KPLC
PLANNING•LANDSCAPE•CONSULTANTS

memo

Date: 1 December 2025

To: **Jethro Joffe** – Baseplan Limited
By email to: jethro@baseplan.co.nz

From: **Peter Kensington** – KPLC Limited
By email from: peter@kplc.co.nz

Re: **132 Green Lane East (Nolan Road corner), Greenlane, Auckland 1051**
Ngāti Maru - Ockham JV – proposed temporary 'luffing' crane structure to enable construction of a consented mixed-use (primarily residential) development on the site.

ASSESSMENT OF LANDSCAPE AND VISUAL EFFECTS COMMENTARY

Tēnā koe Jethro

Introduction and scope of advice

1. This memo sets out my expert landscape architectural consideration of the potential landscape and visual effects that will result from the proposal for a temporary 'luffing' crane structure to be located on the property at 132 Green Lane East, Greenlane (**the site**). The purpose of the crane structure is to enable construction of a consented building on the site, to provide for a mixed-use (primarily residential) activity.

2. The site is subject to two regionally significant maunga viewshaft natural heritage overlay height limits under the Auckland Unitary Plan (Operative in part) (**AUP(OP)**). The crane structure will infringe upon both of these overlay height limits for a temporary 12 month period of time, while the construction activity takes place. My assessment is limited to focussing on determining the scale of potential adverse landscape and visual effects from the proposal, when viewed from the origin points of each maunga viewshaft and against the values identified at Appendix 20 of the AUP(OP).

3. The viewshafts relevant to the site have been surveyed by Woods and this survey in included in **Appendix A** to this memo. Ockham Residential have illustrated the proposed extent of infringements on eastern and western elevation drawings of the consented building, as included in **Appendix B** to this memo.

4. I have visited the site and viewshaft origin points to assist with my assessment. I have also relied on visual simulations of the proposal that have been prepared by Ockham Residential within photographs from the origin point of each of these maunga viewshaft overlays. Copies of these visual simulations, which include an existing photograph for each viewpoint, have been included at **Appendix C** to this memo. I note that the image of the crane which has been modelling in these visual simulations illustrates the two extremes for the positioning of the proposed 'luffing' crane's boom (as worst case scenarios), noting that only one of these boom positions will be visible at any one time. Two different orientations of the crane have also been illustrated, given it will not be a static structure when it is in use.

5. This memo will accompany a wider assessment of environmental effects, to be prepared by Baseplan, which will form part of an application for land use resource consent to Auckland Council for the proposal. I understand this memo may also be distributed to mana whenua prior to lodgement of the application. It is also my understanding that the application must be publicly notified by the Auckland Council.[1]

6. Finally, by way of introduction, this assessment of landscape and visual effects commentary is consistent with the intent of the NZILA[2] *'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'*[3], while being proportionate to the relevant issues that arise and the AUP(OP) provisions.

The site location

7. The site is located within an urbanised landscape and is zoned *Business – Mixed Use* under the AUP(OP), as are all of the properties on the southern side of Green Lane East between Great South Road (in the west) and the Southern Motorway (in the east). The properties on Great South Road in the vicinity of the site also have a *Business – Mixed Use* zoning. Properties on the northern side of Green Lane East, opposite the site, are zoned *Business – Town Centre* and those to the south of the site (on Nolan Road, Derry Street and the northern side of Adam Street) are zoned *Residential – Terrace Housing and Apartment Building*.

8. Green Lane East and Great South Road are relatively wide and very busy arterial roads; and the Southern Motorway is located approximately 500m to the east of the site. Maungakiekie / One Tree Hill, which is identified as an ONF (Outstanding Natural Feature) under the AUP(OP)[4], is located west of the site.

9. Existing buildings of scale and mass are located proximate to the site, including office blocks and supermarket buildings. The site also interfaces with an existing residential neighbourhood to the south, which has an existing landscape character influenced by one to two storey (predominantly) detached dwellings, with existing trees of scale within both private properties and within the street environment, which add positively to amenity values. The residential neighbourhood south of the site is an area in transition with several recent developments, including three level attached townhouse typologies within Nolan Road. I note that another construction crane is currently located at 9 Marewa Road, Greenlane.

10. The six-level consented building[5] on the site is contemporary and of a scale anticipated by the AUP(OP) for this location, noting that the height of the building will be lower than the maunga viewshaft overlays.

The proposal

11. Several alternatives for cranage at the site were explored in order to construct the consented building; however, due to the building footprint taking up almost all of the site, as well as the site characteristics which include two busy road frontage, there was no logistical opportunity to use mobile cranes (located within the road reserve) for the construction of the consented development. As a result, the tower crane construction methodology is the most viable approach to construction of the proposed building. The tower crane will be installed at the lift shaft position for practical loading, construction and installation.

12. The proposed temporary crane structure (**the proposal**) will be a *'Potain MCH125 8T Luffing Tower 35m Jib'* specification, which includes a typical lattice tower structure that has a width of 1.6m x 1.6m. The scale of this structure is illustrated on the Ockham Residential elevation drawings (Appendix B).

[1] AUP(OP) D14.5.(1)(a)-(b).

[2] Tuia Pito Ora / New Zealand Institute of Landscape Architects.

[3] NZILA, July 2022.

[4] Natural Heritage: Outstanding Natural Features Overlay – ID 138 One Tree Hill (Maungakiekie).

[5] Auckland Council resource consent reference number LUC60403316 – providing for 53 apartments and a café, as varied by a 'within scope' approval, dated March 2025.

13. At its maximum extension, the crane boom will result in a 41.75m intrusion above the lowest viewshaft height. When not in service, the position of the crane boom will be left in a partly upright position.

14. Key mitigation measures which have been included within the proposal include:

    a. The crane colour is to be predominantly matte (non-reflective) silver or grey;

    b. The crane will not support any promotional signage, logos, flags, banners, advertising or decorative LED lights (other than those required for safety or civil aviation requirements); and

    c. The likely duration of the crane being in place will be 12-months.

Impacted viewshafts

15. The two Natural Heritage *'Regionally Significant Maunga Viewshafts'* which are impacted by the proposal include O1 and O2 which protect views towards Maungakiekie / One Tree Hill. The consented building does not infringe either of the applicable viewshaft controls with any permanent structure or part of the building. The two viewshaft heights located directly above the subject site, are confirmed at 36.48m (for Viewshaft O1) and 20.20m (for Viewshaft O2) above the site's existing ground level. The proposed crane structure will be a maximum of 25.47m above Viewshaft O1 and 41.75m above Viewshaft O2.

