

## Revision History

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## Document Acceptance

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On behalf of Haines Planning Consultants Ltd.

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## Annexures

	Item	Author	Dates
<b>Annexure 1</b>	Record of Title		
<b>Annexure 2</b>	Original Resource Consent A2/1532/02		
<b>Annexure</b>	Visual Assessment Photographs	Haines Planning	15 December 2020
<b>Annexure 4</b>	31 Day St Design Statement	Morrison Architects	17 December 2020
<b>Annexure 5</b>	Architectural Plans	Morrison Architects	17 December 2020
<b>Annexure 6</b>	Pre-Application Meeting Minutes (PRR00035676)	Auckland Council	6 November 2020
<b>Annexure 7</b>	Acoustic Report	Earcon Acoustics Limited	December 2020

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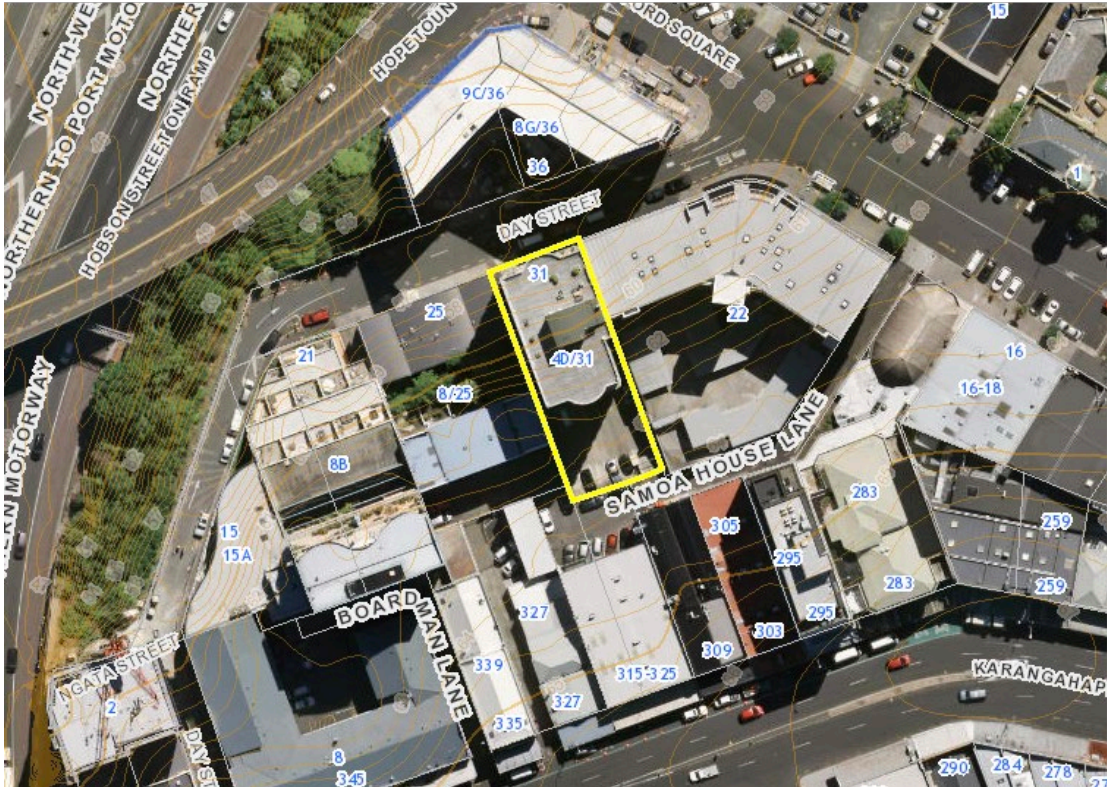
## 1.0 INTRODUCTION

### 1.1 The Application

- 1.1.1 This assessment has been prepared for Body Corporate 183777 of the Avoka Apartments (*"the applicant"*) in support of a land use consent for the remedial works to the building called the 'Avoka Apartments' at 31 Day Street, Auckland Central (*"the Site"*).
- 1.1.2 The existing building was constructed in 1996 featuring curved spandrel balconies and steel vertical railings, with planter boxes at the street level flanking the main entry. The construction of the building is primarily steel-reinforced concrete, which is beginning to spall and crack from exposure to the elements. Weathering of other parts of the building, such as water ingress through the window joinery and balcony tiling, also require remediation. Four options for remediation were considered and evaluated on their cost effectiveness and durability.
- 1.1.3 The remedial works chosen involve extension and enclosure of balcony areas on the north and south sides of the building, over-cladding of the exterior concrete on the east and west sides with aluminium panels, replacement of all exterior joinery, redesign of the Level 1 entry facing the street, and rebuilding the lift services bulkhead. These works are to improve the resilience of the building and ensure its ongoing functionality and liveability.
- 1.1.4 Resource consent is required for the overall renovations under the zone and overlays rules, with the most significant being building works within a volcanic viewshaft. While this work is ultimately to reduce the existing infringement, this a non-complying activity requiring public notification. Additionally, the recladding of the northern side of the building entails encroachment into the road reserve, as the new cladding will protrude up to 300mm over the property boundary.
- 1.1.5 This report explains what the Proposal involves, identifies the reasons for consent, and provides an Assessment of Effects on the Environment ("AEE") in support of the application. The AEE concludes that the Proposal is consistent with the relevant planning provisions and satisfies the statutory requirements under the Resource Management Act 1991 ("Act" or "RMA") to be granted consent.
- 1.1.6 In terms of process, the application will be publicly notified pursuant to s 95A(8)(a) of the RMA, being an application for resource consent for an activity that requires public notification.

## 1.2 The Property Details

Site Address: 31 Day Street, Auckland Central, Auckland 1010



**Figure 1 - Aerial Site Photograph**

Legal Description: Lot 1 DP 48490 (Land Parcel) (**Annexure 1**)

(N.B: Unit Titles under DP 183777)

Site Area: 758m<sup>2</sup>

District Plan: Auckland Unitary Plan (Operative in Part)

Zoning: Business - City Centre Zone

Precinct: City Centre Residential, Precinct

Overlays: Regionally Significant Volcanic Viewshafts And Height Sensitive Areas Overlay (E16 Mount Eden Viewshaft)  
Historic Heritage Overlay Extent of Place (2739 Karangahape Road Historic Heritage Area)

