

J1. Definitions

All provisions in this section are regional policy statement, regional coastal plan, regional plan and district plan provisions **[rps/rcp/rp/dp]**.

J1.1. Interpreting the definitions

The meaning of the provisions in the Plan must be ascertained from all relevant text in the Plan and in the light of the purpose of the Resource Management Act 1991 and any relevant objectives and policies in the Plan.

Words and phrases used in the Plan have the meaning set out in their definitions in this chapter unless the context otherwise requires.

Words and phrases that are defined in the Resource Management Act 1991 have the meaning set out in that Act except where expressly provided for otherwise in this chapter or elsewhere in the Plan.

Words in the singular include the plural and words in the plural include the singular.

Where a list is preceded by the word “includes”, that list is not limited to the matters listed.

Where a list is preceded by the word “excludes”, that list is limited to the matters listed.

This chapter does not apply to designations included in the Plan.

J1.1.1. Using Nesting Tables

There are five nesting tables which gather specific land use activities into general groups: Commerce, Community, Industry, Residential and Rural. Within each table, activities are listed with the more general on the left and the more specific on the right. For example, in the Commerce nesting table, retail is the more general activity which includes food and beverage, large format retail and trade suppliers as more specific activities. Those more specific components may also include more specific activities.

Where an activity table for an overlay, zone, Auckland-wide or precinct lists a general activity in a nesting table, that general activity includes all of the nested specific activities unless otherwise specified in that activity table.

J1.1.2. Application of Nesting Tables

- (1) Where an activity is included in a nesting table, the class or activity status of that activity in any activity table also applies to the nested activities set out to the right of that activity in the nesting table, unless an activity table expressly provides otherwise for a particular overlay, zone, Auckland-wide or precinct.
- (2) Where a specific activity is nested under a general activity, then:
 - (a) any standard in an overlay, zone, Auckland-wide or precinct for that specific activity will apply despite the class or activity status of the general activity; and

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(b) any standard for the general activity will also apply to the specific activity where there is no corresponding standard for the specific activity.

J1.2. Abbreviations and acronyms

Celsius	C
Cubic metres	m ³
Cubic metres per second	m ³ /s
Decibel	dB
Gross domestic product	GDP
Kilometre(s)	km
Litres	l
Metre(s)	m
Millimetres	mm
Square metres	m ²
Tonnes	t

AEP

Annual exceedance probability

AFA

Average floor area

ANNA

Aircraft noise notification area

AIAL

Auckland International Airport Limited

ARI

Average rain index Average Recurrence Interval

ASAN

Activities sensitive to aircraft noise

BPO

Best practicable option

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CFA

Calculated floor area

COC

Certificate(s) of Compliance

CMCA

Common marine and coastal area

CMA

Coastal marine area

FAR

Floor area ratio

GIS

Geospatial information system

GFA

Gross floor area

GMO

Genetically modified organisms

HAIL

Hazardous activities and industries list

HANA

High aircraft noise area

HH

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Historic heritage

HSNO

Hazardous Substances and New Organisms Act 1996

HNC

High natural character

HNZPT

Heritage New Zealand/Pouhere Taonga

ITA

Industrial or trade activities

LUC

Land use capability

MANA

Moderate aircraft noise area

MHWS

Mean high water springs

MTFAR

Maximum total floor area ratio

NESETA

National Environmental Standards for Electricity Transmission Activities

NESTF

National Environmental Standards for Telecommunication Facilities

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NZCPS

New Zealand Coastal Policy Statement 2010

NZIECP 34

New Zealand Electrical Code of Practice for Electrical Safe Distances

NZTA

New Zealand Transport Agency

POAL

Ports of Auckland Limited

ONC

Outstanding natural character

ONF

Outstanding natural feature

ONL

Outstanding natural landscape

RCA

Road controlling authority

RMA

Resource Management Act 1991

RL

Reduced level

RPS

Regional policy statement

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RUB

Rural urban boundary

SEA

Significant ecological areas

SMAF

Stormwater management area: flow

SSMW

Sites and places of significance to Mana Whenua

VTA

Vertebrate toxic agent

VOC

Volatile organic compound

WSMA

Water supply management area

J1.3. Nesting Tables

Table J1.3.1 Commerce

Commercial activities	Offices		
	Retail	Food and beverage	Bars and taverns
			Restaurants and cafes
			Drive-through restaurant
		Dairies	
		Show home	
		Large format retail	Supermarket
			Department store
		Trade supplier	
		Service station	
		Markets	
		Marine retail	
		Motor vehicle sales	
		Garden centres	
	Commercial services	Veterinary clinic	
		Funeral director premise	
		Commercial sexual services	
	Entertainment facilities		

Table J1.3.2 Community

Care centres	
Cemeteries	
Community facilities	
Correction facilities	Justice facilities
	Community correction facilities
Education facilities	Community use of education and tertiary education facilities
Emergency services	
Healthcare facilities	

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Hospitals	
Informal recreation	
Motorsport activities	
Organised sport and recreation	
Public places	Public open spaces
Recreation facilities	
Showgrounds	
Temporary activities	Temporary military training activities
Tertiary education facilities	Community use of education and tertiary education facilities

Table J1.3.3 Industry

Industrial activities	Freight depots	Warehousing and storage	
	Industrial laboratories		
	Manufacturing	Light manufacturing and servicing	
	Repair and maintenance services		
	Waste management facilities	Refuse transfer station	Recycling facility
	Rail siding		
	Bus depots		
	Storage and lockup facilities		
	Wholesalers		

Table J1.3.4 Infrastructure

Infrastructure	Network utilities	Roads
		Road network activities
		Service connections
		Minor infrastructure upgrading
		Minor utility structure
		Substations
		Gas distribution regulator stations
		Airports
		Aerials

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		Antenna
	Electricity generation activities	Large scale wind farms
		Research and exploratory-scale investigations for renewable electricity generation activities
		Small scale energy generation

Table J1.3.5 Residential

Dwellings	
Home occupations	
Visitor accommodation	
Camping grounds	
Boarding houses	Student accommodation
Integrated residential development	
Retirement village	
Supported residential care	

Table J1.3.6 Rural

Rural commercial services	Animal breeding or boarding
Farming	Horticulture
	Free-range poultry farming
	Poultry hatcheries
	Conservation planting
Produce sales	
Intensive farming	Intensive poultry farming
Forestry	
Quarries – farm or forestry	
Equestrian centres	
Rural industries	
On-site primary produce manufacturing	
Post-harvest facilities	

J1.3A Natural hazard areas and hazard classifications

<u>Natural Hazard Area</u>	<u>Flood hazard area</u>	<u>Flood plain</u>	<u>Very high flood hazard area</u>	
		<u>Flood prone area</u>	<u>High flood hazard area</u>	
		<u>Overland flow path</u>	<u>Medium flood hazard area</u>	
			<u>Low flood hazard area</u>	
	<u>Coastal hazard area</u>	<u>Coastal inundation hazard area</u>		<u>Coastal inundation hazard area 1</u>
				<u>Coastal inundation hazard area 2</u>
				<u>Coastal inundation hazard area 3</u>
		<u>Coastal erosion hazard area</u>		<u>Coastal erosion hazard area 1</u>
				<u>Coastal erosion hazard area 2</u>
				<u>Coastal erosion hazard area 3</u>
	<u>Landslide hazard area</u>	<u>Landslide hazard risk area</u>		<u>High landslide hazard risk area</u>
				<u>Medium landslide hazard risk area</u>
				<u>Low landslide hazard risk area</u>
		<u>Landslide susceptibility area</u>		<u>High landslide susceptibility area</u>
				<u>Medium landslide susceptibility area</u>
			<u>Low landslide susceptibility area</u>	

J1.4. Definitions

A

Access site

Any separate site used primarily for access to a site or to sites having no legal frontage.