16. The origin point for Viewshaft O1 is located on Kepa Road (between Kurahaupo Street and Kupe Street), and is a south-westerly outlook towards Maungakiekie / One Tree Hill (refer **Plate 1**) at a viewing distance of approximately 5.7km (refer Visual Simulation **Viewpoint O1** at Appendix C).

Plate 1 – View from origin point of Viewshaft O1 (photograph captured with 50mm lens)

17. The origin point for Viewshaft O2 is located on Green Lane Road East (immediately to the east of the intersection with Grand View Drive) and is a south-westerly outlook towards Maungakiekie / One Tree Hill (refer **Plate 2**) at a viewing distance of approximately 2.8km (refer Visual Simulation **Viewpoint O2**).

Plate 2 – View from origin point of Viewshaft O2 (photograph captured with 50mm lens)

Reason for consent

18. The proposal does not meet standard D14.6.4.(1) of the AUP(OP) which states:

> ***D14.6.4. Temporary construction and safety structures***
>
> *(1) Temporary construction and safety structures must be removed within 30 days or upon completion of the construction works, whichever is the lesser.*

19. Because of this, under rule D14.4.1.(A6), the proposal is a **non-complying activity**.

Relevant AUP(OP) provisions

20. The overarching purpose of the AUP(OP) maunga viewshaft overlay provisions is to appropriately protect significant views of Auckland's volcanic cones through the use of viewshafts and height sensitive areas.

21. The following relevant AUP(OP) objectives and policies[6] have 'framed' my assessment of the proposal and my determination as to the scale of actual and potential adverse landscape and visual effects:

> ***Regional Policy Statement – B4 Te tiaki taonga tuku iho - Natural heritage – B4.3. Viewshafts***
>
> *Objectives*
>
> ***B4.3.1.(1)***
>
> *Significant public views to and between Auckland's maunga are protected from inappropriate subdivision, use and development.*
>
> *Policies*
>
> ***B4.3.2.(1)***
>
> *Identify and evaluate a view to or between maunga for its regional or local significance considering the following factors:*

[6] Noting that PC 120 proposes various changes to the provisions under chapter D14 of the AUP(OP).

(a) the viewpoint conveys the view to an audience from a public viewpoint that is regionally or locally significant;

(b) the view conveys an intact view of the maunga within a wider context which is of high or good quality;

(c) the view will contribute to or reinforce an overall appreciation of the region's maunga;

(d) the view recognises the importance of the maunga to Mana Whenua;

(e) the extent to which there are other public views of and between the maunga; and

(f) taking into account the extent to which the viewshaft will affect future development otherwise enabled by this Plan.

B4.3.2.(2)

Include a view in Schedule 9 Maunga Viewshafts Schedule if it is regionally or locally significant.

B4.3.2.(3)

Protect significant views to and between maunga by:

(a) avoiding subdivision, use and development that would:

i. result in significant modification or destruction of view; or

ii. significantly detract from the values of the view; and

(b) avoiding where practicable, and otherwise remedying or mitigating, adverse effects of subdivision, use and development that would:

i. result in the modification of the view; or

ii. detract from the values of the view.

B4.3.2.(4)

Protect the visual character, identity and form of maunga by:

(a) identifying height sensitive areas around the base of maunga; and

(b) establishing height limits in such areas which control future development that could encroach into views and erode their significance.

Regional and District Plan – D14 Maunga Viewshafts and Height Sensitive Areas Overlay

Objectives

D14.2.(1)

The regionally significant views to and between Auckland's maunga are protected.

Policies

D14.3.(1)

Protect the visual character, identity and form of regionally significant maunga, together with local views to them, by:

(a) locating height sensitive areas around the base of the maunga; and

(b) imposing height limits which prevent future encroachment into views of the maunga that would erode the visibility to their profile and open space values, while allowing a reasonable scale of development.

D14.3.(2)

Manage subdivision, use and development to ensure that the overall contribution of the regionally significant maunga scheduled as outstanding natural features to the landscape of Auckland is maintained and where practicable enhanced, including by protecting physical and visual connections to and views between the maunga.

D14.3.(3)

Protect the historic, archaeological and cultural integrity of regionally significant maunga features and their surrounds by avoiding activities that detract from these values and the mana of the maunga.

D14.3.(4)

Avoid new buildings or structures that intrude into maunga viewshafts scheduled in Schedule 9 Maunga Viewshafts Schedule, except:

(a) where they would have no adverse effect on the visual integrity of the maunga as seen from the identified viewing point or line; or

(b) to allow development up to a two-storey height to intrude into a maunga viewshaft, where any adverse effect of development is avoided or mitigated; or

(c) to allow development located within an identified height sensitive area up to defined appropriate height limits; or

(d) to allow the provision of infrastructure where there are particular functional or operational needs that necessitate a structure that penetrates the floor of a maunga viewshaft, there is no reasonably practicable alternative and adverse effects of development are avoided or mitigated.

D14.3.(5)

Avoid new buildings or structures that exceed two storeys in height in a height sensitive area, except where they would have no adverse effect on the visual integrity of any maunga to which that height sensitive area relates, as seen from any public place.

D14.3.(6)

Require urban intensification to be consistent with the protection of maunga features and viewshafts.

Proposed Plan Change 120

22. I note that proposed Plan Change 120 to the AUP(OP) seeks to amend various provisions within Chapter D14, including to the objectives and policies set out above; however, I have not included these proposed provisions as part of my assessment, because the proposed plan change is relatively recent (currently being notified for submissions) and the operative provisions currently have more weight.

Relevant Maunga Viewshaft values

23. Within the above context, the AUP(OP) contains (at Appendix 20) relevant 'Values Assessments' for each of the viewshafts. I have summarised these values below for Maunga Viewshafts O1 and O2.

<u>Maunga Viewshaft O1</u> (visual simulation viewpoint O1)

- Maungakiekie has a unique 'visual signature' with distinctive natural landform and constructed attributes such as the stone obelisk / spire at the tihi; along with the association of the maunga as *'one tree hill'* or *'the place where the totara stands alone'* and is a place of cultural significance.