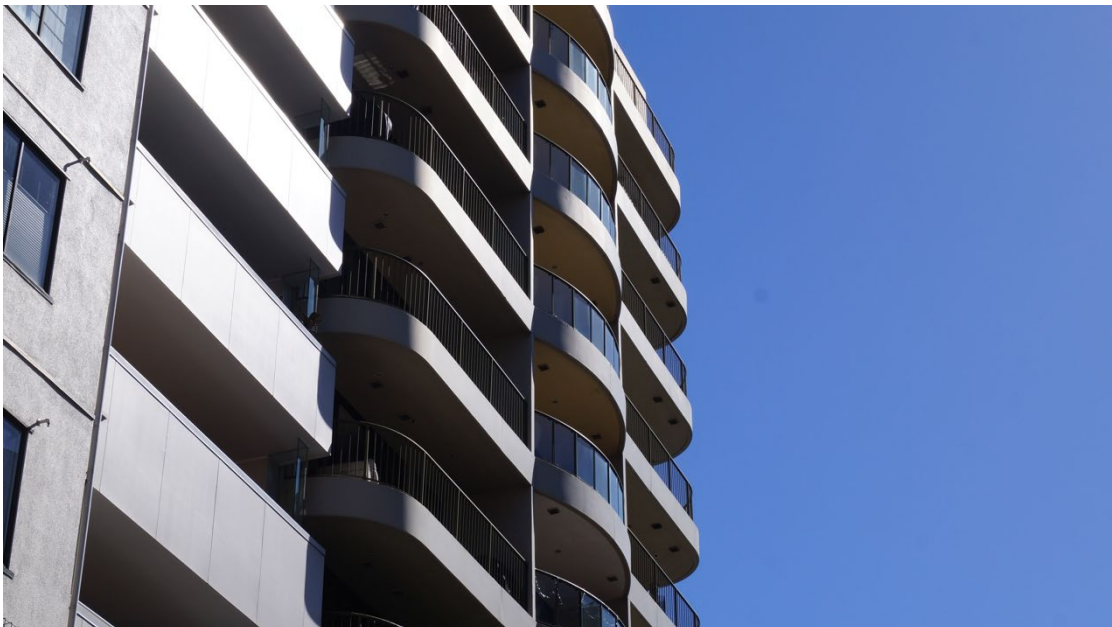
Controls: Macroinvertebrate Community Index - Urban

Designations: NA

## 2.0 THE SITE

### 2.1 Site Description

- 2.1.1 The Site is a rectangular 758m<sup>2</sup> land parcel with 17.18m length of frontage to Day Street to the north, extending 44m back to Samoa House Lane at the rear, having 17.23m of frontage. The land slopes downward from the eastern corner on Samoa House Lane to the western corner on Day Street. The building covers 455m<sup>2</sup> of the land area, with a surface parking area at the rear being approximately 290m<sup>2</sup>. There are no flood plains, streams, or overland flow paths on the Site.
- 2.1.2 The Avoka Apartments building is 12 storeys and contains 57 residential units with a total floor area of 3091.7m<sup>2</sup> and a maximum height of 38 metres. Resource consent for the apartment building and associated parking was granted in April 1995, with unit title subdivision granted soon after in August 1996, and building consent applied for in 1995, being finalised in 1997. The original resource consents were required for parking and manoeuvring infringements (**Annexure 2**)
- 2.1.3 Built from reinforced concrete and is clad with cream coloured plaster and painted green metal joinery, consistent with a popular 1990s aesthetic. The building design presents to both streets. The north and south elevations consist of curved spandrel balconies arrayed in vertical thirds, with the middle third balconies having glass panel balustrades protruding towards the street, and the side thirds having painted steel vertical railings parallel to the street edge with rounded corners that curve around to the building sides.



**Figure 2 - Day Street presentation illustrating balconies**

- 2.1.4 The wide fascias between the balconies are plastered concrete and present an overall horizontal language to the streetscapes, with the curved elements adding a minor degree of visual interest at close viewing. The eastern side of the building is mostly flush with the Site's side boundaries, almost adjoining the neighbouring building

except for a setback of 1.75m for the southeastern units. The western side is set back from the boundary by 1.65m above the second floor. The western elevation is visible as the neighbouring building is much lower than the building on the Site, with row windows minimally recessed from the cladding on two thirds of the building face and the middle third leaving a blank wall with no fenestration.

- 2.1.5 Interaction with Day Street at ground level is fairly minimal, with planter boxes encapsulated by low railings adjoining the footpath edge in front of the painted green wall screening the patio areas of the two ground floor units from view. Between these is a portico and stairs to the main entrance of the building, while the western end of the Day Street has the vehicle entrance to the parking areas. The Samoa House Lane side of the building has a tall vertical railing topped with circular barbed wire separating the lane from the parking lot depressed below street level.



**Figure 3 - Ground level at Day Street**



**Figure 4 - Rear of building from Samoa House Lane**

2.1.6 The top of the building features a level parapet that protrudes toward the streets in the middle third of the elevations in a curved manner consistent with the balconies below. A lift services bulkhead in the middle of the roof area marks the highest point of the building, with a prominent curved roof form arching up from the eastern side up and then down slightly to western side. Photos taken (**Annexure 3**) from the Auckland Harbour Bridge illustrate this as being the most visible part of the building.



**Figure 5 - The Site viewed from Hopetoun Street Bridge**

## 2.2 Surrounding Area

2.2.1 The Site is located on the southern side of Day Street and the northern side of Samoa House Lane, north of the Karangahape Road ridgeline between Beresford Square and the Central Motorway Junction (CMJ). Immediately surrounding activities are primarily residential, with other apartment buildings located on Day Street, with the main exceptions being the commercial building at 15 Day Street and hotel at the western end of the street. Day Street is two lanes and bidirectional at the eastern end from Beresford Street, before narrowing where it flanks the CMJ motorway trench to become one way accessed only from Karangahape Road.

2.2.2 Nearby activities on Karangahape Road (which adjoin the other side of Samoa House Lane) are varied and famously dominated by commercial activities such as bars, restaurants, eclectic retail, and food takeaway outlets. Some of the buildings are mixed use, featuring a combination of these activities along with residential dwellings above shops or apartment buildings with commerce below.

2.2.3 While Karangahape Road is noted for its predominance of Victorian and Edwardian-era buildings that have survived modern redevelopment, many of these buildings are interspersed with developments from the mid-20<sup>th</sup> century and later with varying degrees of assimilation to the previous character and scale. Nearby examples across Samoa House Lane from the Site are Mazuran's Building prominently named and dated to 1967, the seven storey mixed use building at 295 Karangahape Road, and Samoa



House which has a commercial building on its Karangahape Road frontage and a modern 'fale' style building where it adjoins Beresford Street.



**Figure 6 - Karangahape Road streetscape showing buildings near to the Site**

## 3.0 THE PROPOSAL

### 3.1 Background

- 3.1.1 The applicant is seeking land use consent to undertake alterations and additions to the Avoka Apartments building in Auckland Central as part of a remedial works project to address multiple failures in the construction of the building, particularly in the façade as a result of weather exposure.
- 3.1.2 A building surveyor has assessed the building, and found concrete spalling, chlorination of the concrete where this is insufficient over the steel reinforcing, water ingress through the window joinery and through the south wall of the basement carpark, water damage of inter-tenancy privacy screens and tiling of balconies, damage to the concrete bases of balcony balustrades, and damage to the roof and lift services building.
- 3.1.3 Morrison Architects, along with Babbage Consultants and Fraser Thomas Ltd, were engaged by the Applicant to address these failures, and together proposed four strategies for remediation for the body corporate to consider. The design statement by Morrison Architects supporting the application (**Annexure 4**) outlines these alternatives in detail. The statement notes that re-concreting the façade was an affordable short-term option that would be expensive in the long run as it required reapplication every 15-20 years. Partial overclad with new membranes to balconies would not suffice for the expected lifetime of the building, and a complete overloading

new joinery and new membranes to balconies would fix most of the issues but still has a high risk of water ingress.

