Barker & Associates
Auckland

PO Box 1986, Shortland Street, Auckland 1140
Level 4, Old South British Building, 3-13 Shortland Street, Auckland

15 October 2026

Tēnā koutou

Cranes within the Volcanic Viewshafts and Height Sensitive Areas Overlay under the Auckland Unitary Plan – 100 Halsey Street

NZ CRE 100 Halsey Limited (the applicant) is seeking resource consent for the staged commercial redevelopment of 100 Halsey Street in the Wynyard Precinct. The approximately 1.7 hectare site includes the Travelodge Hotel and land currently used by Kinetic / NZ Bus as a layover and servicing hub.

The proposed construction cranes will extend into the E10 Maungawhau viewshaft (Mount Eden). Only two cranes will be in the viewshaft at any one time. They will not display signs other than those required for health, safety or operational purposes. Any lighting will be limited to that necessary for safety or civil aviation. The cranes will be non-reflective and have a matte finish. We will offer consent conditions to ensure this is the case.

Given that the total construction is to be undertaken in stages, and there will likely be new cranes being installed consecutively, we expect the total crane time within the Mount Even viewshaft will exceed 24 months, and therefore not comply with D14.6.4A Temporary construction and safety structures.

Probable and worst-case scenarios are outlined below:

Site ref:	Crane Numbers	Probable Duration (months)	Worst Case Duration (months)
Site 1	1	18	24
Site 2	1	20	24
Site 3	2	30	36
Site 4	1	20	24
Site 5	1	20	24
Total		108	132

Please find attached plans showing the proposed crane locations as Attachment 1. We are seeking to understand whether you would like to discuss the proposed cranes or receive further information.

Please let us know if you would like to be further involved. We can provide additional information and arrange a site visit or hui as required.

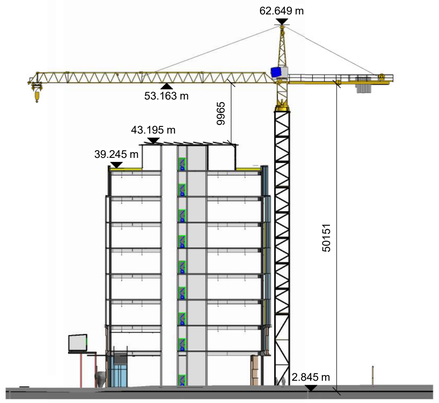
Yours sincerely | Nā māua noa, nā

Barker & Associates Limited

[redacted]

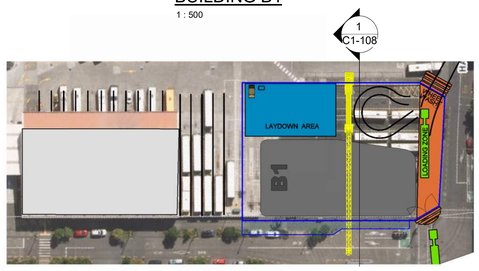
Gerard Thompson
Director
[redacted]

Marne Cole
Senior Planner
[redacted]