Excludes:

- sites 5m or more in width that are not legally encumbered to prevent the construction of buildings.

Accessory activities

Activities located on the same site as the primary activity, where the activity is incidental to, and serves a supportive function of the primary activity.

Includes:

- permitted car parking.

Accessory building

Buildings used in a way that is incidental to the use of any other buildings on that site, or on a vacant site, a building that is incidental to any use which may be permitted on that site.

Excludes:

- dwellings.

Activities less sensitive to natural hazards

Activities where there is a minimal presence of people and buildings and which will not create public health or pollution issues in a natural hazard event, or where the activity has a functional need to be located in a natural hazard area.

- marine and port activities
- marine and port accessory structures and services
- marine and port facilities
- marine industry
- marine retail
- marine passenger operations
- informal recreation
- organised sport and recreation
- parks infrastructure
- public amenities
- parking and loading areas
- forestry
- mineral extraction
- buildings for network utilities
- rural activities, except those that are listed as 'Activities Potentially Sensitive to Natural Hazards'

Activities potentially sensitive to natural hazards

Activities where people are regularly present and buildings are routinely required to carry out the activity, but people are not usually in a vulnerable state; and which are unlikely to create significant public health or pollution issues in a natural hazard event. These include:

- offices
- retail activities, except for those listed as 'Activities Sensitive to Natural Hazards'

- commercial services
- entertainment facilities
- community activities, except those listed as 'Activities Sensitive to Natural Hazards'
- industrial activities, except those listed as 'Activities Sensitive to Natural Hazards'
- intensive farming
- equestrian centres
- rural industries
- post-harvest facilities

Activities sensitive to aircraft noise

Any dwellings, boarding houses, marae, papakāinga, integrated residential development, retirement villages, supported residential care, care centres, education facilities, tertiary education facilities, hospitals, and healthcare facilities with an overnight stay facility.

Activities sensitive to air discharges

Activities sensitive to reduced air quality.

Includes:

- dwellings;
- care centres;
- hospitals;
- healthcare facilities with an overnight stay facility;
- educational facilities;
- marae;
- community facilities;
- entertainment facilities; and
- visitor accommodation.

Activities sensitive to hazardous facilities and infrastructure

Activities sensitive to hazardous facilities and infrastructure are:

- visitor accommodation;
- care centres;
- hospitals;
- healthcare facilities;
- educational facilities;

- tertiary education facilities;
- community facilities;
- marae;
- retirement villages;
- organised sport and recreation;
- recreation facilities;
- entertainment facilities;
- dwellings; and
- boarding houses.

Activities sensitive to noise

Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centres, lecture theatres in tertiary education facilities, classrooms in education facilities and healthcare facilities with an overnight stay facility.

Activities sensitive to natural hazards

These activities are split into two groups – [A] and [B].

Activities sensitive to natural hazards [A] are activities where people are regularly present and often in a vulnerable state because they sleep there, require medical treatment, or require extra assistance to evacuate. These include:

- healthcare facilities with overnight accommodation
- care centres
- hospital
- prisons or detention centres
- residential dwellings and associated activities (including conversion of one dwelling into two or more dwellings and excluding working from home that do not involve additional people on-site)
- marae
- visitor accommodation including boarding houses
- retirement villages
- camping grounds
- educational facilities including accommodation
- supported residential care

Activities sensitive to natural hazards [B] are activities which, if damaged, may create a significant public health or pollution issue during and/or after a natural hazard event. These include:

- cemeteries and urupā
- crematoriums
- landfills
- hazardous facilities and major hazardous facilities
- service stations
- industrial laboratories
- manufacturing
- waste management facilities

Activities sensitive to the National Grid

Any dwellings, papakāinga, visitor accommodation, boarding houses, integrated residential development, retirement villages, supported residential care, education facilities, hospitals and healthcare facilities and care centres.

Adaptive management approach

A systematic, iterative process of decision making in the face of uncertainty, with an aim of reducing uncertainty over time through system monitoring and changes to management in response to the results of monitoring.

Aftercare

Aftercare (or post-closure care) activities involve any operation, maintenance and monitoring associated with the management of closed (and closed parts of) managed fills and landfills. Aftercare is on-going until the closed managed fill and landfill no longer poses any unacceptable risk to human health or the environment.

Includes:

- groundwater and surface water management;
- leachate management;
- gas management;
- stability management;
- cover and surface vegetation maintenance;
- environmental nuisance control;
- monitoring; and

- site security and access.

Agrichemicals

Any substance, whether inorganic or organic, artificial or naturally occurring, modified or in its original state, that is used in any agriculture, horticulture or related activity, to eradicate, modify or control flora and fauna. For the purposes of this definition, it includes agricultural compounds, but excludes fertilisers, vertebrate pest control products and oral nutrition compounds.

Aircraft operations

Includes:

- the landing and take-off of any aircraft at an airport or airfield;
- the taxiing of aircraft associated with landing and take-off and other surface movements of aircraft for the purpose of taking an aircraft from one part of the airport to another; and
- aircraft flying along any flight path.

Aircraft noise notification area

The area generally between the 55 dB Ldn and 60 dB Ldn future noise contours as shown in on the Aircraft Noise Overlay map for Auckland International Airport.

Airport

Any defined area of land or water intended or designated to be used either wholly or partly for the landing, departure, movement, or servicing of aircraft, and includes land wholly or partly connected with such activities or their administration, or used for the wider operations and activities to meet the needs of passengers, visitors and employees and businesses located at the airport.

Excludes:

- private helipads used by the occupiers of a property on a non-commercial basis; and
- rural airstrips.

Airport authority

The person or body responsible for establishing, maintaining, operating, or managing an airport or aerodrome. Airport operator has the same meaning.

Airport Noise Boundary

The 55 dB Ldn and 65 dB Ldn lines shown, on the Aircraft Noise Overlay maps for North Shore Airport, Whenuapai Airbase and Kaipara Flats Airfield.

Air show

A sequence of aircraft operations of a maximum of three days in duration, occurring at a frequency not exceeding one per year, which is organised to provide a spectacle for members of the public.

Airspace restriction designation

The area shown in the planning maps under Designations and referred to in the relevant airport designation.

Amateur radio configuration

Antenna, aerials and associated support structures which are owned and operated by licensed amateur radio operators.

Ancillary farming earthworks

Disturbance of soil, earth or substrate land surfaces ancillary to farming.

Includes:

- land preparation and cultivation (including establishment of sediment and erosion control measures), for planting and growing operations and harvesting of agricultural and horticultural crops (farming);
- burying of material infected by unwanted organisms as declared by Ministry for Primary Industries Chief Technical Officer or an emergency declared by the Minister under the Biosecurity Act 1993;
- irrigation and land drainage; and
- maintenance and construction of facilities, devices and structures typically associated with farming activities including but not limited to farm tracks, driveways and unsealed parking areas, stock races, silage pits, farm drains, farm effluent ponds, and feeding lots, fencing, crop protection and sediment control measures.

Ancillary forestry earthworks

Disturbance of soil, earth or substrate land surfaces ancillary to forestry.

Includes:

- land preparation for the establishment, planting and growing operations, and harvesting of forestry including establishment of erosion and sediment control measures; and
- construction and maintenance of infrastructure and facilities typically associated with forestry including but not limited to tracks, roads and landings, and related erosion and sediment control measures.

Animal breeding or boarding

Breeding, boarding or day care centres for domestic pets or working dogs.

This definition is nested within the Rural nesting table.

Animal feedlots

Intensive feeding of livestock on food other than pasture grasses.

Includes:

- covered feedlots;
- uncovered feedlots; and
- standoff pads.

Excludes:

- concentrated but temporary wintering of stock as part of normal farming operations, such as using animal feedpads and standoff pads.

