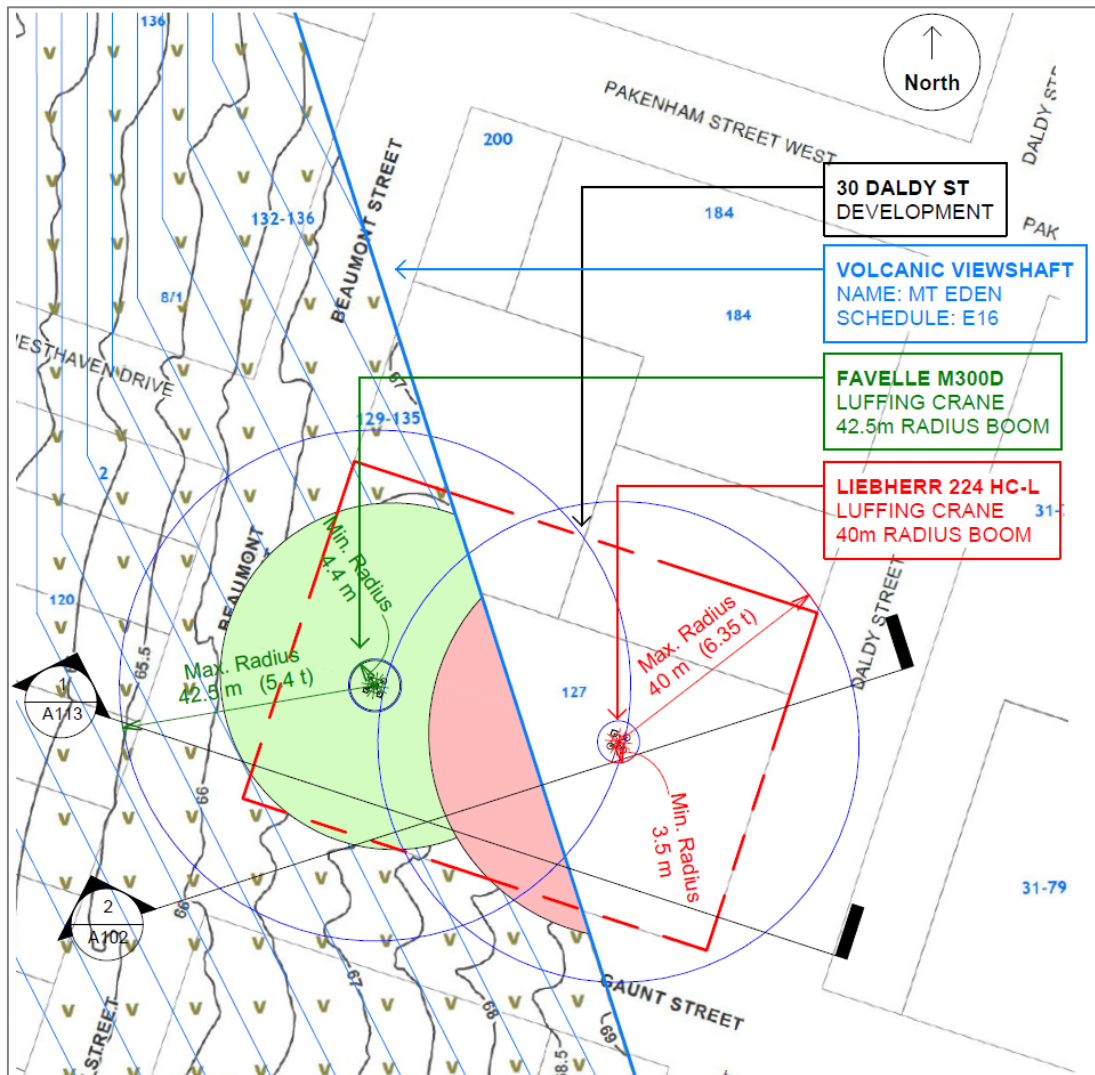


Figure 4: Position of proposed cranes on the subject site in relation to Viewshaft E16.