- Views from this elevated location include Maungakiekie alongside Maungawhau, Ōhinerau and Maungarei, as well as the Ōrākei Basin tuff ring landform, forming an important sequence.

Maunga Viewshaft O2 (visual simulation viewpoint O2)

- Maungakiekie has a unique 'visual signature' with distinctive natural landform and constructed attributes such as the stone obelisk / spire at the tihi; along with the association of the maunga as *'one tree hill'* or *'the place where the totara stands alone'* and a place of cultural significance.
- The profile of Maungakiekie is visible when travelling west along Green Lane East Road, noting that this view is somewhat obscured by existing vegetation; however, it may re-emerge in the future. The contrast between urban development and the cone profile is highlighted in this view.

24. These views are primarily experienced by people travelling within the road corridors of Kepa Road (for Viewshaft O1) and Green Lane East Road (for Viewshaft O2), with these viewing audiences being transient.

Assessment

25. The proposal will be visible against the northern flanks of the Maungakiekie vegetated landform within both views. Within Viewshaft O1 the structure will be seen to the left of the maunga tihi and within Viewshaft O2 the structure will be seen to the right of the maunga tihi. The maunga tihi and the stone obelisk / spire will continue to be seen as prominent features to which the eye is drawn in both views.

26. The slim form of the proposed crane structure assists with ensuring that the vegetated landform behind the structure will continue to be visible and 'read' as an overall cohesive feature in the landscape. While the moveable vertical boom / arm of the proposed crane structure will, at times, 'break' the skyline when seen from the origin points of both Viewshaft O1 and Viewshaft O2, when it is in a horizontal position this boom / arm component of the crane structure will remain below the skyline.

27. Given viewing distance (for Viewshaft O1) and the site's location adjacent to the Green Lane East roading corridor (for Viewshaft O2), the proposed crane structure will not be visually prominent, but the presence of the structure will signal that development is occurring at an important urban node.

28. The road axis within Viewshaft O2 contributes to a greater visual prominence of the proposed crane structure as the perspective in the view will 'lead' the outlook and focus the view for people travelling west on Green Lane East toward the location of the crane structure. However, the most visible and elevated portion of Maungakiekie will remain uninterrupted, retaining the values of the maunga.

29. Potential cumulative effects associated with the presence of two temporary construction crane structures within the Viewshaft O1 outlook (being the proposal and the existing yellow coloured construction crane, which is located on the property at 9 Marewa Road, Greenlane) will be mitigated by separation distance between the two temporary structures; and the recessive colour and scale of the proposal.

30. When considering the potential adverse effects of the proposal on the values of Maungakiekie, when the structure is viewed from the origin points of these two viewshafts, a mitigating factor is the temporary time period within which the construction crane structure will be in place. Additionally, crane structures are understood to be generally accepted temporary structures necessary to enable construction in an urban environment. This is particularly so in Tāmaki Makaurau / Auckland, where buildings of scale are being constructed across the Isthmus in response to the AUP(OP) enablement of urban intensification.

31. Within this context, it is assessed that the proposal will have a **low temporary adverse effect** on the visual integrity of Maungakiekie when viewed from the two relevant viewshaft origin points, with no long-term adverse effect on the visual character, identity, form or skyline profile of this culturally important maunga. The values identified within Appendix 20 of the AUP(OP) for these particular viewshafts will remain intact.

Conclusion

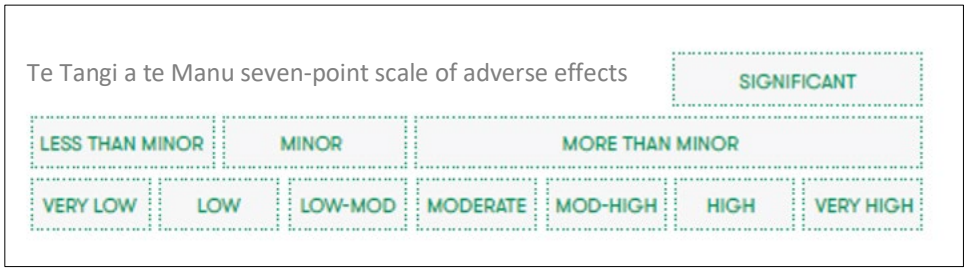
32. Overall, it is assessed that the proposal represents an appropriate temporary use to enable construction of a consented development on the site. The presence of the construction crane structure will not result in any significant modification or destruction of the identified views towards Maungkiekie; nor will it significantly detract from the values of the views (noting some temporary adverse effects on the visual integrity of the form of Maungakiekie when viewed from these locations). The mitigation measures embedded in proposal, including the limited duration of time that the structure will be in place within the views, assists with this finding, noting that no long-term adverse effects will arise on the identified values.

Please let me know if you have any questions or require any further clarification or advice.