Annual exceedance probability

The probability of exceeding a given threshold within a period of one year. It can be applied to any type of risk to express the likelihood of an event. For example, in relation to flooding, a one per cent AEP flood plain is the area that would be inundated in a storm event of a scale that has a one per cent or ~~greater~~ lower probability of occurring in any one year.

Approximate Equivalent average return recurrence intervals (ARI) are:

- one per cent AEP = 100 year ARI.
- two per cent AEP = 50 year ARI.
- 10 per cent AEP = 10 year ARI.
- 20 per cent AEP = 5 year ARI.
- 50 per cent AEP = 2 year ARI.

Antenna

Any telecommunications, radio communications device including dish, aerials (any array of rods, wires and tubes) or panels, or broadcasting equipment that receives or transmits signals.

Includes the following ancillary components which are not subject to antenna size limits in the infrastructure rules:

- radio frequency units or similar devices;
- lightning rods, shrouds and ancillary equipment, such as amplifiers, controller boxes and tilt motors; and
- Global Positioning System (GPS) antennas.

Excludes:

- supporting masts or other structures.

Aquifer

A permeable water bearing geological formation capable of yielding, storing, receiving or transmitting water at a sufficient rate to be a practical water supply.

Archaeological investigations

Recovery of information from an archaeological site using archaeological techniques. These include invasive/destructive methods such as excavation or sampling, and non-invasive, repeatable methods such as survey, recording or remote sensing.

Archaeological site

Has the same meaning as in Heritage New Zealand Pouhere Taonga Act 2014.

Artificial crop protection structures

Open structures that are used to protect crops from damage.

Includes:

- bird netting; and
- wind-break netting.

Excludes:

- greenhouses.

Artificial watercourse

Constructed watercourses that contain no natural portions from their confluence with a river or stream to their headwaters.

Includes:

- canals that supply water to electricity power generation plants;
- farm drainage canals;
- irrigation canals; and
- water supply races.

Excludes:

- naturally occurring watercourses.

Automotive and marine suppliers

A business primarily engaged in selling automotive vehicles, marine craft, accessories to and parts for such vehicles and craft.

Includes:

- boats and boating accessories;
- trucks, cars and motorcycles;
- auto parts and accessories;
- trailers and caravans; and
- tyres and batteries.

Average floor area

The average of the horizontal areas measured at 1.5m above all floor levels from the external faces of the building, including all voids and the thickness of external and internal walls, except:

- for sites with a gross site area of 2,000m² or less, where the horizontal area at any floor level totals less than 20 per cent of the site area, the horizontal area at that level shall be deemed to be 20 per cent of the site area for the purpose of calculating average floor area; and
- for sites with a gross site area greater than 2,000m², where the horizontal area at any floor level totals less than 400m², the horizontal area at that level shall be deemed to be 400m² for the purpose of calculating average floor area.

Excludes:

- basement space;
- approved through site links and works of art; and

- any entrance foyer/lobby or part of it including any void forming an integral part of it, provided that entrance foyer/lobby is publicly accessible, accessed directly from a street or public open space and has an overhead clearance of at least 6m.

Average recurrence interval

Average time between rainfall or flow rates which exceed a certain magnitude.

B

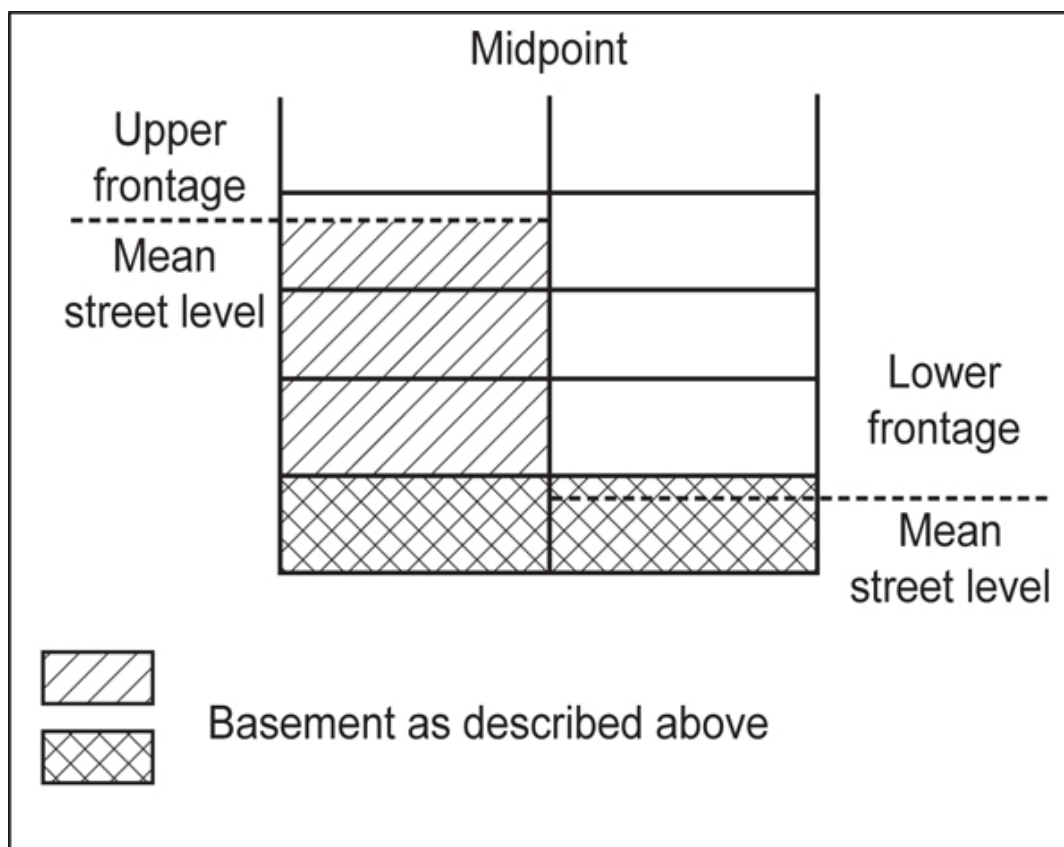
Base flow

The part of river flow derived from groundwater seeping into the river.

Basement

Any floor level of a building where the greater part of the volume of that floor level is below the mean street level of the frontage of the building. Where a building has two or more frontages, the basement includes any floor level used for parking, manoeuvring, or access where the greater part of that floor level is below the mean street level of the upper frontage to the midpoint of the site measured horizontally between the upper frontage and the lower frontage (see Figure J1.4.1 Basement).

Figure J1.4.1 Basement



Best practicable option

Has the same meaning as in section 2 of the Resource Management Act 1991.

Billboard

Any sign, message or notice conveyed using any visual media which is used to advertise any business, service, good, products, activities or events that are not directly related to the primary use or activities occurring on the site of the sign.

Includes:

- the sign and any associated frame and supporting device, whether permanent, temporary or moveable, whose principal function is to support the message or the notice.

Excludes:

- stencil signage or similar markings;
- a poster or poster signage as defined in the Auckland Transport, Auckland Council Signage Bylaw 2015;
- a banner or flag situated on or over a road or public place;
- real estate signage or directional real estate signage;

- vehicle signage as defined in the Auckland Transport, Auckland Council Signage Bylaw 2015;
- community event signage as defined in the Auckland Transport, Auckland Council Signage Bylaw 2015;
- regional and major event signage defined in the Auckland Transport, Auckland Council Signage Bylaw 2015;
- any election sign as defined and controlled by the Auckland Transport Election Signs Bylaw 2013.

Biodiversity offset

Compensation for significant residual adverse biological effects arising from subdivision, use and development.

Biosecurity tree works

The alteration or removal of any tree or vegetation infected by an unwanted organism as defined in the Biosecurity Act 1993 as part of a disease eradication or control programme within an infected area.