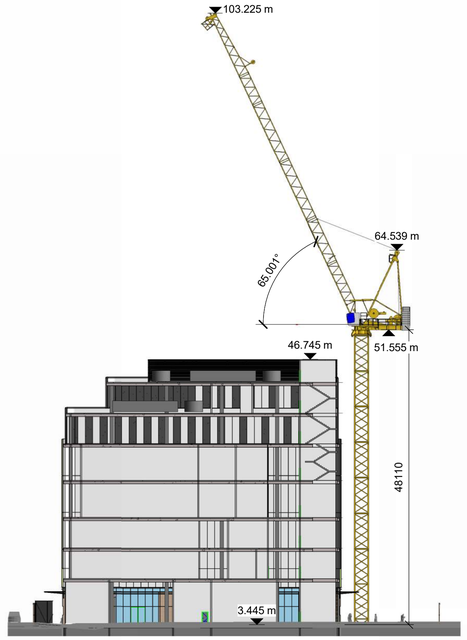


BUILDING B1

1 : 500

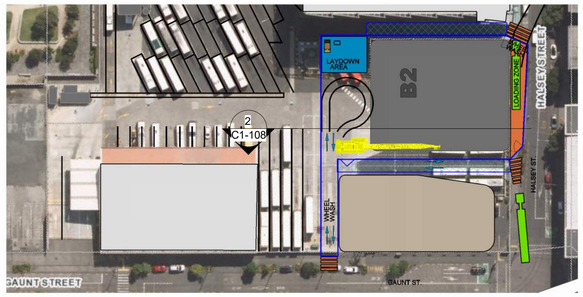


Parameter	Discription
Crane Type	Leibherr 280 ECH
Mast Height	50m
Maximum operating elevation	63m
Out-of-service elevation	63m
Maximum-radius jib elevation	55m
Crane Location	Located within the site boundary
Colour and Finish	Leibherr standard yellow
Lighting	Access and cab lighting, together with ICAO-approved obstacle lights to the jib tip and counter-boom as required

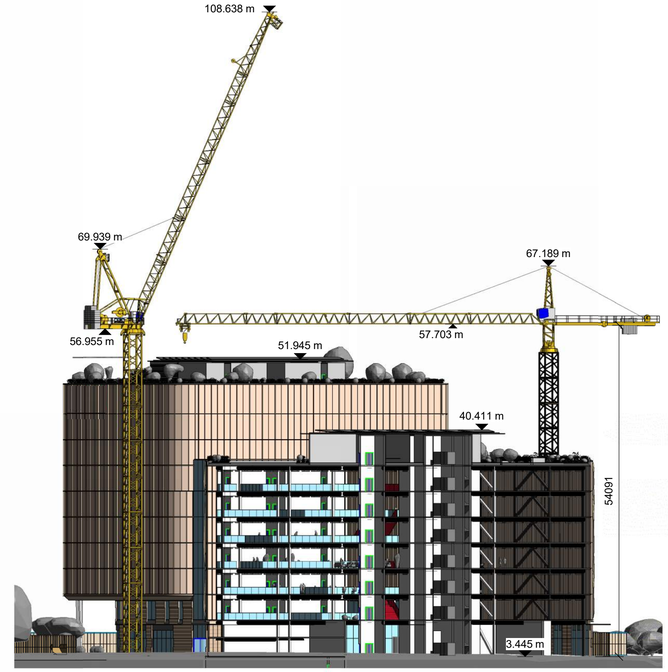


BUILDING B2

1 : 500

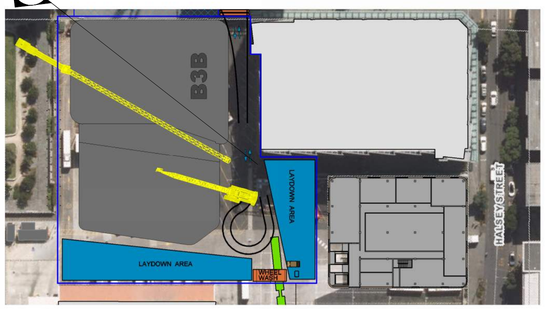


Parameter	Discription
Crane Type	Leibherr 160 HCL
Mast Height	48m
Maximum operating elevation	110m
Out-of-service elevation	103m
Maximum-radius jib	55m
Crane Location	Located within the site boundary
Colour and Finish	Leibherr standard yellow
Lighting	Access and cab lighting, together with ICAO-approved obstacle lights to the jib tip and counter-boom as required