- 3.1.4 The strategy chosen by the Applicant was the most comprehensive, being a complete overclad of the entire building and enclosure of balconies with a curtainwall façade, which came with added benefits such as a new modern appearance for the building, adding floor area for many of the apartments, and amenity by way of a rooftop garden.

## 3.2 Remediation Works

- 3.2.1 The remediation work proposed involves overcladding the building with aluminium panel curtain walls to completely change the cladding of the building and re-working the lift services building above the top floor, along with:

- a) Full replacement of joinery and replace internal linings to surrounding areas;
- b) New intertenancy privacy screens to be constructed in new concrete nib;
- c) Balconies to be either completely altered to remove tiles and membrane and partially enclosed, or completely enclosed and added to the lounge area of the apartment;
- d) Specialised targeted repair to be done to areas of spalling concrete; and
- e) Major remediation of the basement and surrounding areas which includes new membranes, crack repairs, new drains, and new flashing.

- 3.2.2 Overcladding of the exterior concrete on the east and west sides with aluminium panels will substantially alter the appearance of the building, and is illustrated in the renderings provided with the architectural plans (**Annexure 5**). Along with addressing water ingress issues, this requires the replacement of all exterior joinery to match the new aluminium panelling.

- 3.2.3 The extension and enclosure of balcony areas on the north and south corners of the building will substantially change the appearance of the building as well, removing the distinct curved spandrel balcony design and replacing this with panelled walls angled inward from the building edges. The only balconies proposed to remain are those on the northeast corner of the building, which will be considerably reduced in size.

- 3.2.4 The building presently adjoins the road reserve boundary of Day Street with the middle third balconies built up to the road edge. Overcladding this section requires the proposed aluminium panels to encroach into the road reserve by up to 328mm for a maximum length of 5.4 metres. An application for a road reserve encroachment licence will be made to Auckland Transport subsequent to this application.

- 3.2.5 Rebuilding of the lift services building will substantially alter the upper building form, as the prominent curved roof above the lift machinery will be replaced with a more

subtle raked roof form in keeping with the new building's appearance. This new design reduces the overall protrusion into the volcanic viewshaft (E16 Mount Eden viewed from the Auckland Harbour Bridge) and was supported at the pre-application stage (**Annexure 6**) by the Council.

### 3.3 Improvements

- 3.3.1 With major remedial works proposed, the Applicant has taken the opportunity to include some non-remedial work to improve the appearance and amenity of the building was taken. This includes a rework of the ground floor units to improve the streetscape presentation of the building at the pedestrian level, by removing the plastered walls and planter boxes to install vertical metal railings which provide intervisibility from the street. Additionally, by removing the stairs from the street to the units, this adds security and creates a more usable outdoor living space for the residents.
- 3.3.2 With significant remediation of the rooftop area, this also presents the opportunity to rework the area to create a rooftop garden, providing communal outdoor living and space to enjoy the harbour views. This area will feature decking, astroturfed area, two conservatories, and raised parapets for safety.

## 4.0 REASONS FOR THE APPLICATION

### 4.1 Auckland Unitary Plan (Operative in Part)

- 4.1.1 There are no unresolved AUP(OP) appeals specifically relating to any of the subject properties located within the Site.

#### Volcanic Viewshaft

- 4.1.2 Under Rule D14.4.1 (A6), buildings not otherwise provided for or that do not comply with the standards under D14.6 are a **non-complying activity** as E16 (Mount Eden) is a Regionally Significant Volcanic Viewshaft.
- 4.1.3 This is considered a technical infringement, as the Proposal seeks to rebuild the lift servicing building in a manner that reduces the built form standards within the viewshaft area. This also triggers **public notification** under Rule D14.5(1)(a) for buildings not otherwise provided for or that do not comply with the standards.

#### Historic Heritage Overlay

- 4.1.4 Under Rule D17.4.3 (A33), modifications to building in the Historic Heritage Overlay Extent of Place (Karangahape Road Historic Heritage Area) is a **restricted discretionary activity**. The Site is noted on Map 14.2.12.1 Historic Heritage Area: Karangahape Road as a non-contributing site.

## City Centre Zone

- 4.1.5 Under Rule H8.4.1(A36), alterations and additions to a building in the City Centre Zone is a **restricted discretionary activity**. The Proposal involves both additions by way of enclosure of balconies, and alterations being the overcladding of the exterior, new joinery, and rework of both the rooftop area and ground level units.
- 4.1.6 Under Rule C1.9, infringement of Rule H8.6.2 General building height, is a **restricted discretionary activity**. While the building does not currently comply with this rule, rework of the parapet and rooftop area will result in new building work above the rolling 35m height limit.

### 4.2 Overall Activity Status

- 4.2.1 Overall, the activity status is **non-complying activity** under the AUP(OP).

## 5.0 ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

### 5.1 Matters of Consideration

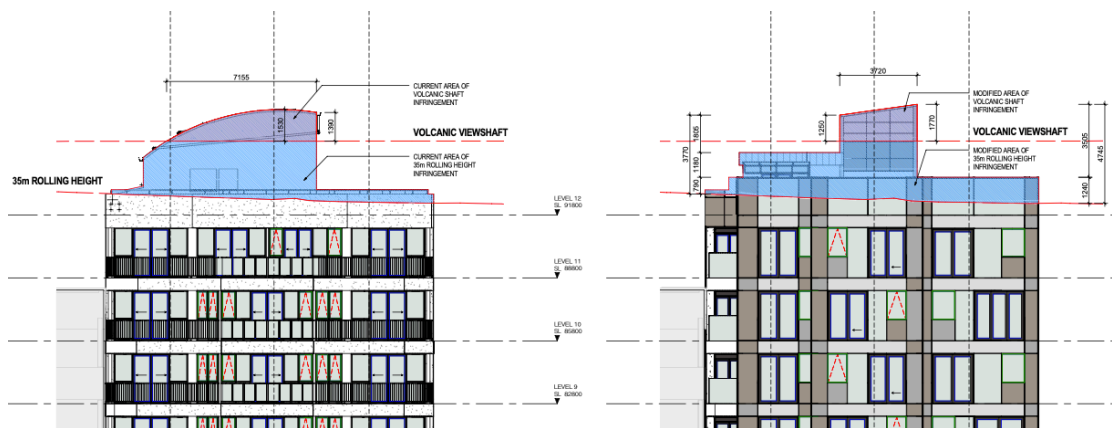
- 5.1.1 Section 104(1)(a) of the RMA states that in assessing an application, subject to Part 2, regard must be had to any actual and potential effects on the environment of allowing the activity. Furthermore, as a non-complying activity, the application must have regard to the gateway test under Section 104D of the RMA. This test requires that the adverse effects of the activity on the environment will be minor, or that the activity will not be contrary to the objectives and policies of the relevant plans. Accordingly, the assessment of effects is discussed under themes as below, to demonstrate whether the gateway test is met in terms of effects.
- 5.1.2 In respect of the restricted discretionary activity components, it is both helpful and appropriate to have regard to the relevant matters of discretion provided in the Unitary Plan. These include:
- a) D17.8.1(1) for restricted discretionary activities in Table D17.4.3 Activity table – Activities in Historic Heritage Areas;
  - b) H8.8.1(1) for new buildings and external alterations and additions to buildings not otherwise provided for; and
  - c) H8.8.1(6) for infringement of building height.