Biosolids

Sewage or sewage sludge derived from a sewage treatment plant that has been treated and/or stabilised to the extent that it is able to be safely and beneficially applied to land and does not include products derived from industrial wastewater treatment plants.

Boarding house

Has the same meaning as section 66B of the Residential Tenancies Act 1986.

Bore

Any drilled hole that has been constructed to provide access to groundwater. For example, for monitoring of ground or groundwater conditions, taking of groundwater or the discharge of stormwater. This includes piezometers, other than piezometers that are constructed into structures such as dams or the refuse in landfills.

Boundary adjustment

A subdivision of existing sites that:

- maintains the same number of sites following subdivision as existed prior to it;
- alters the boundaries between two or more contiguous sites, and

- may result in any one or more of the sites becoming larger or smaller.

Brownfield

Any already urbanized land to be redeveloped, often for more intensive or different land use.

Building

Any permanent or temporary structure.

On land for the purposes of district plan provisions, “building” includes the following types of structures listed in Table J1.4.1, only where they meet the qualifying dimensions or standards:

Table J1.4.1: Buildings

Type of structure	Qualifying dimension or standard (for height the rolling height method is to be used)
Decks, steps or terraces	Over 1.5m in height
Fences or walls	Over 2.5m in height
Flagpoles, masts or lighting poles	Over 7m higher than its point of attachment or base support or Has a width at any point exceeding 1.2m
Grandstands, stadia or other structures that provide seating or standing accommodation (whether or not open or covered or enclosed)	Over 1m in height
Retaining walls or breastwork	Over 1.5m in height or Located within 1.5m of the boundary of a road or public place
Satellite dishes	Over 1m diameter
Stacks or heaps of materials	Over 2m in height and In existence for more than one month
Free-standing signs	Over 1.5m in height
Swimming pools, spa pools, swirl pools, plunge pools or hot tubs	Over 1m in height from ground level, inclusive of the height of any supporting structure or More than 25,000l capacity
Tanks including retention tanks other than Rainwater tanks excluded below.	Over 1m in height from ground level, inclusive of the height of any supporting structure or More than 25,000l capacity, where any part of the tank is more than 1m above ground level
Verandahs and bridges over any public open space	Above ground level

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<p>In an Open Space Zone:</p> <ul style="list-style-type: none"> Bicycle stand/parking structures Board walks Boxing or edging Drinking and water fountains Gates, bollards and chains Rubbish and recycling bins Seating and tables <p>Stairs</p>	<p>Over 1.5m in height from ground level, inclusive of the height of any supporting structure</p>
<p>Type of structure</p>	<p>Qualifying dimension or standard (for height either the average ground level or rolling height method)</p>
<p>Structures used as a dwelling, place of work, place of assembly or storage, or structures that are in a reserve or camping ground</p>	<p>Over 1.5m in height and In use for more than 32 days in any calendar year</p>

and excludes the following types of structures:

- any scaffolding or falsework erected temporarily for construction or maintenance purposes;
- roads, road network structures, manoeuvring areas, parking areas (other than parking buildings) and other paved surfaces;
- any film set, stage or similar structures less than 5m in height that exist for less than 30 consecutive days; and
- aerials and water overflow pipes.

Rainwater tanks in the following zones and overlays:

- Single House Zone
- Large Lot Zone
- Rural and Coastal Settlement Zone
- Mixed Housing Suburban Zone
- Mixed Housing Urban Zone
- Terrace Housing and Apartment Buildings Zone
- Special Character Areas Overlay - Residential and Business
- Rural Production Zone
- Mixed Rural Zone
- Rural Coastal Zone

- Rural Conservation Zone
- Countryside Living Zone
- Waitākere Foothills Zone
- Waitākere Ranges Zone
- Special Purpose - Māori Purpose Zone

Note: For the avoidance of doubt, rainwater tanks outside of the above listed zones and overlay are NOT exempt from the definitions of 'buildings.'

Note: Rainwater tanks remain defined as a building under the Building Act. A building consent may still be required under the Building Act.

In the coastal marine area for the purposes of the regional coastal plan, "building" includes any covered or partially covered permanent or temporary structure, whether or not it is enclosed.

Building coverage

The part of the net site area covered by buildings.

Includes:

- overhanging or cantilevered parts of buildings
- any part of the eaves or spouting that projects more than 750mm horizontally from the exterior wall of the building
- accessory buildings.

Excludes:

- uncovered swimming pools
- pergolas
 - uncovered decks
- open structures that are not buildings.

Building line restriction

A line shown on the title and on the survey plan to:

- create a new boundary for the purpose of assessing yards; and
- to prevent buildings being erected between the building line restriction and the relevant site boundary.

Building suppliers

A business primarily engaged in selling materials for use in the construction, modification, cladding, fixed decoration or outfitting of buildings.

Includes:

- glaziers;
- locksmiths; and
- suppliers of:
 - awnings and window coverings;
 - bathroom, toilet and sauna installations;
 - electrical materials and plumbing supplies;
 - heating, cooling and ventilation installations;
 - kitchen and laundry installations, excluding standalone appliances;
 - paint, varnish and wall coverings;
 - permanent floor coverings;
 - power tools and equipment;
 - safes and security installations; or
 - timber and building materials.

This definition is nested within the Commerce nesting table.

Bus depots

Sites for bus parking, servicing and repair.

Includes:

- accessory administrative offices and facilities.

This definition is nested within the Industry nesting table.

Business activities

Commercial and industrial activities.

Business zones

Means:

- Business – City Centre Zone;
- Business – Metropolitan Centre Zone;
- Business – Town Centre Zone;
- Business – Local Centre Zone;
- Business – Neighbourhood Centre Zone;
- Business – Mixed Use Zone;

- Business – General Business Zone;
- Business – Business Park Zone;
- Business – Heavy Industry Zone; and
- Business – Light Industry Zone.

C

Camping ground

Site where the primary use is short term accommodation where the following apply:

- used by two or more groups of people living independently of each other;
- where the continuous term of occupancy of each independent group of people never exceeds 50 days in any one calendar year;
- where rent, hire, donation, or other reward is usually collected;
- which may accommodate tents, caravans, or mobile camping vehicles; and
- which may include cabins or other structures or shelters, some or all of which would not normally comply with the New Zealand Building Code for residential buildings.

Includes shared or communal:

- entrances;
- water supplies;
- cook houses;
- sanitary fixtures and conveniences;
- parking areas;
- recreation areas;
- use of other premises and equipment; and
- identified overnight campervan and non-serviced camping areas.

This definition is nested within the Residential nesting table.

Capital works dredging

Excavating material from the bed of the coastal marine area and removing the excavated material, where the excavation is for the purpose of providing increased water depths beyond existing approved levels or beyond natural levels where there is no existing approved level.

Care centre

Facility used for any one or more of the following:

- children, in addition to the children of the person in charge, aged six years or younger are educated and cared for, and includes: childcare centres, crèches, kindergartens, kōhanga reo, playcentres and play groups;
- early childhood learning services;
- children, in addition to the children of the person in charge, aged five years or older and are cared for out of school hours;
- elderly people are cared for during the day; and
- people with disabilities (including mental health, addiction, illness or intellectual disabilities) are cared for during the day.

Excludes:

- supported residential care.

This definition is nested within the Community nesting table.

Carriageway

The part of a driveway or road formed for the movement of motor vehicles.

Catchpit

An inlet to a stormwater system incorporating a grate and small chamber to separate gross solids from stormwater prior to connection to a pipe.

Cemetery

Place used for human burial and cremation.

Includes:

- accessory retail;
- crematoria;
- interment and re-interment;
- funeral services and receptions;
- mausoleums;
- administration offices and meeting rooms;
- vehicle parking; and
- landscaping.