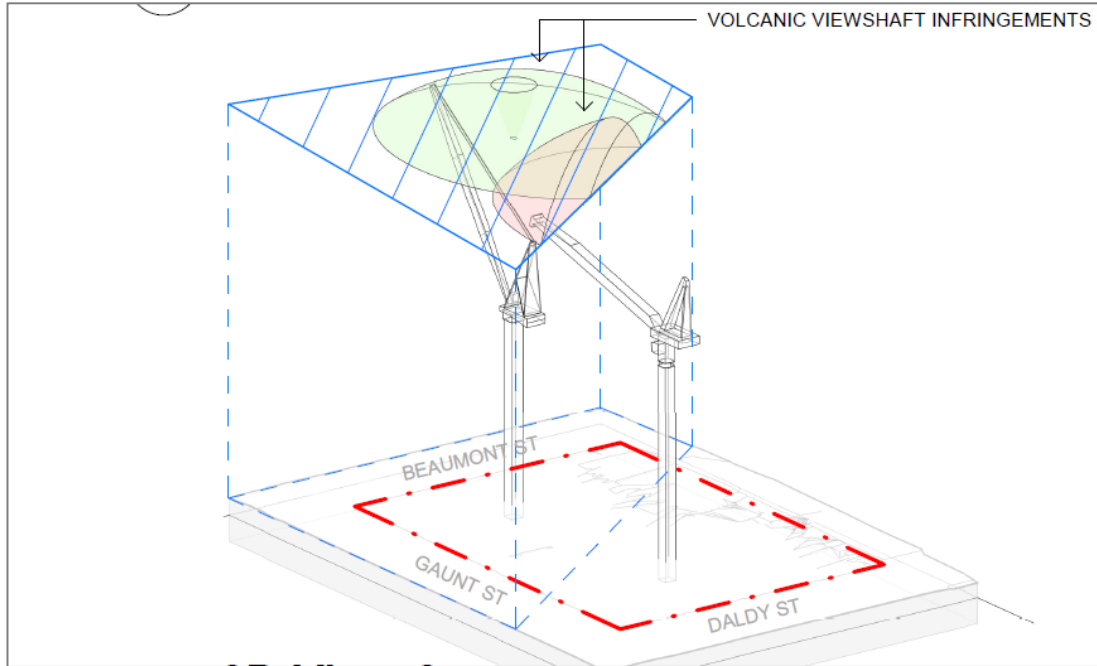


Figure 5: Diagram showing how the cranes may periodically infringe E16.

As part of the background investigation process, several options for cranes were evaluated. This can be viewed at **Appendix 2**. The option presented in this application was considered to be the most favourable. This is because it represents the optimal outcome in terms of construction efficiency and effects on the environment. Other options were ruled out as they had a range of problems including the construction programme being substantially lengthened and thus resulting in local disruption and construction-related effects on surrounding parties for longer. It is noted that Crane 1 is shorter than Crane 2, and as such Crane 1 has been selected to be the western-most crane to reduce the extent of infringement.

5.0 Reasons for Consent

A rules assessment has not been provided in this case given the discrete focus of the application. Resource consent for the building and associated site development will be applied for separately.

5.1 Auckland Unitary Plan (Operative in Part)

D14 Volcanic Viewshafts and Height Sensitive Areas Overlay

- The proposal involves the use of construction cranes, which, while temporary, are defined as buildings, and will penetrate the floor of Viewshaft E16 to Maungawhau/Mount Eden. The total duration of infringement is twenty-four months which does not comply with Standard D14.6.4 which states that these structures must be removed from the viewshaft within thirty days or upon completion of the construction works, whichever is the lesser. This is a **non-complying activity** pursuant to Rule D14.4.1(A6).

5.2 Activity Status

Overall, this application is for a **non-complying** activity.

6.0 Notification Assessment (Sections 95A-95E)

Section 95A of the RMA sets out a 'step by step' process that Council must follow when determining whether to publicly notify an application for resource consent.

Step 1 sets out the circumstances for mandatory public notification, none of these circumstances apply to this proposal. Step 2 sets out circumstances where public notification is precluded, none of these circumstances apply to this proposal.

Step 3 describes that where public notification is not precluded by step 2, it is required if the applicable rules or national environmental standards require public notification, or if the activity is likely to have adverse effects on the environment that are more than minor. Section 95A(8)(a) states that an application for 1 or more activities, and any of those activities is subject to a rule or national environmental standard that requires public notification must be publicly notified.