### 5.2 Receiving Environment

- 5.2.1 The receiving environment is relevant to consider for this assessment, as the building and activities within the Site are well established, including the resource consent

granted 25 years ago. The additions and alterations can be assessed in the context of the existing mass and form of the building, with the additions being small increases in floor area by enclosing existing balconies and the additional form created by the new overcladding.

5.2.2 While the alterations proposed considerably alter the appearance of the building, these can also be considered against the existing building bulk and layout of fenestration and exterior features, with elements such as window placement not proposed to be changed as a result of the alterations. The current visual appearance, shading, and dominance effects also form the receiving environment when considering the changes proposed and the resulting change in effects.



**Figure 7 - Comparison of existing (L) and proposed (R) roof forms**

5.2.3 In particular, the receiving environment is relevant given the overheight parts of the building that presently protrude into the volcanic viewshaft. While building work of any kind within the viewshaft is a non-complying activity, it is important to note that the vast majority of building work proposed within the viewshaft replaces existing building bulk and overall reduces the built form within the viewshaft. The existing height infringement for a lift services building also forms the receiving environment as the building as it exists has already infringed the volcanic viewshaft in order to house the lift machinery.

5.2.4 Further, the height of the building as it exists, both to the top of the parapet and the lift services building, exceeds the 35m permitted maximum height in this location. The present height of the 12-storey building forms the receiving environment for this assessment in that the remedial works are for a building already at this height. Therefore, the proposed works to both the parapet and lift services building can be assessed with respect to the increase or decrease from this height.

5.2.5 As the overall activity and use of the building is not proposed to change, with the same number of residential apartments remaining after the proposed remediation, the minor increases in floor area of the apartments resulting from enclosure of the balconies can be assessed from the existing scale and intensity of the residential activity.

### 5.3 Urban Design and Visual Impact

- 5.3.1 As the remediation of the building relies on overcladding the building and replacing the joinery, the appearance and design of the building is proposed to be altered significantly. Given the outdated aesthetic of the building presently, the Applicant has taken the opportunity to update its appearance to appear more modern within the cityscape.
- 5.3.2 The overcladding employs a curtainwall system of aluminium panels of three different colours to create visual interest by varying the placement of particular colours. This works modulate the façades as the horizontal language presently created by the balconies and fascias will change to a vertical language given the shape and bulk of the building. This is particularly effective on the west elevation which is exposed due to the adjacent building being considerably lower than the subject building, where the rows of windows create vertical elements that will further modulate the new vertical patterning of the façade. Randomised openings through the fenestration will further modulate the facades.
- 5.3.3 The Applicant has opted to enclose the balconies as part of remediation works due to the extent of remediation required for balconies, and to increase the floor area of the apartments by between 6m<sup>2</sup> and 10m<sup>2</sup>. Along with removing one of the main visual characteristics of the building, this also pushes the building bulk slightly further out towards Day Street and Samoa House Lane, with the balconies presently recessing some of the building back behind the balustrades. This change is partly mitigated by the modulated façade design, and also by the angled walls of the outer thirds of the building. The resulting increase in floor area exceeds the Basic Floor Area Ratio for this area, though remains within the Maximum Total Floor Area, with the bonus floor area afforded by dwellings effectively able to double the floor area allowance.



**Figure 8 - Rendering of Day Street view of Proposal**

- 5.3.4 The new exterior wall in place of the balustrades will be angled slightly from the outer corner into the building, which retain the prominence of the middle third being protruded forward. The design allows additional light into the units, and articulates the façades into thirds, modulating the building bulk and adding visual interest to the building. With the Day Street elevation being the most visible frontage from most vantage points, the modulation of this façade is important in mitigating the potentially dominant appearance of the building.
- 5.3.5 The proposed rework of the streetscape presentation on Day Street seeks to add amenity for both residents of the ground floor units and the public in the streetscape, with the proposed design modernising the appearance of this part of the building in keeping with the overall modernisation, along with adding greater security amenity and functionality of the outdoor living spaces. Replacing the existing plastered walls with vertical metal railings is a more urbane method of delineating public and private realms, with the materiality more in keeping with the city centre environment, and allowing for greater intervisibility to add passive surveillance for persons in the streetscape. The rework of this area includes new full floor-to-ceiling glazing to maximise daylight into the dwellings which adds further intervisibility, while removing the stairs to make the outdoor living areas more functional.
- 5.3.6 In the context of Day Street and the northern side of the Karangahape Road ridgeline, the proposed appearance of the building will be consistent with the similarly metal-panelled building C-VU across Day Street, while having a matching vertical language to the exposed façade of 295 Karangahape Road across Samoa House Lane. The varied colour scheme of the aluminium panels proposed will distinguish the building from the single colour plastering on 'The Beresford' adjoining on the eastern side, and from the single colour panelling on C-VU. The updated articulated appearance of the building will be more in keeping with the level of visual interest found on the building at 5 Howe Street across the CMJ.
- 5.3.7 The colour scheme employed, being a mix of 'Silver Pearl,' 'Champagne,' and 'Ironsand' are relatively neutral colours which are darker than those originally proposed at the pre-app stage to ensure the building appears more visually recessive in the context of distant viewing, and suitable for the city centre context. These panels having matt textures are unlikely to result in glare effects, particularly given the colours selected.
- 5.3.8 The rework of the rooftop area and lift services building will also make these elements visually consistent with the building overall, removing the prominent curved roof from the lift services building to a narrow built form, along with the new raked roof being a more visually recessive element in keeping with the angular geometry proposed for other elements of the façade. Raising the height of the parapets on the roof area allows the rooftop to be used for communal space, with new conservatory spaces adjoining the lift shaft building providing access and shelter from the wind. The conservatory spaces are well behind the parapet and will be barely discernible when viewed from a distance. The new rooftop space will also help to offset the enclosure of balconies, with residents having a larger space to enjoy fresh air and views.

## 5.4 Impact on the Volcanic Viewshaft

5.4.1 With the lift services building being in need of considerable remediation due to weather exposure, this part of the building is proposed to be extensively rebuilt. Given the existing protrusion into the regionally significant viewshaft from the Auckland Harbour Bridge to Maungawahu/Mount Eden (E16), along with infringement of maximum height, the redesign was carefully considered to ensure minimal built form in this area while also protecting the lift servicing machinery with proper fit-for-purpose cladding.

5.4.2 In the design statement, the architects state:

*“the proposed design is a complete change of shape of the structure with a reduced area of infringement, it is noted this infringement cannot be completely removed due to the elevators lifting beam that cannot be altered as its required for the maintenance of the elevator and therefore “As near reasonably practical” needs to be considered in this situation.”*

5.4.3 The resulting compromise is that the lift services building is proposed to be slightly taller than the existing building by up to 24cm in providing sufficient cladding, while being 3.435m narrower within the viewshaft than the existing building. The narrower protruding element will have a considerable reduction in adverse effects, as the existing curved roof form is prominent due to the width afforded to a round shape in the context of a wide land feature viewed behind the building.