BUILDING B3

1 : 500



Parameter	Discription
Crane Type	Leibherr 280 ECH Leibherr 160 HCL
Mast Height	57m (160HCL) and 55m (280ECH)
Maximum operating elevation	112m (160HCL) and 67m (280ECH)
Out-of-service elevation	108m (160HCL) and 67m (280ECH)
Maximum-radius jib elevation	55m
Crane Location	Located within the site boundary
Colour and Finish	Leibherr standard yellow
Lighting	Access and cab lighting, together with ICAO-approved obstacle lights to the jib tip and counter-boom as required

L.T. McGuinness LIMITED
BUILDING CONTRACTORS

Job Code

Unnamed

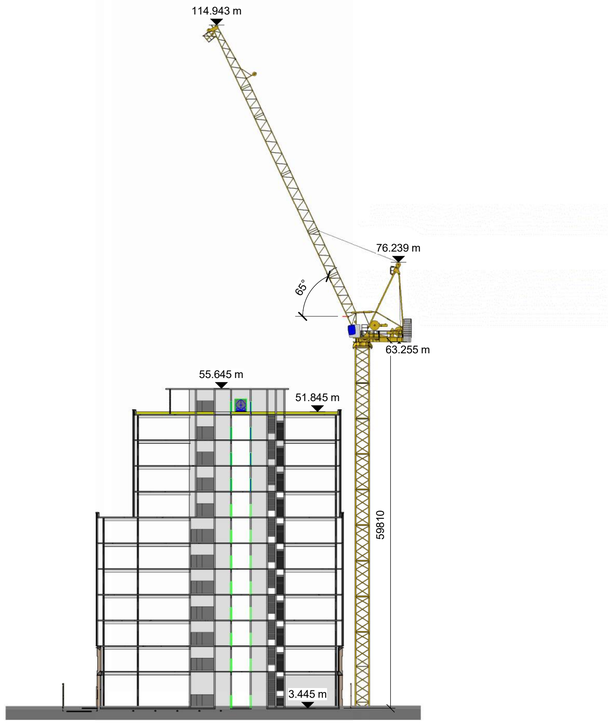
C1-108

Scale As indicated

Revisions

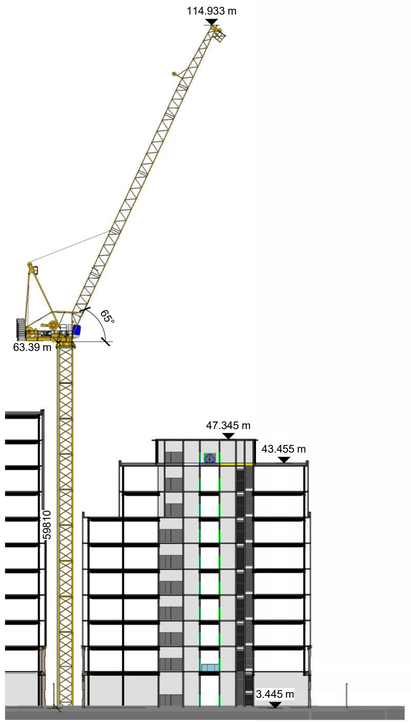
Rev	Description	Date

Designed By	Designer
Drawn by	Author
Reviewed by	Checker
Approved by	Approver



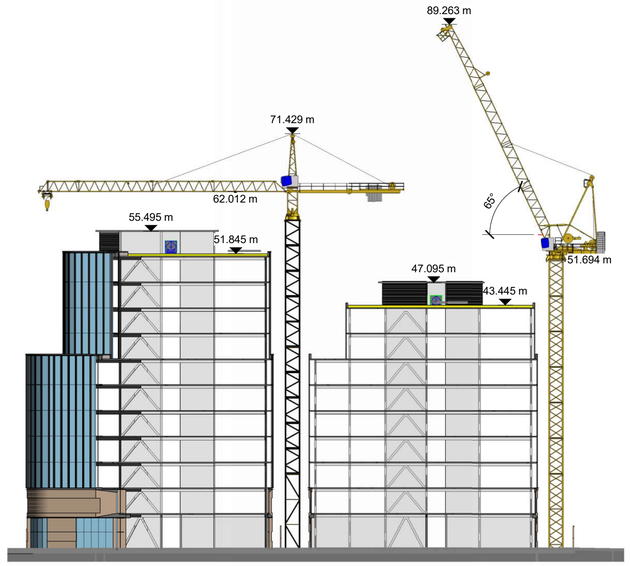
BUILDING B4

1 : 500



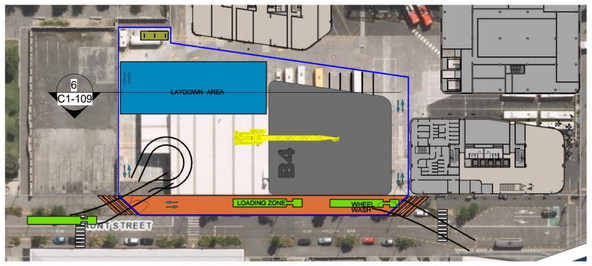
BUILDING B5

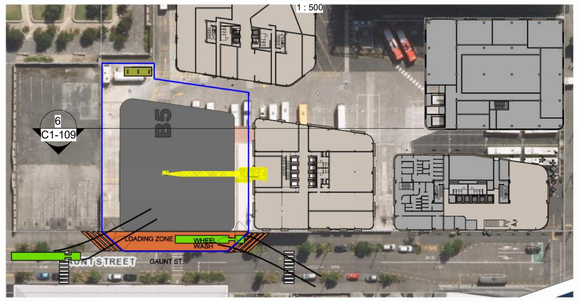
1 : 500

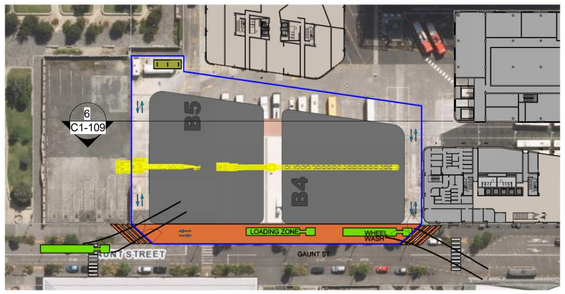


BUILDING B4 + B5

1 : 500







Parameter	Discription
Crane Type	Leibherr 160 HCL
Mast Height	64m
Maximum operating elevation	118m
Out-of-service elevation	114m
Maximum-radius jib	55m
Crane Location	Located within the site boundary
Colour and Finish	Leibherr standard yellow
Lighting	Access and cab lighting, together with ICAO-approved obstacle lights to the jib tip and counter-boom as required

Parameter	Discription
Crane Type	Leibherr 160 HCL