In this case, Rule D14.5(1)(a) of the AUP (OP), states applications for buildings not otherwise provided for (Rule D14.4.1(A6)) **must be publicly notified**.

As a consequence, further consideration of the steps under sections 95A and 95B is not required and the proposal is to be processed on a publicly notified basis.

7.0 Consideration of Applications (Section 104)

7.1 Statutory Matters

Subject to Part 2 of the Act, when considering an application for resource consent and any submissions received, a council must, in accordance with section 104(1) of the Act have regard to:

- Any actual and potential effects on the environment of allowing the activity;
- Any relevant provisions of a national environmental standard, other regulations, national policy statement, a New Zealand coastal policy statement, a regional policy statement or proposed regional policy statement; a plan or proposed plan; and
- Any other matter a council considers relevant and reasonably necessary to determine the application.

As a non-complying activity, section 104D of the Act states that a council may only grant the application if:

- adverse effects will be no more than minor; or
- the activity is not contrary to the objectives and policies of the relevant plans.

7.2 Weighting of Proposed Plan Changes: Auckland Unitary Plan (Operative in Part)

There are no relevant plan changes that would have a bearing on this application. Therefore, it is considered that with respect to all matters that the proposal can be assessed against the AUP(OP) provisions only.

8.0 Effects on the Environment (Section 104(1)(a))

In accordance with s104(1)(a), the actual and potential effects of the proposal must be considered and evaluated. In forming this view, a site visit was undertaken on 12 October 2021. The author also travels the route of the viewshaft origin occasionally and is familiar with the view.

8.1 Positive Effects

To allow the proposed cranes to be installed would facilitate the construction of the future commercial and office development. The development will provide employment opportunities both during the construction phase and on an ongoing basis and the development itself will better meet the needs of the community through the provision of new commercial and office floorspace within the Auckland city centre.

8.2 Adverse Landscape and Visual Effects

As described in the foregoing sections of this report, the proposal involves the installation of two luffing cranes. The cranes would penetrate the viewshaft floor of viewshaft E16 to Maungawhau from the Auckland Harbour Bridge while being used to construct the future buildings on the site. The viewshaft origin is shown to be from the southbound lanes of the Auckland Harbour Bridge ('the bridge').

Boffa Miskell have been engaged by the applicant to analyse the visual impacts of the proposal. A Landscape and Visual Amenity Effects Assessment (LVEA) and a video which simulates how the proposal may be perceived by a person travelling along the origin in a typical car are included at **Appendix 5**.

In determining the level of impact, *Boffa Miskell* advise that their assessment relies on a multi-point scale for evaluating effects, ranging from very-low through to very-high. Consideration as to whether the resulting impact is 'adverse' or 'positive' is also a factor. An explanation by *Boffa Miskell* is available at Section 4 of their report, and the full assessment methodology is viewable at **Appendix 5**. In terms of effects:

- *Boffa Miskell* advise that the viewing audience is people travelling southbound on the bridge. From this position, the viewer is typically moving across the length of the origin, which is approximately 660m. They estimate that this equates to about sixty seconds of viewing time at posted motorway speeds on the bridge. Given that the viewer is moving along the origin, and the relative viewing angles, the jibs of the cranes would only be visible against the profile of Maungawhau for a 'brief moment' that is anticipated to be under ten seconds (when traveling at the posted speed limit). This is considered a short duration by *Boffa Miskell*.
- In terms of framing their discussion on effects, *Boffa Miskell* reference Appendix 20 of the AUP(OP) for guidance, which contains the descriptions of the attributes and values of the viewshaft. They highlight that the viewshaft works in conjunction to E10 to create a gateway experience to the city and highlights the relationship between urban form and the formative features which have shaped the city. The safety guardrail is noted as a detractor for those persons travelling in cars, but less so for person in taller vehicles. *Boffa Miskell* explain that:

'There will be very little change to the overall view for the identified viewing audiences along the linear viewpoint. It is considered that the presence of cranes within the city fringe have become a common (and temporary) feature and are recognisable elements in Wynyard Quarter and the wider city.'