Excludes:

- urupā.

This definition is nested within the Community nesting table.

Centre zones

Means:

- Business – City Centre Zone;
- Business – Metropolitan Centre Zone;
- Business – Town Centre Zone;
- Business – Local Centre Zone; and
- Business – Neighbourhood Centre Zone.

Changeable message signage

Has the same meaning as in the Auckland Transport, Auckland Council Signage Bylaw 2015.

Channel clearance

The clearance of vegetation and debris from river channels and river mouths to maintain efficient water flow, reduce the risk of flooding and erosion, maintain structures, remove plant pest species and remove hazards for navigational uses.

Includes:

- clearing, cutting or realigning rivers and streams;
- maintenance of land drainage and stormwater systems; and
- maintenance and clearing of road and drainage and water tables.

Excludes:

- mangrove removal, other than mangroves in channels.

Cleanfill

Facility where cleanfill material is accepted for deposit.

Excludes:

- storage and use of cleanfill material within an earthworks site for the purpose of engineering contours for specific activities;
- placement of cleanfill material associated with road construction and road maintenance activities; and
- onsite storage and use of overburden or aggregate by-product that is cleanfill material associated with mineral extraction activities.

Cleanfill material

Means natural material such as clay, gravel, sand, soil and rock which has been excavated or quarried from areas that are not contaminated with manufactured chemicals or chemical residues as a result of industrial, commercial, mining or agricultural activities.

Excludes:

- hazardous substances and material (such as municipal solid waste) likely to create leachate by means of biological breakdown;
- product and materials derived from hazardous waste treatment, stabilisation and disposal practices;
- materials such as medical and veterinary waste, asbestos, and radioactive substances;
- soil and fill material which contain any trace element specified in [Table E30.6.1.4.2](#) at a concentration greater than the background concentration in Auckland soils specified;
- sulfidic ores and soils;
- combustible components;
- more than 5% by volume of inert manufactured materials (e.g. concrete, brick, tiles); and
- more than 2% by volume of attached biodegradable material (e.g. vegetation).

Clubrooms

Premises which are set aside for the use, convenience and enjoyment of a group associated with the particular public open space, sport, recreational or community organisation and may be licensed to hold a club licence under the Sale and Supply of Alcohol Act 2012.

Includes:

- the emergency services component associated with surf lifesaving clubs.

Coastal cell

A stretch of coast, typically bounded by rock headlands, where there is no significant net loss of sediment by waves and currents.

Coastal erosion hazard area

Any land which is identified as susceptible to coastal erosion or instability triggered by such erosion. The coastal inundation hazard area is subdivided into three areas taking into account increasing sea levels relative to present day:

- Area 1: Coastal erosion hazard area taking into account 0.28m of relative sea level

- rise.
- Area 2: Coastal erosion hazard area taking into account between 0.28m and 0.55m of relative.
- Area 3: Coastal erosion hazard area taking into account between 0.55m and 1.52m of relative sea level rise.

Note. The Council holds publicly available information in its Geomaps GIS viewer showing the modelled extent of Areas Subject to Coastal Instability and Erosion (ASCIE) over at least 100 years (to 2130) based on a greenhouse gas emissions Representative Concentration Pathway 8.5M scenarios (RCP 8.5) and 8.5H+ scenario (RCP 8.5+). This includes a 30-year (2050) scenario which accounts for a sea level rise of 0.28m, a 50-year (2080) scenario which accounts for a sea level rise of 0.55m and 100-year (2130) scenario which accounts for a sea level rise of 1.52m relative to present day sea level. The ASCIE maps are based on a regional-scale assessment. The ASCIE maps may be updated by Council to reflect the best information available.

A party may provide the Council with a site-specific technical report prepared by a suitably qualified and experienced person to establish the extent of the Coastal Erosion Hazard Area specific to their site and development proposal. The assessment should be consistent with guidance included in 'Coastal Hazard Assessment in the Auckland Region: Guideline document 2021/010, August 2021' (GD2021/010) and any subsequent update to this document and will be subject to review by Council.

Any land which is:

- (a) ~~within a horizontal distance of 20m landward from the top of any coastal cliff with a slope angle steeper than 1 in 3 (18 degrees); or~~
- (b) ~~at an elevation less than 7m above mean high water springs if the activity is within:~~
 - (i) ~~Inner Harbours and Inner Hauraki Gulf: 40m of mean high water springs;~~
~~or~~
 - (ii) ~~Open west, outer and Mid Hauraki Gulf: 50m of mean high water springs;~~
~~or~~
- (c) ~~within a lesser distance from the top of any coastal cliff, or mean high water springs, than that stated in (a) and (b), where identified in a site-specific coastal hazard assessment technical report prepared by a suitably qualified and experienced professional to establish the extent of land which may be subject to coastal erosion over at least a 100 year time frame.~~

Coastal hazard areas

Includes coastal inundation hazard areas and coastal erosion hazard areas – refer to J1.3A Natural hazard areas and hazard classifications

Coastal marine area

Has the same meaning as in the Resource Management Act 1991 except where the line of mean high water springs crosses a river specified in [Appendix 7 Coastal Marine Area boundaries](#), the landward boundary must be the point defined in the appendix.

Coastal marine area depositing of material

The placement of sand, shell, shingle or other natural material in the coastal marine area where the intended design purpose is associated with a beneficial end use.

Includes:

- beach replenishment;
- environmental enhancement;
- restoration or enhancement of natural coastal defences from coastal hazards; or
- where the material is a result of river mouth dredging; to maintain or gain access to an existing lawful structure or dredging to clear the exit of any lawful stormwater outfall or pipe.

Excludes:

- depositing dredged material or solid matter for reclamation purposes;
- disposal of waste or other matter; and
- hard protection structures.

Coastal marine area disturbance

Disturbance of the foreshore and seabed.

Includes:

- excavation, drilling and tunnelling.

Excludes

- common marine and coastal area mineral extraction;
- dredging;
- coastal marine area depositing of material; and
- disposal of material in the coastal marine area.

Coastal marine area structure

Any building, equipment, device or other facility made by people and which is fixed to land, including the foreshore and seabed covered by water.

Includes:

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- wharves;
- jetties;
- seawalls;
- buildings, or other structures built on piles, wharves or jetties;
- moorings;
- ramps;
- rafts;
- breakwaters, groynes and other wave attenuation devices;
- infrastructure including bridges, tunnels, pipelines, cables and transmission lines laid on, over (including in the air space above) or under the foreshore or seabed;
- marine and port facilities; and
- marine and port accessory structures and services.

Excludes:

- signs.

Coastal protection yard

A yard measured in a landward direction from mean high water springs.

Coastal storm inundation 1 per cent annual exceedance probability (AEP) hazard area

The area of coastal land subject to inundation caused by sea level elevations during storm events, where the sea level elevation is of such height as to have a one per cent chance of being equalled or exceeded in any year. This includes wave set up for open coastal areas as well as wave setup and tidal amplification for inner harbours and estuaries. Wave run up is not included. The coastal inundation hazard area is subdivided into three areas taking into account increasing sea levels relative to present day:

- Area 1: Coastal inundation hazard areas taking into account a relative sea level rise of up to 0.5m.
- Area 2: Coastal inundation hazard areas taking into account a relative sea level rise of between 0.5m and 1m.
- Area 3: Coastal inundation hazard areas taking into account a relative sea level rise of between 1m and 1.5m.

Note. The Council holds publicly available information in its Geomaps GIS viewer showing the modelled extent of the coastal storm inundation areas. The coastal storm inundation maps are based on a regional-scale assessment. These maps may be updated by Council to reflect the best information available.