**Figure 9 - View from Auckland Harbour Bridge**

5.4.4 This is particularly important considering the vantage point the viewshaft is taken from, as the view of Maungawahu/Mount Eden from motorists and passengers travelling across the Auckland Harbour Bridge changes as the vehicle moves from one end of



the bridge to the other, giving the buildings in the foreground the appearance of travelling horizontally against the background of Maungawahu/Mount Eden.

- 5.4.5 As part of this reporting, the planner travelled on the upper deck of a bus southbound across the Auckland Harbour Bridge on 15 December 2020; as the view of the city is most prominent from the southbound lanes with the superstructure of the bridge obscuring the view for northbound traffic, and with buses generally using the outside lane on the edge of the bridge. Discounting the fact that vehicles traveling southbound across the Auckland Harbour Bridge naturally move towards the city as they traverse the bridge, buildings on the Karangahape Road ridgeline beneath (or within) the E16 viewshaft appear to 'slide' across the background of Maungawahu/Mount Eden.
- 5.4.6 As the maunga is larger and much further away, appearing relatively static while the sightline of objects much closer in the foreground shifts as the viewer travels. This is compared in the photos below viewing Maungawahu/Mount Eden and the buildings below from the ascending side of the Auckland Harbour Bridge to the descending side. The red dashed line indicates a 'centre line' on the maunga (the summit), with the roof of the Avoka Apartments building indicated 'A' on the ascending side and 'B' on the descending side.



**Figure 10 - Comparison of location of Avoka Apartments within viewshaft**

- 5.4.7 This illustrates the 'sliding' effect of objects in the foreground of the viewshaft, highlighting how horizontal objects are more visible within the viewshaft than vertical ones, as horizontal forms will obscure the view for a greater duration. With the proposed redesign of the lift services building altering the protruding roof from a wide form to a narrow one, the lift services building will be much less intrusive within the viewshaft.
- 5.4.8 Additionally, the existing curved roof form is more prominent when viewed from a distance as it contrasts with the more geometric and rectangular forms of other nearby buildings. The proposed narrower lift services building is rectangular with a raked roof, which is more recessive in the context of the other rectangular buildings. The new

cladding will also be much darker in colour than the existing colour, making this feature even more recessive in the context of the other buildings with, particularly against the dark background of trees on the maunga.

- 5.4.9 Further, the very minor increase in the height of the lift services building will be imperceptible in the viewshaft, with the additional 24cm in height being an almost erroneous difference when viewed from 2.74km to 3.45km away (being either end of the bridge span). The proposed lift services building redesign will not obscure any discernible feature of the maunga from this distance, nor protrude into the viewshaft by any discernible amount above the rooflines of other buildings nearby.

## 5.5 Cultural Values and Heritage

- 5.5.1 Views of Maungawhau/Mount Eden are of significant importance to mana whenua, with the maunga having previously been a pa site, and to Aucklanders at large with the maunga being a defining icon of the city. Consequently, the viewshaft is protected as one of 'regional significance.' With the view being from the span of the Auckland Harbour Bridge, this view understood to be a significant identifier of the Auckland region with the bridge carrying 84,000 vehicles per day (2019 estimate from NZTA), of which a large proportion are high-capacity buses, being the main link from Auckland to the rest of New Zealand that lies north of it.
- 5.5.2 The importance of this view for mana whenua, Aucklanders, and those visiting, is of high cultural significance. The effect of the Proposal on the integrity of this view is less than minor, given the alterations result in a reduction of intrusion into the viewshaft, does not obscure sightlines of any visible characteristic of the maunga from this viewpoint, and has been designed in a recessive manner that integrates the building form into the view harmoniously with other nearby buildings.
- 5.5.3 The overall appearance of the building in the historic heritage area has less than minor effects on the integrity of the Karangahape Road heritage area. While being located directly across Samoa House Lane from buildings fronting Karangahape Road (including one listed as a 'character-contributing building,') there are few vantage points where the Site is visible from within the historic heritage area. This is largely due to the building at 295 Karangahape Road being of a size and orientation that obscures the Site from view from most of Karangahape Road, and the building not being tall enough to rise above the roofline of many of the buildings fronting it.
- 5.5.4 With Karangahape Road being a ridgeline, the Site is lower than the ground level of buildings on this road, which means that the predominantly two storey buildings nearby are tall enough to obscure sightlines of the subject building. From the very few points where part of the building is visible, the proposed darker colours provide a visual delineation between its modern appearance and the heritage buildings which use lighter colours. The vertical language of the proposed building design may potentially contrast with the mainly horizontal language of buildings fronting Karangahape Road, however the part of the building visible from the road is the southern side of the top

three floors, where the articulate façade will mitigate this contrast. Given the other apartment buildings nearby that are more visible than the subject building, it is considered that the proposed new design will have less than minor effects on the historic heritage area.



**Figure 11 - View of subject building from Karangahape Road**

## 5.6 Amenity

- 5.6.1 With the additional floor area of habitable rooms created by enclosing balconies, an acoustic report by Earcon Acoustics (**Annexure 6**) has been provided to demonstrate that the noise levels within apartments will be sufficiently managed to the noise standards in Standards E25.6.8 (external noise limits) and E25.6.10 (internal noise limits), ensuring appropriate amenity levels for the residents of the apartments.
- 5.6.2 Shading effects of the additional bulk on the receiving environment have also been evaluated in the shading diagrams included on Sheets RC40-01 to RC40-03 of the architectural plans. The increased width of the building cladding with the new curtainwall design along with the increased height of the parapet do generate additional shading effects, with the effects mostly discernible in winter when shadows are longer.
- 5.6.3 The increased shading does not generate effects on properties that do not already experience shading from the building in its present form, and the additional shading only encroaches an additional 1-2 metres into properties already affected. Most of the areas subject to shading presently are the backs of commercial buildings fronting Karangahape Road, which are not sensitive to shading effects. The effect on the nearest residential activities are 25 Day Street adjacent to the west, which is shaded

until early afternoon during winter and until mid-morning during the equinox, where it is only partially shaded until early afternoon. The new lift services building generates negligible additional shading as it is located in the middle of the roof form. As the additional shading falls only onto sites that are already subject to shading from the building, which are mostly the backs of commercial buildings, it is considered that the additional shading will have no more than minor effects.

- 5.6.4 Furthermore, the proposed remediation and construction works can be managed to avoid and minimise adverse effects such as noise, dust, odour, vibration, and construction traffic. Conditions can be imposed to ensure that potential adverse effects on the surrounding environment during construction are appropriately managed.

## 5.7 Positive Effects

- 5.7.1 It is legitimate to consider the positive effects of the development and weigh these attributes against any potential for adverse effects. The purpose of the RMA also includes enabling “people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety.”