It is acknowledged that the proposed cranes will have a temporary impact on the visual integrity of the Maungawhau volcanic cone due to the jib of the cranes passing in front of (and intersecting with) the profile of the cone. Within the linear viewpoint however, this will be restricted to the left most portion of the maunga and the broad profile and features of the cone will continue to be clearly expressed. The majority of the approximately 660m long linear viewpoint will not change in relation to the proposal. This will still enable viewing audiences to associate the view as a key entryway to central Auckland. Additionally, with other volcanic features and the views of the Waitemata and marina remaining unchanged, Maungawhau will continue to be read as part of a sequence of volcanic features. Furthermore, the view from E16 will continue to be seen as an important representation of the formative process of Auckland.'

It is considered that any visual effects will be very low adverse and temporary in nature. Once the cranes are dismantled, there will be no residual long-term effects on the viewshaft of recognised values of Maungawhau.'

As noted above, *Boffa Miskell* find that resulting adverse effects would be 'very low adverse' and 'temporary' in nature, and not visually out of context within the developing urban setting. In their effects scale, this equates to: 'Negligible loss of or modification to key elements/features/ characteristics of the baseline, i.e. approximating a 'no change' situation and a negligible change in views.'

- *Boffa Miskell* advise that the colour of the cranes would not be a significant contributor to adverse effects due to the distance viewing position, complexity of the view, and the slender forms of the cranes. As such, *Boffa Miskell* have not recommended that the colour of the cranes is controlled. That stated, the applicant advises that one crane is likely to be a dark blue tone, and the other is white, which will help reduce the visibility of the cranes.
- The following additional mitigation measures have been recommended by *Boffa Miskell* to reduce the actual and potential effects of the proposal:
 - Lighting of the cranes to be kept to a minimum and restricted to safety requirements only; and
 - No advertising to be displayed on the cranes including logos, signage and flags.

The applicant has adopted the restrictions on signage. In terms of lighting, the applicant desires to retain the option to light the cranes during hours of darkness. Notwithstanding the recommendations from *Boffa Miskell*, it is considered that adverse effects arising from the cranes being potentially lit will be nominal because it is only the top of the crane booms that intrude into the viewshafts (i.e., the majority of them is below) and Maungawhau itself will be a dark silhouette at night and not readily discernible. Additionally, the cranes will be viewed in the context of the highly lit central business district (including the 'Pink Path').

Overall, we agree with and adopt the conclusions drawn by *Boffa Miskell*. The context of the E16 is that of a relationship between urban form and natural heritage of the city's landscape. Development and construction activities are part-and-parcel of this relationship, and we agree that construction cranes of this height and position would not be viewed as unusual by a typical observer. The mitigation measures offered by the applicant, together with the slender and semi-visually permeable forms of the cranes themselves minimise adverse effects on the visual character and integrity of Maungawhau.

Resulting effects will be transient and fleeting in terms of the way the viewshaft is appreciated (moving viewing origin), and also since the cranes will be removed at the conclusion of the construction period. A further mitigating factor is that the main body and cabin of the cranes falls below the viewshaft floor, and it is only the variable position of the jib which has the potential to penetrate the viewshaft floor during certain lifting manoeuvres and when vaning. Based on the findings of *Boffa Miskell* and for the reasons noted here, the resulting adverse effects would be acceptable and minor in scale.

8.3 Mana Whenua / Cultural / Spiritual Values

The applicant is consulting mana whenua groups with rohe over the area, and also the Tūpuna Maunga Authority. Further details can be viewed in the foregoing sections of this report. Consultation records are viewable at **Appendix 5**. As experts in their own values, only mana whenua can advise on the actual and potential effects on their values from the proposal. At the time of writing, consultation is on-going, but no mana whenua groups have expressed immediate concerns with the proposal. Te Ākitai Waiohau have expressed initial interest in the proposal. As the consultation progresses, further details can be provided and explored at the hearing.

In addition to the mana whenua groups that responded, the Tūpuna Maunga Authority (TMA) provided a preliminary response expressing their opposition to infringements to the volcanic viewshafts as a matter of principle. The TMA outline that they have a direct interest in protecting the spiritual, ancestral, cultural, customary, and historical significance of the Tūpuna Maunga – which includes Maungawhau. Notwithstanding the above comments, the TMA recognise that there are mitigating factors (such as the offered colours and limitation on signage) which will lessen the degree of impact and that temporary infringements could be acceptable. These measures are the same as those offered by the applicant and noted above.