Mast Height	64m
Maximum operating elevation	118m
Out-of-service elevation	114m
Maximum-radius jib	55m
Crane Location	Located within the site boundary
Colour and Finish	Leibherr standard yellow
Lighting	Access and cab lighting, together with ICAO-approved obstacle lights to the jib tip and counter-boom as required

Parameter	Discription
Crane Type	Leibherr 280 ECH Leibherr 160 HCL
Mast Height	52m (160HCL) and 62m (280ECH)
Maximum operating elevation	93m (160HCL) and 71m (280ECH)
Out-of-service elevation	89m (160HCL) and 74m (280ECH)
Maximum-radius jib elevation	55m
Crane Location	Located within the site boundary
Colour and Finish	Leibherr standard yellow
Lighting	Access and cab lighting, together with ICAO-approved obstacle lights to the jib tip and counter-boom as required

McGuinness LIMITED BUILDING CONTRACTORS

Job Code

Unnamed

C1-109

Scale As indicated

Revisions

Rev	Description	Date

Designed By Designer

Drawn by Author

Reviewed by Checker

Approved by Approver

20 October 2026

Marne Cole
Senior Planner
Barker and Associates
[redacted]

Tēnā koe e Marne

Temporary cranes intruding to the Maunga Viewshaft for construction of a development at 100 Halsey Street, Auckland Central

Introduction

1. Thank you for consulting with the Tūpuna Maunga Authority (**Maunga Authority**) regarding a proposed application for resource consent. The Maunga Authority welcomes engagement on projects that have a direct impact on Tūpuna Maunga.