- 5.7.2 Positive effects of the development includes:

- a) The Proposal enables the ongoing use and functionality of an existing building by remediating areas of damage, while taking the opportunity to improve the amenity and appearance of the building to ensure its ongoing use.
- b) The proposed works within the volcanic viewshaft reduce a prominent protrusion to a smaller, more recessive design so that both the lift services building is remediated and the adverse effects of this on the viewshaft is reduced.
- c) The west façade of the building currently has a very dominating mass effect with no other large neighbouring building to help break this effect. This is proposed to be mitigated by the varying of colours in the aluminium panels
- d) Improvements to the ground level interface with Day Street will improve the amenity of the streetscape and amenity for residents of the ground floor apartments.
- e) The new rooftop garden will be an attractive communal space for the benefit of residents.

## 5.8 Conclusion on Effects

- 5.8.1 Taking the above into consideration, any actual and potential effects associated with the proposed remediation and building works are shown to be less than minor, and can be summarised as follows:

- a) The proposed new cladding is a significant alteration of the building appearance, which is considered attractive, contemporary, and more in keeping with the prevailing aesthetics of the city centre. The varying colours of aluminium panels maintains visual interest, along with the angled articulated facades on the street frontages, presenting an attractive modern façade to the streetscape.
- b) The enclosure of the balconies adding 6m<sup>2</sup>-10m<sup>2</sup> of floor space to each apartment will significantly alter the appearance of the building. However, this provides additional amenity for the residents by expanding the lounge area and is partially offset by the creation of the rooftop garden area. Further, the new habitable space created by this will meet the relevant noise standards in Chapter E25 for the city centre.
- c) The proposed Day Street frontage will improve the presentation of the building to the street by providing better intervisibility to the streetscape, replacing the existing plastered walls with vertical metal railings which are more in keeping with the proposed building design, and adds amenity for the ground floor units by improving the outdoor living spaces.
- d) The redesign of the lift services building is considered much more in keeping with the more angular and geometric design by removing the curved roof. The increased height of the parapet around the rooftop area also makes this space available as a rooftop garden, adding further amenity for residents.
- e) The existing protrusion into the volcanic viewshaft from the Auckland Harbour Bridge to Maungawhau/Mount Eden will be overall reduced, with the proposed raked roof design being a much narrower intrusion into the viewshaft than the existing curved roof. The geometric design is more similar in shape to other buildings nearby and therefore more recessive than the prominent curved roof, which is further muted by the darker colours proposed for the cladding.
- f) The proposed design of the building following remedial works will have minimal impact on the Karangahape Road historic heritage area, as there are few points of intervisibility between the subject building and the character-contributing buildings. The darker colours will distinguish the subject building from the lighter coloured heritage buildings, and the varied colours in the aluminium panels will avoid appearing juxtaposed where the building is visible.
- g) The additional building bulk as a result of the curtainwall cladding and raised parapet will have minor additional shading effects, though this is will shade sites already subject to shading by the existing building, being mostly the backs of commercial buildings.
- h) The remediation and construction works are not out of the ordinary. Furthermore, conditions can be imposed to ensure that potential adverse

effects on the surrounding environment during construction are appropriately managed

## 6.0 ASSESSMENT OF RELEVANT PLANNING DOCUMENTS

### 6.1 Section 104(1)(b) of the RMA

6.1.1 Section 104(1)(b) of the RMA, requires a resource consent application to have regard to any relevant provisions of -

- (i) a national environmental standard;
- (ii) other regulations;
- (iii) a national policy statement;
- (iv) a New Zealand coastal policy statement;
- (v) a regional policy statement or proposed regional policy statement;
- (vi) a plan or proposed plan;

6.1.2 Having regard to the above, the sections below demonstrate how is consistent with the Unitary Plan.

### 6.2 Auckland Unitary Plan (Operative in Part)

6.2.1 Set out below are the relevant objectives and policies under the AUP(OP):

#### ***Chapter D14 Volcanic Viewshafts and Height Sensitive Areas Overlay***

6.2.2 The relevant objectives of the Volcanic Viewshafts and Height Sensitive Areas Overlay are:

- (1) *The regionally significant views to and between Auckland's maunga are protected.*
- (2) *The locally significant views to Auckland's maunga are managed to maintain and enhance the visual character, identity and form of the maunga in the views.*

6.2.3 The relevant policies of the Volcanic Viewshafts and Height Sensitive Areas Overlay are:

- (1) *Protect the visual character, identity and form of regionally significant volcanic maunga, together with local views to them, by:*
  - (a) *locating height sensitive areas around the base of the volcanic maunga;*
  - and*
  - (b) *imposing height limits which prevent future encroachment into views of the volcanic maunga that would erode the visibility to their profile and open space values, while allowing a reasonable scale of development.*
- (2) *Manage subdivision, use and development to ensure that the overall contribution of the regionally significant volcanic 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 volcanic maunga.*

- (3) *Protect the historic, archaeological and cultural integrity of regionally significant volcanic features and their surrounds by avoiding activities that detract from these values and the mana of the maunga.*
- (4) *Avoid new buildings or structures that intrude into volcanic viewshafts scheduled in Schedule 9 Volcanic Viewshafts Schedule, except:*
  - (a) *where they would have no adverse effect on the visual integrity of the volcanic 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 volcanic 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 volcanic viewshaft, there is no reasonably practicable alternative and adverse effects of development are avoided or mitigated*

6.2.4 The objectives and policies regarding volcanic viewshaft are clear in the imperative to maintain the visibility of maunga and the integrity of those views, being an important aspect of the city's character and identity. This is particularly relevant for the E16 Mount Eden viewshaft, given the intervisibility of two of Auckland's best known landmarks, the historically significant Maungawhau/Mount Eden and the iconic Auckland Harbour Bridge, which is a critical corridor in the transport network.

6.2.5 On Policy 1, the encroachment into the viewshaft by the subject building is existing. Therefore, the intrusion already obscures a portion of the visibility to the maunga. Critically, proposed rework of the lift services building reduces the visibility of this protrusion by reducing the extent of building bulk within the viewshaft, while also reworking the shape of the lift services building and cladding to be more recessive. This is achieved by the proposed raked roof being consistent with the shapes of other buildings and the darker colours complementing the dark green of the trees on the maunga.

6.2.6 On Policy 2, the lift services building needs to be retained for the lift service machinery and ultimately the function of the building. Therefore, some intrusion into the viewshaft needs to remain. The redesigned lift serviced building however allows the viewshaft to be "*maintained and where practicable enhanced*" given the overall reduction in bulk and visibility. This is consistent also with Policy 4 (d) in that the "*particular functional or operational needs that necessitate a structure that penetrates the floor of a volcanic viewshaft,*" is demonstrated and that "*there is no reasonably practicable alternative and adverse effects of development are avoided or mitigated*" with the recessive design solution.

6.2.7 Overall, the proposal is consistent with Policy 3 in that the “*historic, archaeological and cultural integrity of regionally significant volcanic features*” are maintained, with the replacement lift services building being an intrusion with no more than minor effects and overall a reduction in adverse effects from the building presently.