On this basis, and given the proposed cranes are temporary in nature, resulting adverse effects on mana whenua cultural and spiritual values are understood to be acceptable and minor in scale.

8.4 Effects Conclusion

Overall, it is considered that, any actual and potential adverse effects on the environment of allowing the activity are minor in scale and acceptable overall.

9.0 District Plan and Statutory Documents (Section 104(1)(B))

Section 104(1)(B) requires that a proposal be evaluated against the provisions of relevant statutory documents. A comprehensive list of all provisions is not included here, but can be provided on request.

9.1 Objectives and Policies of the Auckland Unitary Plan (Operative in Part)

9.1.1 Chapter D14 Volcanic Viewshafts and Height Sensitive Areas Overlay

The AUP(OP) sets out the relevant objectives and policies under D14.2(1-2) and D14.3(1-6). The objectives and policies give effect to the Regional Policy Statements under Chapter B4 of the AUP(OP). Objective D14.2(1) makes clear that regionally significant views to and between

Auckland's maunga, such as E10, are to be protected. D14.2(2) reinforces this policy direction in terms of locally significant views.

Policy D14.3(1) explains that height sensitive areas and height limits are imposed to protect the visual character, identity and form of regionally significant volcanic maunga, together with local views to them.

In this case, the jibs of the two cranes will breach the viewshaft floor and will partially intersect the profile of Maungawhau for a period of about ten seconds as a viewer moves along the origin. Given temporary nature of the activity, we consider that the overall contribution of Maungawhau to Auckland's landscape will be maintained (D14.3(2)). The additional mitigating factors, including the slender form of the cranes, the position of the main body of the cranes being below the viewshaft floor, the semi-visually permeable nature of the crane, and the additional restriction on signage will provide mitigation during the construction period to help minimise adverse effects.

The cultural, historical, archaeology values and integrity of the values associated with the maunga are recognised via Policy D14.3(3). This policy states that activities that detract from these values, and the mana of the maunga, are to be avoided. The applicant has sought advice from mana whenua groups who have not yet expressed immediate concerns in this regard. Whilst consultation remains on-going, given the mitigating circumstances noted above and the temporary nature of the incursions, the cultural, historical, archaeology values and integrity of the maunga and its mana will be maintained overall.

The plan states under Policy D14.3(4) that new buildings or structures that intrude into a volcanic viewshaft are to be avoided, except where otherwise provided for under Policy D14.3(4)(a)-(d). In this case Policy D14.3(4)(a) is the relevant point to consider, and the others are not relevant. Whilst the cranes will result in a partial disruption of the identified view of the maunga, these effects are temporary, they result from structures known to be transient, and mitigation measures will be in place to reduce adverse effects as much as possible. Taking these matters into account, we consider that there will be no adverse effects on the visual integrity of the maunga.

Policy D14.3(5) is not relevant in this case because the cranes are not located in a height sensitive area.

The urban intensification that the cranes will be used to facilitate is consistent with the protection of volcanic viewshafts as the buildings the cranes will be constructing will fall below the viewshaft (D14.3(6)). Additionally, the cranes are visual light-weight structures, visually recessive colours have been selected, and signage will be restricted on the cranes to ensure that the effects generated are minimised, and thus accord with the policy direction.

Overall, the proposed cranes will have a temporary incursion into E16. The structures are slender in form and partially visually-permeable. Mitigation measures are proposed which will reduce adverse effects as much as possible, and the overall visual contribution, and visual integrity, of the maunga will be maintained. As such the proposal is considered not to be contrary to the objectives and policies in Chapter D14 of the AUP(OP).

9.1.2 Chapter H8 Business – City Centre Zone

The objectives and policies of the City Centre Zone are contained within sections H8.2 and H8.3 of the AUP (OP). The objectives are to accommodate growth and development in the city centre, making it an attractive place to live, work and visit, whilst maintaining and enhancing identified special character areas while respecting its valley and ridgeline form and waterfront setting.

Whilst consents are yet to be granted for the future building works on the site (at the time of writing), the future building works will give effect to the provisions the zone by providing a new commercial and office development. The proposed cranes will facilitate construction of the development in an efficient manner and will assist in achieving the zone outcomes. On this basis, the proposal is considered to be consistent with objectives and policies of Chapter H8 of the AUP(OP).