A party may provide the Council with a site specific technical report prepared by a suitably qualified and experienced person to establish the extent of the coastal inundation area specific to their site and development proposal. The assessment should be consistent with

the methods and approaches used in [Auckland's Exposure to Coastal Inundation by Storm-tides and Waves, December 2020 \(Technical report 2020/024\)](#) and any subsequent replacement or revisions of this document and will be subject to review by Council.

~~The area of coastal land subject to inundation caused by high sea level elevations during storm events, where the sea level elevation is of such height as to have a one per cent chance of being equalled or exceeded in any year. This includes wave set up for open coastal areas and excludes wave set up for inner harbours and estuaries. Wave run up is not included.~~

~~The Coastal storm inundation 1 per cent AEP area is:~~

- ~~• the area shown in the Council's publicly available online GIS viewer as the modelled extent of affected land for a 100 year return period (Average Recurrence Interval); or~~
- ~~• as identified in a site-specific technical report prepared by a suitably qualified and experienced professional.~~

~~Note: The Coastal Storm Inundation maps included in the Council's GIS viewer represent the area of inundation indicated in the tables of the report: Stephens, S., Wadhwa, S., and Tuckey, B., (2016) Coastal inundation by storm-tides and waves in the Auckland Region, prepared by NIWA and DHI for Auckland Council, Auckland Council Technical Report TR2016/17). These maps may be amended should more updated information be made available.~~

~~Coastal storm inundation 1 per cent annual exceedance probability (AEP) plus 1m sea level rise area~~

~~The area inundated during a coastal storm inundation 1 per cent AEP event plus an additional one metre of sea level rise relative to the present day mean sea level.~~

~~The area of coastal storm inundation 1 per cent AEP plus 1m sea level rise is defined as:~~

- ~~• the area shown in the Council's publicly available online GIS viewer as the modelled extent of affected land for a 100 year return period (Average Recurrence Interval) plus 1m sea level rise; or~~
- ~~• as identified in a site-specific technical report prepared by a suitably qualified and experienced professional.~~

Coastal zones

Means:

- Coastal – General Coastal Marine Zone;
- Coastal – Marina Zone;
- Coastal – Mooring Zone and moorings outside the Coastal – Mooring Zone;
- Coastal – Minor Port Zone;
- Coastal – Ferry Terminal Zone;

- Coastal – Defence Zone; and
- Coastal – Coastal Transition Zone.

Combined sewer network

A network which is designed to convey wastewater and stormwater in the same pipe.

Commercial activities

The range of commercial activities including offices, retail and commercial services providers.

Commercial services

Businesses that sell services rather than goods. For example: banks, real estate agents, travel agents, dry cleaners and hair dressers.

Commercial sexual services

Has the same meaning as in section 4 of the Prostitution Reform Act 2003 No. 28

This definition is nested within the Commerce nesting table.

Common marine and coastal area

Has the same meaning as in the Marine and Coastal Area (Takutai Moana) Act 2011.

Common marine and coastal area mineral extraction

Removal of sand, shell, shingle and other natural material from the common marine and coastal area under sections 12(2)(b) and 12(4)(b) of the Resource Management Act 1991.

Excludes:

- excavation of material undertaken as part of extraction activities.

Community correction facility

Buildings and land used for administrative and non-custodial services. Services may include probation, rehabilitation and reintegration services, assessments, reporting, workshops and programmes, and offices may be used for the administration of and a meeting point for community work groups.

Community facilities

Facilities for the well-being of the community, generally on a not for profit basis.

Includes:

- arts and cultural centres (including art galleries and museums);
- places of worship;
- community centres;
- halls;
- libraries;
- marae;
- Citizens Advice Bureau;
- community correction facilities; and
- justice facilities.

Excludes:

- entertainment facilities;
- care centres; and
- healthcare facilities.

This definition is nested within the Community nesting table.

Community scale electricity generation

Systems or equipment that generate electricity from renewable sources for an immediate community, or connection into a distributed energy network.

Includes:

- photovoltaic systems;
- biomass;
- wind generation; and
- hydro generation.

Community use of education and tertiary education facilities

The use of any school or tertiary education facility for community purposes not directly associated with the primary education function of the school facility.

Includes:

- classes;

- meetings of community groups;
- church services;
- places of worship;
- private functions;
- social, leisure and recreational use;
- licensed premises; and
- associated parking.

This definition is nested within the Community nesting table.

Comprehensive development signage

Has the same meaning as in the Auckland Transport, Auckland Council Signage Bylaw 2015.

Conservation planting

Planting principally for:

- soil and water conservation;
- waste water disposal or purification;
- landscape preservation or enhancement;
- preservation for particular historic or archaeological value; and
- conservation for scientific or ecological value.

Includes:

- planting trees; and
- tending trees.

Excludes:

- growing trees for timber production.

Contiguous vegetation

Vegetation with a continuous or near continuous canopy, or sub canopy or ground cover and any adjacent individual plants or groups of plants that connect to the continuous area in terms of species, structure or ecological gradient. It does not include vegetation planted as a crop, garden or pasture or the understorey in forests.

Contributing buildings, structures or features

Buildings, structures or features within the extent of a scheduled historic heritage area that have heritage value or make a contribution to the significance of the area.

Corner site

A site which is located on the corner of two intersecting roads.

Refer to Figure J1.4.8 Site.

Cultivation

Preparing soil for the planting of seeds or plants.

Includes:

- discing;
- hoeing;
- mould boarding;
- ploughing;
- ripping; and
- turning and lifting.

Excludes:

- direct drilling of seed and no-tillage practice;
- harrowing; and
- forestry.

Culvert

A structure with an inlet from and an outlet to a lake, river, stream or the coastal marine area, designed to enable access across a river, such as a road or stock crossing.

D

Dairy effluent

Effluent from dairy cows kept in a confined area.

Includes:

- associated process water;
- washwater; and

- dairy sludge.

Dairy sludge

The accumulated organic solids from dairy oxidation ponds, barrier ditches, storage ponds, wintering barns or hard-stand areas.

Dam

A structure which, either:

- permanently impounds surface water; or
- temporarily impounds surface water as its primary function, and includes weirs but excludes culverts, rain gardens and culvert headwalls.

Damming

The activity of impounding surface water (and any substances dissolved in, suspended in or otherwise combined with the water) with any structure. This excludes water held in tanks, rain gardens, culverts and culvert headwalls and reclamation or drainage which results in the creation of dry land.

Dead wood removal

The alteration or removal of dead trees, dead wood and dead vegetation provided that it does not involve the trimming, alteration or partial or complete removal of any other live protected trees or vegetation and is carried out in accordance with the currently accepted arboricultural practice.

Declamation

Permanent removal of land so that the area becomes part of the coastal marine area.

Demolition

The destruction or damage, in whole or in part, of any building or structure.

Department store

A shop that retails a wide variety of goods, other than food or groceries, but the variety is such that no predominant product line can be determined. These units have predominant retail sales in clothing and at least three of the following six product groups:

- furniture;
- kitchenware, china, glassware and other housewares;

- textile goods;
- electrical, electronic and gas appliances;
- perfumes, cosmetics and toiletries; or
- sporting goods.

The products primary to these headings, as well as other products, are normally sold by or displayed in separate departments or sections.

This definition is nested within the Commerce nesting table.

Detailed site investigation (contaminated land)

An investigation that:

- is done by, or is done under the management of, a suitably qualified and experienced person;
- is done in accordance with the Contaminated Land Management Guidelines No. 5 – Site Investigation and Analysis of Soils, Wellington, Ministry for the Environment (2011);
- is reported on in accordance with the Contaminated Land Management Guidelines No. 1 – Reporting on Contaminated Sites in New Zealand, Wellington, Ministry for the Environment (2011); and
- results in a report that is certified by a suitably qualified and experienced person.

Discharge system

In respect of rural production discharges, means a system used to discharge liquid contaminants and includes any facilities and devices used to collect, store or treat the liquid.