Ngā mihi

Peter Kensington
Email: peter@kplc.co.nz
Phone: 027 227 8700

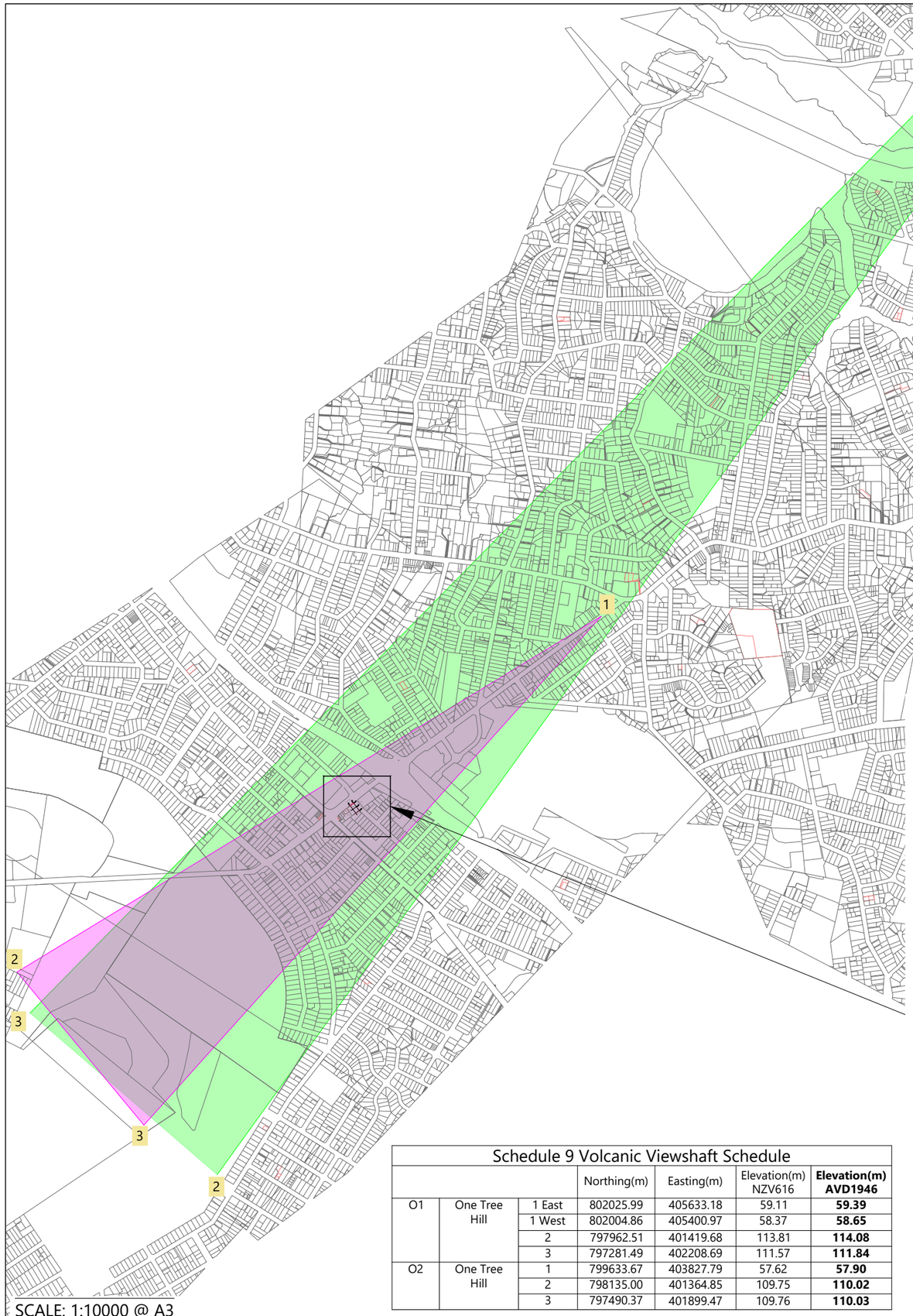
Registered



Attachments:

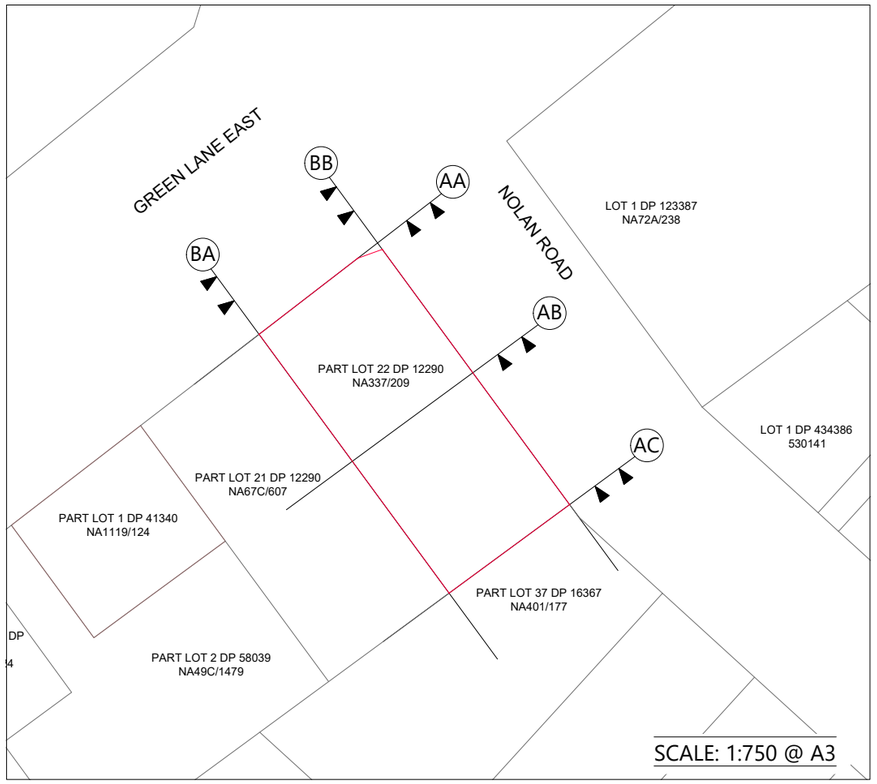
- **Appendix A** – Survey drawings P21-307-00-0900-SU (Rev 3) by Woods, dated 7 April 2022
- **Appendix B** – Elevation drawings A.A204 and A.A205 by Ockham Residential (undated)
- **Appendix C** – Visual simulations by Ockham Residential, dated 16 June 2025

Appendix A – Survey drawings P21-307-00-0900-SU (Rev 3) by Woods, dated 7 April 2022



SCALE: 1:10000 @ A3

Schedule 9 Volcanic Viewshaft Schedule						
			Northing(m)	Easting(m)	Elevation(m) NZV616	**Elevation(m) AVD1946**
O1	One Tree Hill	1 East	802025.99	405633.18	59.11	**59.39**
		1 West	802004.86	405400.97	58.37	**58.65**
		2	797962.51	401419.68	113.81	**114.08**
		3	797281.49	402208.69	111.57	**111.84**
O2	One Tree Hill	1	799633.67	403827.79	57.62	**57.90**
		2	798135.00	401364.85	109.75	**110.02**
		3	797490.37	401899.47	109.76	**110.03**