2. Your letter dated 15 October 2026, advises that the proposal involves two cranes intruding into Regionally Significant Maunga Viewshafts (**RSMV**) E10 to Maungawhau in the Auckland Unitary Plan (**AUP**). It is understood that the cranes are required for the construction of five new buildings intended primarily for office purposes, and that these buildings comply with the RSMV.

Governance and significance of the Tūpuna Maunga

3. The Tūpuna Maunga are among the most significant spiritual, cultural, historical, archaeological and geological landscapes in the Auckland region. The Maunga are sacred to Mana Whenua as taonga tuku iho (treasures handed down the generations). The natural and cultural importance of the maunga underpins the nomination for World Heritage status, which is still underway.

4. Protecting views to and from the Maunga as a matter of regional and national importance has been enshrined in planning documents since 1976.

5. In exercising its powers and carrying out its functions under the Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014 (**Collective Redress Act**), the

Maunga Authority must have regard to the spiritual, ancestral, cultural, customary, and historical significance of the Tūpuna Maunga. While Rangitoto is not one of the 14 Tūpuna Maunga governed by the Maunga Authority, it's significance to Ngā Mana Whenua o Tāmaki Makaurau is recognised in the Collective Redress Act.

6. The Maunga Authority has a direct interest in protecting views to, from and between the Tūpuna Maunga. Rule C.1.13 of the AUP recognises that in relation to Maunga, specific consideration must be given to whether the Maunga Authority is adversely affected. The Maunga Authority considers that it is an affected party and has a direct interest in any resource consent that involves an intrusion into RSMV.

The proposal

7. Based on the information provided in your letter, the construction is expected to be undertaken in stages. Therefore, cranes may be located within the RSMV E10 for periods exceeding 24 months.

8. Plan Change 78 amended Standard D14.6.4A, Temporary Construction and Safety Structures, for the City Centre and provides for temporary structures to intrude into the RSMV for up to 24 months as a permitted activity. Your letter sets out a probable duration of infringement across the five buildings of 108 months (9 years), with a worst-case duration of 132 months (11 years).

9. Your letter states that the cranes:

    - Will not display signs other than those required for health, safety or operational purposes.
    - Any lighting will be limited to that necessary for safety or civil aviation.
    - The cranes will be non-reflective and have a matte finish.

10. You have also proposed consent conditions to ensure that these measures are implemented.

Feedback

11. Maungawhau is a defining feature of Auckland's landscape, including from the Harbour Bridge, where its close relationship with the City Centre and Waitematā Harbour is reinforced through the E10 view corridor. As one of the first Maunga seen when approaching the City, Maungawhau is a tohu or clear landmark as an entry to the Isthmus. Its distinctive terraced slopes remain a highly visible feature and remainder of its cultural and historical importance as a former pā site.

12. The Maunga Authority opposes the duration of the infringement in the strongest possible terms. The Maunga Authority is unaware of any proposal or consented infringement of such an extended duration. Under no circumstances can a period of this length reasonably be considered a "temporary" infringement.

13. Under section 53(2) of the Fast-track Approvals Act, the Maunga Authority is a relevant Treaty settlement entity with an interest under the Collective Redress Act in the area to which the substantive application relates and is an entity operating within a collective arrangement. The Maunga Authority therefore expects to be invited to comment on the substantive application and will do so, expressing its opposition to the proposed duration of the infringement.

Noho ora mai
nā

[redacted]

Dominic Wilson
Te Tauihu Waka Tairanga Whenua / Manager Co-governance
Tūpuna Maunga Authority