Diversion of stormwater

Altering the natural course of stormwater flow, primarily through recontouring land or the establishment of impervious surfaces and associated drainage.

Domestic type wastewater

Wastewater originating from toilets, urinals, kitchens, bathrooms, showers, baths, basins and laundries from dwellings, commercial, industrial or other premises. It excludes wastewater from commercial laundries, schools, cafes and restaurants, trade waste and industrial or trade process wastewater or wash water.

Drilling

A method of boring into the ground mainly by rotation, percussion, or washing action.

Excludes:

- excavation of pits by digging, blasting or other forms of excavation, driven posts or driven solid piles.

Drive-through restaurant

Any land and/or building on or in which food and beverages are prepared, served and sold to the public inclusive of a facility designed to serve customers in their vehicles, for the consumption on or off the premises and may include an ancillary cafe and/or playground area.

Dry proofing

Sealing a building to prevent flood waters entering the building.

Dune stabilisation

Soft engineering works to stabilise dunes.

Includes:

- revegetation;
- wind fencing; and
- dune reshaping.

Excludes:

- hard protection structures.

Dwelling

Living accommodation used or designed to be used for a residential purpose as a single household residence contained within one or more buildings, and served by a food preparation facility/kitchen.

A food preparation facility/kitchen includes all of the following:

- means for cooking food, food rinsing, utensil washing and waste water disposal; and
- space for food preparation (including a suitable surface) and food storage including a refrigerator or a perishable food storage area capable of being cooled.

This definition is nested within the Residential nesting table.

E

Earthworks

Disturbance of soil, earth or substrate land surfaces.

Includes:

- blading;
- boring (greater than 250mm diameter) ;
- contouring;
- cutting;
- drilling (greater than 250mm diameter);
- excavation;
- filling;
- ripping;
- moving;
- placing;
- removing;
- replacing;
- trenching; and
- thrusting (greater than 250mm diameter).

Excludes:

- ancillary forestry earthworks; and
- ancillary farming earthworks.

Easement

A specified area of land over which another party has reserved a right of access or use.

Education facility

Facility used for education to secondary level.

Includes:

- schools and outdoor education facilities; and
- accommodation, administrative, cultural, religious, health, retail and communal facilities accessory to the above.

Excludes:

- care centres; and
- tertiary education facilities.

This definition is nested within the Community nesting table.

Emergency services

Places occupied by organisations that respond to and deal with accidents, emergencies, or urgent problems such as fire, illness, or crime.

Includes:

- police, fire and ambulance stations;
- surf lifesaving activities;
- administration related to emergency services;
- vehicle and equipment storage and maintenance; and
- personnel training.

Excludes:

- healthcare facilities;
- hospitals; and
- private security companies.

This definition is nested within the Community nesting table.

Emergency tree works

The alteration or removal of any tree or vegetation immediately necessary to avoid any actual and imminent threat to the safety of persons or damage to property or to maintain or restore utility services.

End-of-trip facilities

Facilities provided for cyclists, walkers and runners at the end of their trip.

Includes:

- cycle parking and/or storage;
- lockers;
- toilets;
- showers; and
- changing areas.

Entertainment facility

Facility used for leisure or entertainment.

Includes:

- nightclubs;
- theatres; and
- concert venues.

This definition is nested within the Commerce nesting table.

Entrance strip

All that part of a site extending from the road frontage to a point at which it becomes over 7.5m wide, measured at right angles to its course. "Course" is deemed to mean the bisection of the directions of the boundaries forming the side of the entrance strip. Refer to Figure J1.4.8 Site.

Ephemeral stream

Stream reaches with a bed above the water table at all times, with water only flowing during and shortly after rain events. This category is defined as those stream reaches that do not meet the definition of permanent river or stream or intermittent stream.

Equestrian centre

Facility used for:

- paid lessons in horse riding; and
- training, racing or showing horses competitively.

Includes:

- accessory retail;
- accessory restaurants and cafes; and
- animal feedlots.

Excludes:

- pony clubs.

This definition is nested within the Rural nesting table.

Equivalent runoff

The same stormwater runoff volumes and rates from a site as would be achieved by a specified percentage of impervious surface on that site with the remainder covered in grass.

The equivalent runoff is achieved by using stormwater runoff mitigation techniques and devices to reduce volumes and runoff rates to the required equivalent level.

Exfiltration

Leakage from a reticulated wastewater network or combined sewer system.

Excludes:

- planned or unforeseen discharges from pump stations or overflow points.

Experimental aquaculture activities

Aquaculture activities that test new species, including polyculture, and or new technology or techniques.

F

Farming

Land used for horticulture, beekeeping, or raising, caring, breeding and grazing of livestock.

Includes:

- arable, pastoral, and other forms of farming;
- keeping or training horses and facilities accessory to keeping or training horses, such as: agistment, arenas (e.g. for dressage), breeding, sand rolls, stables, provided they are not open to the public;
- conservation planting;
- viticulture;
- equestrian activities; and
- free-range poultry farming.

Excludes:

- intensive farming;
- any form of racing, show jumping, or other activity which the general public may attend free of charge, or by payment of an entrance fee;
- equestrian centres;
- forestry;
- rural commercial activities; and
- rural industries.

This definition is nested within the Rural nesting table.

Farming and agriculture supplier

A business primarily engaged in selling goods for consumption or use in the business operations of primary producers or in animal husbandry.

Includes:

- equestrian and veterinary suppliers;
- farming and horticultural equipment suppliers;
- seed and grain merchants; and
- stock and station outlets.

Feedpad

An area of artificially sealed land used principally for feeding animals.

Ferry terminal

Facility located on land and within the coastal marine area that provide in an integrated manner for the transfer of passengers to and/or from ferry services.

Includes:

- areas for bus parking;
- areas of park and ride;
- passenger waiting areas;
- shelters;
- transport related signs;
- devices and facilities to enable the movement, circulation and security of pedestrians;
- ticketing and other passenger facilities (including but not limited to end of trip facilities);
- information kiosks;
- accessory food and beverage;
- offices associated with ferry terminal facilities and services: or
- accessory retail.

Fertiliser

Any substance or biological compound described as able to sustain or increase the growth, productivity or quality of plants or, indirectly, animals through the application of nutrients or additives to plants or soils in solid or fluid form.

Excludes:

- products discharged or applied as part of a waste treatment process;
- substances containing human faecal matter, biosolids, pathogens, or any other agent that could transmit disease or pests; and
- plant growth regulators that modify the physiological functions of plants.

Finished floor level

The level of the finished top surface of the bottom floor of a building.

Floodplain

The area of land that is inundated by runoff from a specified rainfall event, with an upstream catchment generating 2m³/s or greater of above ground flow, taking into account:

- any increases in impervious areas that would arise from changes in land use enabled by the policies and zonings of the Plan;
- the effects of climate change over a 100 year timeframe in respect of the frequency and duration of rain fall events and a 1m sea level rise; and
- assuming that primary drainage is not blocked.

Excludes the following areas:

- ~~constructed depressions or pits within the Special Purpose – Quarry Zone~~

Note: The Council holds publicly available information showing the modelled extent of floodplains, developed at a catchment level, ~~affecting specific properties~~ in its GIS viewer for the one per cent annual exceedance probability (AEP) rainfall event (the floodplain maps). The floodplain map is are indicative only ~~although Council accepts its accuracy with regard to land shown on the floodplain map as being outside the floodplain~~. A party may will usually be required to provide the Council with a site specific technical report prepared by a suitably qualified and experienced person to establish the frequency, extent, depth and flow characteristics of the floodplain specific to their property and development proposal.

When taking Site assessments will need to take account of impervious areas that would arise from changes in land use enabled by the policies and zonings of the Plan, and recognition should be given to any existing or planned flood attenuation works either exiting or planned in an integrated catchment (or stormwater) management plan.