SCALE: 1:750 @ A3

WOODS
Est.1970

NOTES

1. THE SURVEY IS IN TERMS OF GEODETIC DATUM 2000, MT EDEN CIRCUIT.
2. THE ORIGIN OF LEVELS IS IN TERMS OF THE **AUCKLAND VERTICAL DATUM 1946**.
3. SPOT HEIGHTS OF THE SITE HAVE BEEN SOUCED FROM EXISITNG TOPOGRPAHICAL DATA PRODUCED BY ANCHOR CONSULTING LTD.
4. VOLCANIC VIEWSHAFT INFORMATION HAS BEEN SOURCED FROM AUCKLAND UNITARY PLAN. ALL ELEVATIONS HAVE BEEN CONVERTED FROM NZVD2016 TO AVD1946 BY USING THE CONVERSION TOOL FROM LAND INFORMATION NZ.
5. LOT AREAS AND BOUNDARY DIMENSIONS ARE SUBJECT TO CONFIRMATION UPON FINAL LAND TRANSFER SURVEY.
6. ZONE: BUSINESS - MIXED USE ZONE

DISCLAIMER:
THIS CAD DRAWING IS INTENDED TO BE SOLELY USED AS THE BASE DATA FOR THE PURPOSES OF THE CLIENT. WOODS ACCEPT NO RESPONSIBILITY FOR ANY SUBSEQUENT CHANGES MADE TO THIS DRAWING FILE, THAT ARE DIFFERENT TO THOSE ATTACHED IN THE PDF FORMATTED VERSION SHOWN IN OUR ELECTRONIC CORRESPONDENCE.

LEGEND

- BOUNDARY
- XML BOUNDARY PARCEL
- 01 VIEWSHAFT
- 02 VIEWSHAFT
- GROUND LEVEL
- 01 VIEWSHAFT HATCH
- 02 VIEWSHAFT HATCH

CERTIFICATION

I, WILLIAM CHEUNG, CERTIFY THAT INFORMATION RELATING TO THE HEIGHT RESTRICTION FOR THIS SITE HAS BEEN CALCULATED CORRECTLY BASED ON THE AUCKLAND UNITARY PLAN AND EXISTING SITE LEVELS PROVIDED BY THE CLIENT.

SIGNED .....

WILLIAM CHEUNG - DATED 07/04/2022
REGISTERED PROFESSIONAL SURVEYOR

REVISION DETAILS		BY	DATE
1	ISSUED FOR INFORMATION	MD	9/07/21
2	ADDED EXTRA DIMENSIONS	WC	15/03/22
3	CONVERT V-S TO AVD1946	MD	07/04/22

SURVEYED	N/A	132 GREEN LANE EAST GREENLANE AUCKLAND 1051
DESIGNED	N/A	
DRAWN	MD	
CHECKED	WC	
APPROVED	WC	WOODS.CO.NZ

N

Anchor Consulting Ltd.

132 GREEN LANE EAST

BUILDING HEIGHT RESTRICTION PLAN

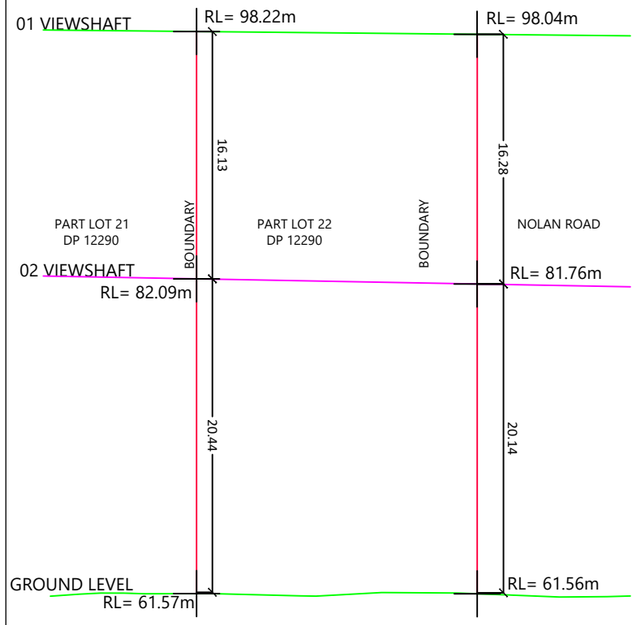
LOT 22 DP 12290
NA337/209

STATUS	ISSUED FOR INFORMATION	REV
SCALE	ON PLAN	3
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P21-307-00-0900-SU	

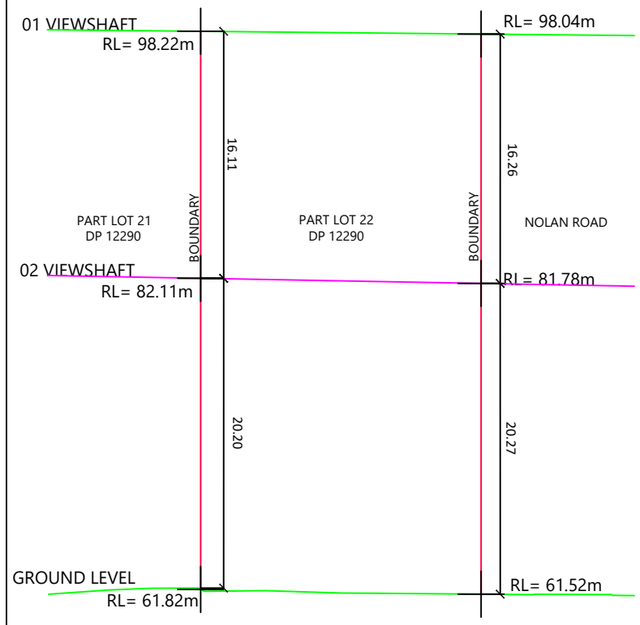
Plot Date: 1:47:53 pm, 7 April 2022, WILLIAMC