### **Chapter D17 Historic Heritage Overlay**

6.2.8 The relevant objectives of the D17 Historic Heritage Overlay are:

- (1) *The protection, maintenance, restoration and conservation of scheduled historic heritage places is supported and enabled.*
- (2) *Scheduled historic heritage places are protected from inappropriate subdivision, use and development, including inappropriate modification, relocation, demolition or destruction.*
- (3) *Appropriate subdivision, use and development, including adaptation of scheduled historic heritage places, is enabled.*

6.2.9 The relevant policies of the D17 Historic Heritage Overlay are:

- (3) *Enable the use, development and adaptation of scheduled historic heritage places where:*
  - (a) *it will not result in adverse effects on the significance of the place;*
  - (b) *it will contribute to the ongoing maintenance and enhancement of the historic heritage values of the place;*
  - (c) *it is in accordance with good practice conservation principles and methods;*
  - (d) *it will not result in cumulative adverse effects on the historic heritage values of the place;*
  - (e) *it will support the long-term viability, retention or ongoing use of the place;*  
*and*
  - (f) *it will not lead to significant adverse effects on the surrounding area.*
- (4) *Enable the use of scheduled historic heritage places, whether or not the use is otherwise provided for in the zone, where it does not detract from the heritage values of the place and will not otherwise have significant adverse effects.*
- (6) *Enable use and development of contributing and non-contributing sites or features within a Historic Heritage Area where it is compatible with the historic heritage values of the area.*
- (8) *Maintain or enhance historic heritage values by ensuring that modifications to, or restoration of, scheduled historic heritage places, and new buildings within scheduled historic heritage places:*
  - (a) *minimise the loss of fabric that contributes to the heritage values and level of significance of the place;*
  - (b) *do not compromise the ability to interpret the place and the relationship to other heritage places;*
  - (c) *complement the form, fabric and setting which contributes to, or is associated with, the heritage values of the place;*
  - (d) *retain and integrate with the heritage values of the place;*



- (e) *avoid significant adverse effects, including from loss, destruction or subdivision that would reduce or destroy the heritage values of the place; and*
  - (f) *avoid, remedy or mitigate adverse effects on the heritage values of the place.*
- (9) *Enable modifications to, or restoration of, scheduled historic heritage places, and new buildings within scheduled historic heritage places where the proposal:*
- (a) *will not result in adverse effects on the significance of the place;*
  - (b) *will contribute to the ongoing maintenance and enhancement of the historic heritage values of the place;*
  - (c) *is in accordance with good practice conservation principles and methods;*
  - (d) *will not result in cumulative adverse effects on the historic heritage values of the place; and*
  - (e) *will contribute to the long-term viability, retention or ongoing functional use of the place.*

6.2.10 The Site is located behind and downhill from the character-contributing buildings of Karangahape Road historic heritage area and has limited visibility from this area given the height of other buildings along Karangahape Road. Referring to Objectives 2 and 3, the “*scheduled historic heritage places are protected from inappropriate subdivision, use and development,*” while “*appropriate subdivision, use and development, including adaptation of scheduled historic heritage places, is enabled,*” given the lack of intervisibility and separation from the character-contributing buildings.

6.2.11 Referring to Policy 3, the redevelopment “*will not result in adverse effects on the significance of the place*” as the historic streetscape character is retained, which is supported by Policy 6 to “*use and development of [...] non-contributing sites or features within a Historic Heritage Area where it is compatible with the historic heritage values of the area.*” The darker colours of the aluminium panels, in contrast to the existing plaster, will make the building more recessive in this context where there is some intervisibility, while adding clear delineation between the older lighter-coloured buildings and the subject building.

### **Chapter H8 Business – City Centre Zone**

6.2.12 The relevant objectives of the City Centre Zone are:

- (1) *A strong network of centres that are attractive environments and attract ongoing investment, promote commercial activity, and provide employment, housing and goods and services, all at a variety of scales.*
- (2) *Development is of a form, scale and design quality so that centres are reinforced as focal points for the community.*
- (3) *Development positively contributes towards planned future form and quality, creating a sense of place.*
- (5) *A network of centres that provides:*

- (a) *a framework and context to the functioning of the urban area and its transport network, recognising:*
  - (i) *the regional role and function of the city centre, metropolitan centres and town centres as commercial, cultural and social focal points for the region, sub-regions and local areas;*
  - (ii) *local centres and neighbourhood centres in their role to provide for a range of convenience activities to support and serve as focal points for their local communities;*
- (b) *a clear framework within which public and private investment can be prioritised and made; and*
- (c) *a basis for regeneration and intensification initiatives.*
- (7) *The city centre is an attractive place to live, learn, work and visit with 24-hour vibrant and vital business, education, entertainment and retail areas.*
- (8) *Development in the city centre is managed to accommodate growth and the greatest intensity of development in Auckland and New Zealand while respecting its valley and ridgeline form and waterfront setting.*
- (9) *The distinctive built form, identified special character and functions of particular areas within and adjoining the city centre are maintained and enhanced.*

6.2.13 The relevant policies of the City Centre Zone are:

- (1) *Reinforce the function of the city centre, metropolitan centres and town centres as the primary location for commercial activity, according to their role in the hierarchy of centres.*
- (2) *Enable an increase in the density, diversity and quality of housing in the centres zones and Business – Mixed Use Zone while managing any reverse sensitivity effects including from the higher levels of ambient noise and reduced privacy that may result from non-residential activities.*
- (3) *Require development to be of a quality and design that positively contributes to:*
  - (a) *planning and design outcomes identified in this Plan for the relevant zone;*
  - (b) *the visual quality and interest of streets and other public open spaces; and*
  - (c) *pedestrian amenity, movement, safety and convenience for people of all ages and abilities.*
- (6) *Encourage buildings at the ground floor to be adaptable to a range of uses to allow activities to change over time.*
- (10) *Discourage dwellings at ground floor in centres zones and enable dwellings above ground floor in centres zones.*
- (12) *Recognise the functional and operational requirements of activities and development.*
- (13) *In identified locations within the centres zones, Business – Mixed Use Zone, Business – General Business Zone and Business – Business Park Zone enable greater building height than the standard zone height, having regard to whether the greater height:*
  - (a) *is an efficient use of land;*

- (b) supports public transport, community infrastructure and contributes to centre vitality and vibrancy;
  - (c) considering the size and depth of the area, can be accommodated without significant adverse effects on adjacent residential zones; and
  - (d) is supported by the status of the centre in the centres hierarchy, or is adjacent to such a centre.
- (14) *In identified locations within the centre zones, Business – Mixed Use Zone, Business – General Business Zone and Business – Business Park Zone, reduce building height below the standard zone height, where the standard zone height would have significant adverse effects on identified special character, identified landscape features, or amenity.*
- (16) *Enable a significant and diverse residential population to be established and maintained within a range of living environments and housing sizes.*
- (23) *Identify and encourage specific outcomes in areas of the city centre that relate to:*
- (a) *a distinctive built character; and/or*
  - (b) *a concentration of particular activities; and/or*
  - (c) *activities that have specific functional requirements; and/or* (d) *significant transformational development opportunities.*
- (30) *Manage adverse effects associated with building height and form by:*
- (a) *transitioning building height and development densities down to neighbourhoods adjoining the city centre and to the harbour edge;*
  - (b) *protecting sunlight to identified public open spaces and view shafts;*
  - (c) *requiring the height and form of new buildings to respect the valley and ridgeline form of the city centre and building design to be complementary to existing or planned character of precincts; and*
  - (d) *managing the scale, form and design of buildings to:*
    - (i) *avoid adverse dominance and/or amenity effects on streets and public open space; and*
    - (ii) *encourage well-designed, slender towers on sites identified within the special height area on Map H8.11.3.*
- (31) *Maximise light and outlook around buildings*
- (34) *Require building frontages along identified public open spaces and streets to be designed in a way that provides a sense of intimacy, character, interest and variation, and enclosure at street level.*
- (36) *Protect identified sightlines along streets and public open spaces from the city centre to the harbour, Rangitoto Island, the North Shore and identified sightlines along roads and public open spaces within the city centre to natural features and landmarks*

6.2.14 The City Centre zone allows for modifications of buildings over time to ensure their ongoing use and functionality, which the Proposal is consistent with, given the need to remediate the building and the opportunity taken to improve amenity and functionality for longer term use.