9.1.3 Chapter I214 Wynyard Precinct

This precinct represents the north-western end of the city centre. The objectives and policies reinforce that of the Business – City Centre Zone. Without undue repetition, and noting that the proposal would give effect to the future development on the site, the proposal is considered to give effect to the provisions of Chapter I214 and is consistent with them.

9.1.4 Chapter B4 – Natural Heritage

The AUP(OP) Regional Policy Statements (RPS), under Objectives B4.3.1(1-2) and Policies B4.3.2(1-6), addresses natural heritage and volcanic viewshafts. Chapter D14 has been prepared to give effect to this chapter of the RPS. In this case, and in our view, the provisions of D14 have been competently prepared and there are no policy gaps which might otherwise warrant the need to refer to the RPS in detail. In light of this finding and the conclusions regarding Chapter D14, the proposal is considered to be consistent with Chapter B4 of the AUP(OP).

9.2 Summary

It is considered that the proposed development is generally in accordance with and not contrary to the objectives and policies of the AUP(OP).

10.0 Part 2 Matters

Section 5 of Part 2 identifies the purpose of the RMA as being the sustainable management of natural and physical resources. This means managing the use, development and protection of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being and health and safety while sustaining those resources for future generations, protecting the life supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

Section 6 of the Act sets out a number of matters of national importance including (but not limited to) the protection of outstanding natural features and landscapes and historic heritage from inappropriate subdivision, use and development.

Section 7 identifies a number of “other matters” to be given particular regard by Council and includes (but is not limited to) Kaitiakitanga, the efficient use of natural and physical resources, the maintenance and enhancement of amenity values, and maintenance and enhancement of the quality of the environment.

Section 8 requires Council to take into account the principles of the Treaty of Waitangi.

Overall, as the effects of the proposal are considered to be minor, and the proposal is not contrary to the objectives and policies of the AUP(OP), it is considered that the proposal will not offend against the general resource management principles set out in Part 2 of the Act.

11.0 Other Matters (Section 104(1)(C))

11.1 Record of Title Interests

The Record of Title for the site are subject to a number of interests (refer **Appendix 1**). None of these are anticipated to affect the resource consent application as discussed in **Table 3** below:

Table 3: Record of Title interests

Interest	Comment
10412208.1 Covenant	This covenant advises of a previous restriction on 'Transferrable Vehicle Trips' and advises of other restrictions pertaining to land use development which have no bearing on cranes or construction activities.
10412208.1 Covenant	This covenant advises of a restriction relating to office trip generation under the former Auckland Council District Plan City Centre Section, and how it relates to the Auckland Unitary Plan for assessment of resource consents. This restriction has no bearing on the consideration of this resource consent.

11.2 Section 104D Non-complying Activities

To be able to grant consent to a non-complying activity, a council must be satisfied that either the adverse effects of the activity on the environment will be minor (s104D(1)(a)), or the proposed activity will not be contrary to the objectives and policies of a proposed plan or plan (s104D(1)(b)). This consideration is commonly known as the 'threshold test' or the 'gateway test'. If either of the limbs of the test can be passed, then the application is eligible for approval, but the proposed activity must still be considered under section 104. There is no primacy given to either of the two limbs, so if one limb can be passed then the 'test' can be considered to be passed.

As identified in the assessment above, the adverse effects of the activity on the environment will be minor and the proposed activity will not be contrary to the objectives and policies of the plan. As such the application can be considered under section 104 and a determination made on the application as provided by section 104B.

12.0 Conclusion

The proposal involves the installation of two luffing cranes to facilitate the construction of a future development at 121-127 Beaumont Street and 129-135 Beaumont Street, Wynyard in Auckland's City Centre.

Based on the above report it is considered that:

- Public notification is required under Clause D14.5(1)(a) of the AUP (OP);
- Adverse effects on the environment will be minor, given the temporary nature of the activities proposed and the mitigation measures offered by the applicant. There are also positive effects including the facilitating of a future commercial and office development which will provide employment opportunities both during the construction phase, and on an ongoing basis;
- The proposal is not contrary to the relevant AUP (OP) objectives and policies; and
- The proposal is appropriate in terms of Part 2 of the Act.

It is therefore concluded that the proposal satisfies all matters the consent authority is required to assess, and that it can be granted on a publicly notified basis.