File: C:\12DSYNERGY\DATA\WP-PEN-APP-01\P21-307 - 132 GREEN LANE EAST - GREENLANE_10755\CAD\SURV\P21-307-00-0900-SU.DWG

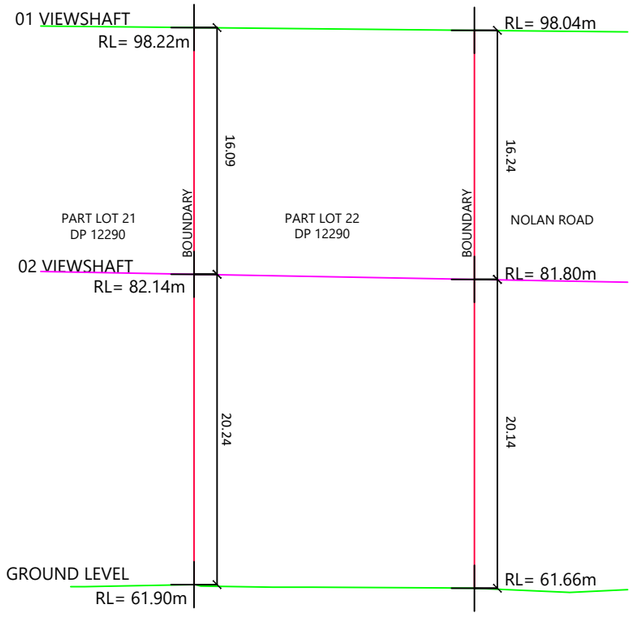
CROSS SECTION AA



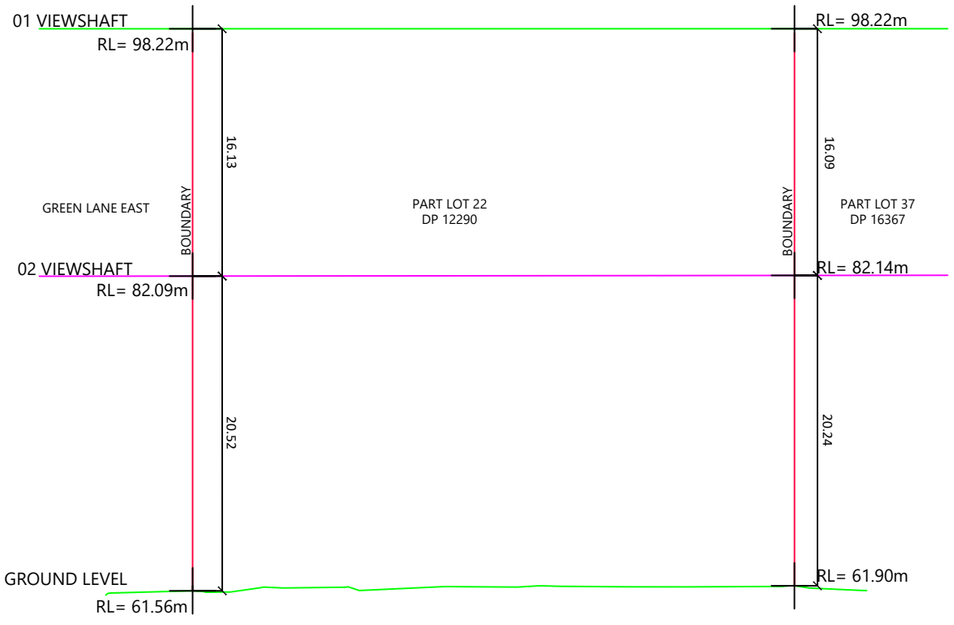
CROSS SECTION AB



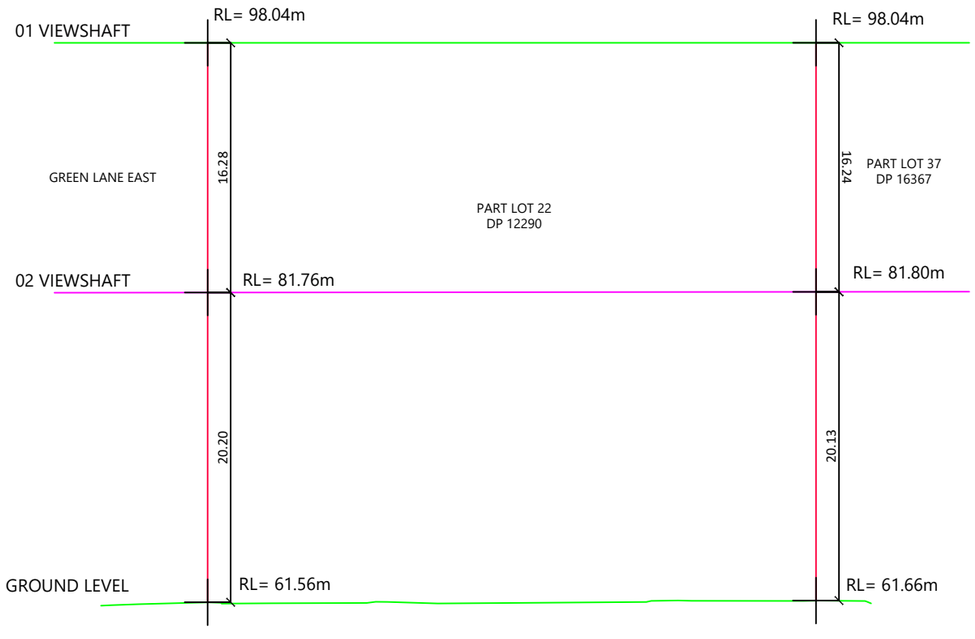
CROSS SECTION AC



CROSS SECTION BA



CROSS SECTION BB



WOODS
EST.1970

NOTES

1. THE SURVEY IS IN TERMS OF GEODETIC DATUM 2000, MT EDEN CIRCUIT.
2. THE ORIGIN OF LEVELS IS IN TERMS OF THE **AUCKLAND VERTICAL DATUM 1946.**
3. SPOT HEIGHTS OF THE SITE HAVE BEEN SOUCED FROM EXISITNG TOPOGRPAHICAL DATA PRODUCED BY ANCHOR CONSULTING LTD.
4. VOLCANIC VIEWSHAFT INFORMATION HAS BEEN SOURCED FROM AUCKLAND UNITARY PLAN. ALL ELEVATIONS HAVE BEEN CONVERTED FROM NZVD2016 TO AVD1946 BY USING THE CONVERSION TOOL FROM LAND INFORMATION NZ.
5. LOT AREAS AND BOUNDARY DIMENSIONS ARE SUBJECT TO CONFIRMATION UPON FINAL LAND TRANSFER SURVEY.
6. ZONE: BUSINESS - MIXED USE ZONE

LEGEND

- BOUNDARY
- XML BOUNDARY PARCEL
- 01 VIEWSHAFT
- 02 VIEWSHAFT
- GROUND LEVEL
- 01 VIEWSHAFT HATCH
- 02 VIEWSHAFT HATCH

CERTIFICATION

I, WILLIAM CHEUNG, CERTIFY THAT INFORMATION RELATING TO THE HEIGHT RESTRICTION FOR THIS SITE HAS BEEN CALCULATED CORRECTLY BASED ON THE AUCKLAND UNITARY PLAN AND EXISTING SITE LEVELS PROVIDED BY THE CLIENT.