- 6.2.15 Consistent with Policy 3 and Policy 34 proposed new appearance of the building is considered to be visually interesting and appealing, of a quality and design that positively contributes to the streetscape and cityscape. The additional height sought by the proposal in the roof parapet and lift services building does not have significant adverse effects in terms of dominance and shading and respects the 'valley and ridge' landform with the building itself on a ridgeline, consistent with Policy 30. Policy 36 reinforces the viewshaft rules by requiring development to protect identified sightlines to natural features and landmarks.
- 6.2.16 Policies 6 and 10 are both met despite seeming contradictory in terms of the proposal, with the ground level continuing to be used as dwellings though adapted to improve their functionality and amenity. This is also consistent with Policy 12 however, as the proposed building works for remediation and amenity improvements recognise the existing residential activity and ensure its ongoing function.
- 6.2.17 The design of the façades are consistent with Policy 31 to maximise light and outlook, with the angled curtainwalls on the street sides allowing light into the building while retaining their outlook to the street.
- 6.2.18 Overall, the improvements to the building support Policy 16 to maintain the residential population in the city centre, with the improvements to the building ensuring the ongoing function of the residential building.

### 6.3 Other Matters

- 6.3.1 Section 104(1)(c) of the RMA, requires a resource consent application to have regard any other matter the consent authority considers relevant and reasonably necessary to determine the application.
- 6.3.2 No other matters are considered relevant to this application.

## 7.0 PURPOSE AND PRINCIPLES OF THE RMA

- 7.1 The purpose of the RMA under section 5 is to promote the sustainable management of natural and physical resources. This means managing the use of natural and physical resources in a way or at a rate that enables people and communities to provide for their social, cultural and economic well-being and for their 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.
- 7.2 Section 6 of the RMA sets out a number of matters of national importance which need to be recognised and provided for, and includes among other things and in no order of priority, the protection of outstanding natural features and landscapes, the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna, and the protection of historic heritage.

- 7.3 Section 7 of the RMA identifies a number of “other matters” to be given particular regard by a council in the consideration of any assessment for resource consent, and includes the efficient use of natural and physical resources, and the maintenance and enhancement of amenity values.
- 7.4 Section 8 of the RMA requires that the principles of the Treaty of Waitangi be taken into account.
- 7.5 Overall the application is consistent with Part 2 of the RMA for the following reasons:
- a) The proposed remediation and building work will ultimately allow for the ongoing use and functionality of housing in this location which will enable people and communities to provide for their social, economic and cultural well-being pursuant to section 5(2).
  - b) The Site is within the viewshaft of an outstanding natural feature or landscape, being the viewshaft from the Auckland Harbour Bridge to Mount Eden (E16), which is considered a Regionally Significant viewshaft in the AUP(OP). Consistent with Section 6(e), Proposal has been developed fully cognisant and respectful of the significance of the maunga and the views to it, with the overall reduction in viewshaft intrusion, recessive form and colour being part of the design, and the building bulk in this area still being of a size barely discernible from this view.
  - c) Consistent with Section 6(f), here are nearby historic heritage features that merit protection from urban development. However, the Site is not considered a character contributing building and there are few points of intervisibility between the Site and buildings that contribute to the historic heritage character. The proposed cladding is darker in colour than that of the character contributing buildings to distinguish it further from the older buildings for the few places where it is visible.
  - d) The proposal enables the future efficient use and redevelopment of the land consistent with section 7(b).
  - e) Consistent with sections 7(d) and 7(f), the intrinsic values of ecosystems and the quality of the environment can be maintained, as the Site is in an urban area where construction can be managed in a way that does not adversely affect the environment.
  - f) With respect to section 8 of the RMA, the proposal does not compromise any principles of the Treaty of Waitangi. There are no known taonga located within or in close proximity to the Site, and the relationship between mana whenua and the maunga will not be adversely affected by the Proposal.

## ■ 7.0 NOTIFICATION CONSIDERATIONS UNDER THE RMA

- 8.1 Pursuant to s95A(1) of the RMA, the consent authority must follow certain steps to determine whether to publicly notify an application for a resource consent. In terms of this consent, Rule (A6) in Table D14.4.1 Activity table triggers D14.5(1)(a) as a non-complying activity that must be publicly notified.
- 8.2 Accordingly, a rule in the plan requires notification, thus the application shall be publicly notified pursuant to S95A(2)(c) of the RMA.

## ■ 8.0 OFFERED CONDITIONS OF CONSENT

- 8.1 Without limiting Council's ability to impose conditions under s 108 of the RMA, the following conditions are offered by the Applicant as part of the Proposal:
- a) Surveyors certificate to be provided to Council upon completion to confirm the extent of the height infringements and volcanic viewshaft protrusion in accordance with the application.
  - b) Surveyors certificate to be provided to Council to confirm the building additions are in accordance with the building consent plans.
  - c) Construction management conditions regarding noise, dust, vibration, and construction vehicles using the roads.
  - d) Road reserve encroachment licence to be obtained from Auckland Transport.

## ■ 9.0 CONCLUSION

- 9.1 In summary, the applicant seeks consent to undertake additions as part of needed remedial works to the existing building. This includes a rebuild of the lift services building which ultimately reduces the extent of the existing infringement and prominence within the volcanic viewshaft.
- 9.2 The development will not adversely affect the visual character, identity, form of Maungawhau/Mount Eden, or its protected views. The proposed building bulk above the maximum height and within the volcanic viewshaft is less than the existing bulk, not highly visible, and part of works that overall improve the amenity and functionality of the building, which needs remediation.
- 9.3 Adverse cultural and heritage effects are considered minor as the changes to the building do not increase adverse effects on either the viewshaft or historic heritage area, with the proposed design carefully considered to minimise or reduce the effects resulting from the present design.

- 9.4 The development is consistent with the relevant provisions of the Auckland Unitary Plan and the development is consistent with Part 2 of the RMA and the purpose specifically as it would allow for the use, development and protection of physical resources and enable people and communities to provide for their social, economic and cultural wellbeing.
- 9.5 Overall, the proposal is considered to promote the purpose of the RMA. Consequently, the Council can grant resource consent to the proposed development, subject to appropriate conditions.

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**DATE:** 22 December 2020

**FOR AND ON BEHALF OF:** **Body Corporate 183777 – Avoka Apartments**

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