SIGNED .....

WILLIAM CHEUNG - DATED 07/04/2021
REGISTERED PROFESSIONAL SURVEYOR

REVISION DETAILS		BY	DATE
1	ISSUED FOR INFORMATION	MD	9/07/21
2	ADDED EXTRA DIMENSIONS	WC	15/03/22
3	CONVERT V-S TO AVD1946	MD	07/04/22

SURVEYED	N/A	132 GREEN LANE EAST GREENLANE AUCKLAND 1051
DESIGNED	N/A	
DRAWN	MD	
CHECKED	WC	
APPROVED	WC	WOODS.CO.NZ

N

Anchor Consulting Ltd.

132 GREEN LANE EAST

BUILDING HEIGHT RESTRICTION PLAN

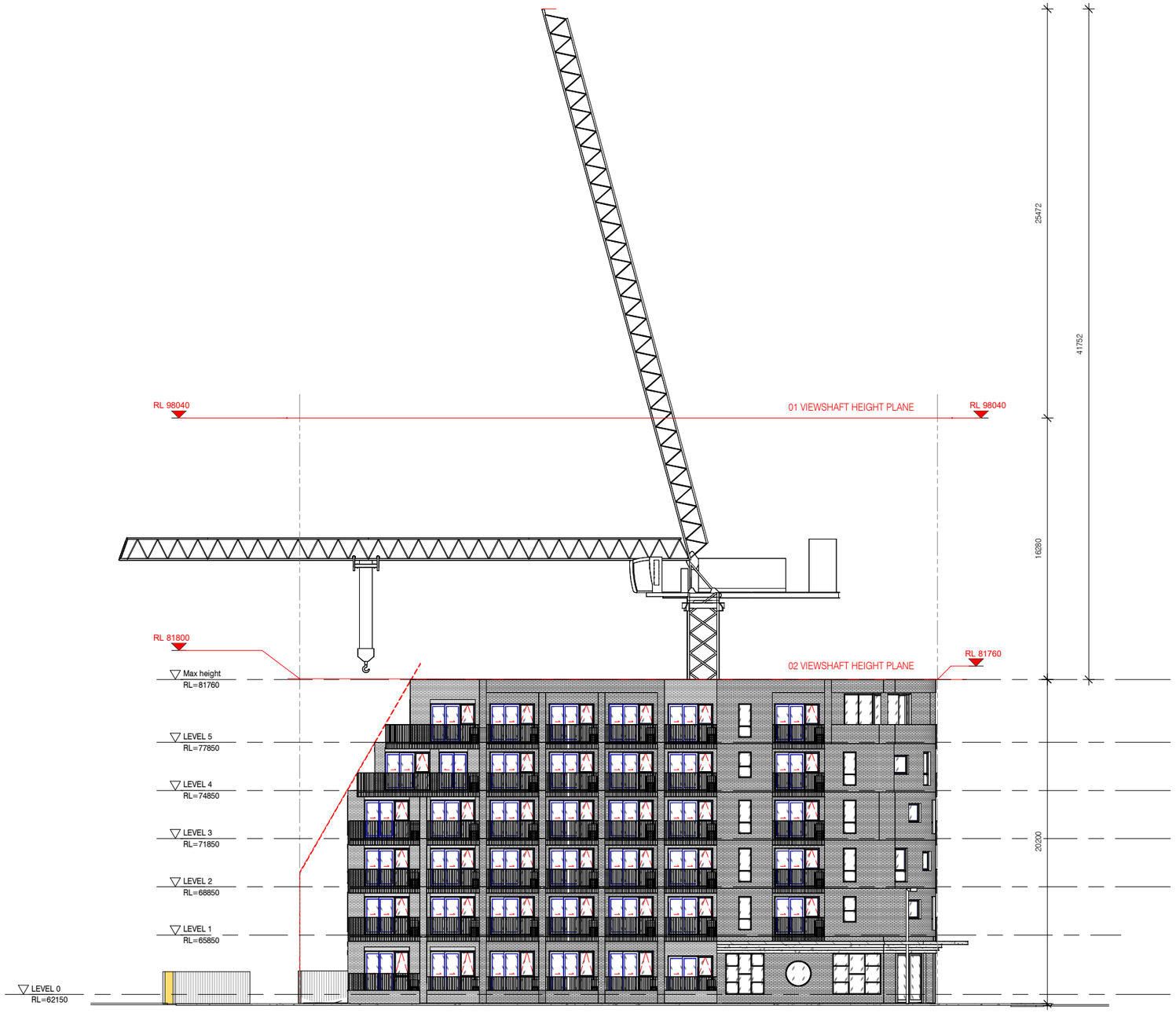
LOT 22 DP 12290
NA337/209

STATUS	ISSUED FOR INFORMATION	REV
SCALE	ON PLAN	3
COUNCIL	AUCKLAND COUNCIL	
DWG NO	P21-307-00-0900-SU	

Plot Date: 1:47:54 pm,7 April 2022, WILLIAMC

File:C:\12DSYNERGY\DATA\WP-PEN-APP-01\P21-307 - 132 GREEN LANE EAST - GREENLANE_10755\CAD\SURV\P21-307-00-0900-SU.DWG

Appendix B - Elevation drawings A.A204 and A.A205 by Ockham Residential (undated)



FOR RESOURCE CONSENT

OCKHAM RESIDENTIAL

OCKHAM RESIDENTIAL LTD
PO Box 78 007
Grey Lynn
Auckland
Ph: 09 360 1476
ockham.co.nz

14/06/2025 12:25:07 pm

Notes:

WOODS VIEWSHAFT SURVEY DRAWING:
P21-307-00-0900-SU REV 3 - dated 07.04.2022

LAND USE CONSENT:
LUC60403316 APPROVED - dated 28.04.2023
IN ACCORDANCE LETTER - dated 03.03.2025

CRANE SPECIFICATIONS:
SMITH CRANE AND CONSTRUCTION POTAIN MCH125

Project: GRLE
Address: 132 Green Lane East, Greenlane, Auckland 1051
For: Ngati Maru-Ockham JV

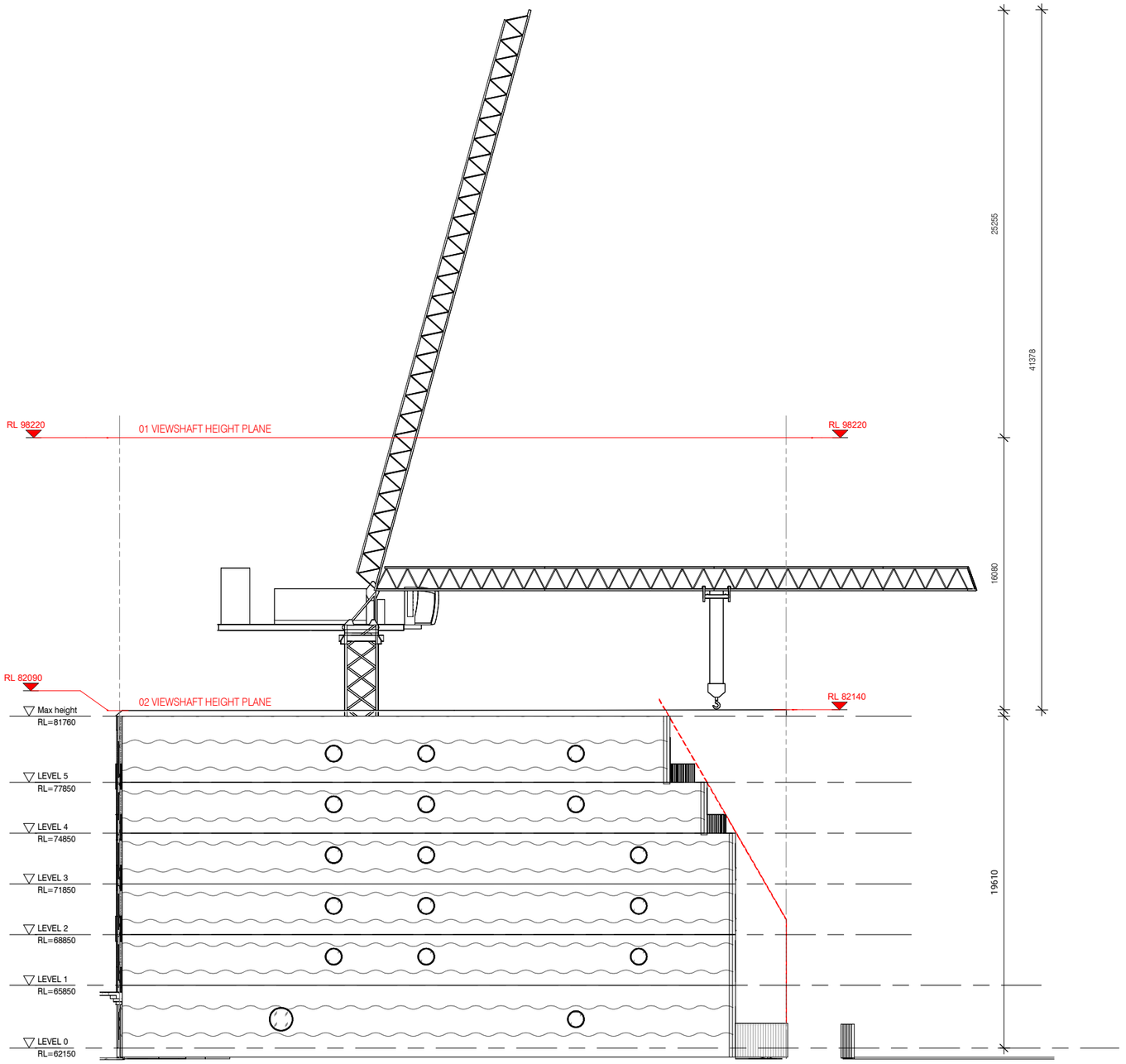
REV	DATE	DESCRIPTION	INITIAL	CH'D

Project Code: **GRLE**
Project No: **2022-01**
Date:
Scale @ A1: **1 : 150**
Drawn: **Author**

EAST ELEVATION WITH CRANE

Sheet: A.A205

Revision:



FOR RESOURCE CONSENT

OCKHAM RESIDENTIAL LTD
PO Box 78 007
Grey Lynn
Auckland
Ph: 09 360 1476
ockham.co.nz

14/06/2025 12:24:45 pm

Notes:

WOODS VIEWSHAFT SURVEY DRAWING:
P21-307-00-0900-SU REV 3 - dated 07.04.2022

LAND USE CONSENT:
LUC60403316 APPROVED - dated 28.04.2023
IN ACCORDANCE LETTER - dated 03.03.2025

CRANE SPECIFICATIONS:
SMITH CRANE AND CONSTRUCTION POTAIN MCH125

Project: GRLE
Address: 132 Green Lane East, Greenlane, Auckland 1051
For: Ngati Maru-Ockham JV

REV	DATE	DESCRIPTION	INITIAL	CH'D

Project Code: **GRLE**
Project No: **2022-01**
Date:
Scale @ A1: **1 : 150**
Drawn: **Author**

WEST ELEVATION WITH CRANE

Sheet: A.A204

Revision:

Appendix C – Visual simulations by Ockham Residential, dated 16 June 2025

Visual Simulations

Viewshafts:

O1 - Kepa Road - looking south-west

O2 - Green Lane East - looking south-west

16/06/2025

Viewshaft 01 - Kepa Road - looking south-west

Existing view - 50mm lens

16/06/2025

Viewshaft 01 - Kepa Road - looking south-west

Proposed building view with crane - 50mm lens

16/06/2025

Viewshaft 01 - Kepa Road - looking south-west

Proposed view with crane only - 50mm lens. View shaft plane indicated with yellow dashed line.

16/06/2025

Viewshaft O2 - Green Lane East - looking south-west

Existing view - 50mm lens

16/06/2025

Viewshaft O2 - Green Lane East - looking south-west

Proposed building view with crane - 50mm lens

16/06/2025

Viewshaft O2 - Green Lane East - looking south-west

Proposed view with crane only - 50mm lens. View shaft planes indicated with yellow dashed lines.

16/06/2025