Council will continually update the floodplain map to reflect the best information available.

Flood hazard area

Includes floodplains, flood prone areas and overland flow paths – refer to J1.3A Natural hazard areas and hazard classifications. Flood hazard areas are categorised based on the depth and velocity of floodwaters into four classifications:

- Very high flood hazard areas – where floodwaters have a depth equal or greater than 1200mm or depth x velocity product greater than or equal to 0.8m²/s in a 1% AEP event
- High flood hazard areas – where floodwaters have depth between 500mm and 1200mm or depth x velocity product between to 0.4m²/s and 0.8m²/s in a 1% AEP event
- Medium flood hazard area – where floodwaters have depth between 500mm and 300mm or depth x velocity product between 0.4m²/s and 0.24m²/s in a 1% AEP event
- Low flood hazard area – where floodwaters have depth equal to or less than 300mm or depth x velocity product less than or equal to 0.24m²/s in a 1% AEP event

Flood prone area

An area of land within a topographical depression where water will pond in a 1 per cent AEP rainfall event if soakage is restricted or the primary drainage outlet is blocked.

Note:

The Council holds publicly available information showing the modelled extent of Flood Prone Areas in its GIS viewer (Flood Prone map). The Flood Prone map is indicative only and excludes topographical depressions that are less than 300mm deep, have a water surface area of less than 500m² or a water volume less than 50m³.

The flood prone map depicts either the area that the depression will fill to in the 1% AEP event or if the depression fills to overflowing, then to the level it starts to spill.

Flood Prone Areas may be susceptible to hazardous flooding during a range of storm events, including frequent events. A party will usually be required to provide the Council with a site-specific technical report prepared by a suitably qualified and experienced person to establish the frequency, extent and characteristics of the Flood Prone Area specific to their property and proposed development.

Flood tolerant activity

Flood tolerant activities for the purpose of the Plan are:

- ~~informal recreation and leisure;~~
- ~~organised sports and recreation including park fields structures;~~
- ~~public amenities;~~
- ~~farming and intensive farming and artificial crop protection structures and crop support structures;~~
- ~~forestry;~~
- ~~mineral extraction;~~

- ~~car parking and loading areas; and~~
- ~~buildings for network utilities.~~

Floor area ratio

Floor area ratio (FAR) is the relationship between gross floor area and site area, and is expressed by the formula:

- floor area ratio = gross floor area/site area.

For the purpose of calculating FAR, site area excludes:

- a) any portion of a site affected by a building line restriction
- b) any part of a site which is made up of an interest in any airspace above or subsoil below a road.

Food and beverage

Premises where the primary business is selling food or beverages for immediate consumption on or off site.

Includes:

- restaurants and cafes;
- food halls; and
- take-away food bars.

Excludes:

- retail shops; and
- supermarkets.

This definition is nested within the Commerce nesting table.

Forestry

Growing trees to produce timber, or where the land cover is principally timber tree species. Forest has a corresponding meaning.

Includes:

- clearing understorey;
- harvesting trees;
- portable sawmills;
- planting trees;
- tree alteration;

- replanting trees;
- thinning trees; and
- accessory vegetation removal.

Excludes:

- planting or growing fruit, citrus, nut, or other food producing trees (refer to farming).

This definition is nested within the Rural nesting table.

Formed (in relation to road)

Construction of the road and includes gravelling, metalling, sealing or permanently surfacing the road and includes construction of all or part of the legal road.

Fossil or sub-fossil

An object easily seen without magnification constituting the remains or traces of a non-human organism that lived in New Zealand prior to European settlement, irrespective of how it is preserved; including (but not limited to) the whole organism or parts of it, or trace evidence of its behaviour.

Free-range poultry farming

Places where poultry are housed in either stationary, permanent or moveable structures or buildings, which enable them to have access to the outdoors.

This definition is nested within the Rural nesting table.

Free standing sign

Any sign placed or mounted on the ground and independent of any other building or structure for its support.

Includes:

- any footpath sign.

Freight depot

Facility used for receiving, despatching or consolidating goods in transit by road, rail, air or sea.

Includes:

- carriers' depots;
- courier services;
- mail distribution centres; and

- trucking depots.

Excludes:

- composting plants; and
- refuse transfer stations.

This definition is nested within the Industry nesting table.

Freshwater system

The beds, banks, margins, flood plains and waters of rivers and natural lakes and wetlands, and groundwater systems together with their natural functioning and interconnections.

Frontage

The boundary line on which the site adjoins a road, and any state highway excluding motorways.

Front boundary

The boundary line on a site which adjoins a road.

Excludes:

- Boundary lines which adjoin motorways or pedestrian access ways, whether or not they are further classed as a road.
- Any boundary on a rear site.

Front site

A site that is not a rear site.

Refer to Figure J1.4.8 Site.

Front yard

The area along the full length of a front boundary of a site that is between:

- the front boundary of that site;
- a building line restriction or a designation for road widening purposes; and
- a line parallel to that front boundary, restriction or designation.

Refer Figure J1.4.7 Yards.

Fuel storage system

A system in which at least one of the following is underground:

- a storage tank for aviation kerosene, diesel, kerosene, lubricating oil or petroleum;
- the whole of the tank's accessory equipment; or
- part of the tank's ancillary equipment.

Functional need

The need for a proposal or activity to traverse, locate or operate in a particular environment because it can only occur in that environment.

Funeral director's premises

Facility used for holding funerals.

Includes:

- mortuary facilities; and
- funeral chapels.

This definition is nested within the Commerce nesting table.

G

Garden centre

Shop for the sale of plants, trees or shrubs.

Includes the sale of:

- landscaping supplies;
- bark and compost; and
- statuary and ornamental garden features

provided that their sale is accessory to the sale of plants, trees or shrubs.

This definition is nested within the Commerce nesting table.

Gas distribution regulator station

Those parts of works or gas installations, being a building, structure or enclosure incorporating fittings, valves and other ancillary equipment that are used principally for the purposes of the control of the distribution of gas.

Genetically modified organism

Unless expressly provided otherwise by regulations, any organism in which any of the genes or other genetic material:

- have been modified by in vitro techniques; or
- are inherited or otherwise derived, through any number of replications, from any genes or other genetic material which has been modified by in vitro techniques.

This does not apply to genetically modified products that are not viable and are no longer genetically modified organisms, or products that are dominantly non-genetically modified but contain non-viable genetically modified ingredients, such as processed foods.

Genetically modified veterinary vaccine

A veterinary vaccine that is a genetically modified organism as defined in this Plan.

Genetically modified organism field trials

The carrying out of outdoor trials, on the effects of the organism under conditions similar to those of the environment into which the organism is likely to be released, but from which the organism, or any heritable material arising from it, could be retrieved or destroyed at the end of the trials.

Genetically modified organism release

To allow the organism to move within New Zealand free of any restrictions other than those imposed in accordance with the Biosecurity Act 1993 or the Conservation Act 1987. A release may be without conditions under section 34 of the Hazardous Substances and New Organisms Act 1996 or subject to conditions set out in section 38A of Hazardous Substances and New Organisms Act 1996.

Genetically modified medical applications

The manufacture, trialling or use of viable and/or non-viable genetically modified organisms for medical purposes recognised as medicines under the Medicines Act 1981 and approved as safe to use by the Ministry of Health, including EPA approved releases, except for the outdoor cultivation of pharmaceutical producing organisms.

Geological feature

Landform created through geologic processes such as erosion, weathering, deposition and plate tectonics, or exposures of rock or other geological material.

Girth

The circumference of the trunk of a tree measured at 1.4m above natural ground level. For trees with multiple trunks, such as Pōhutukawa, the girth measurement is the collective measurement of all trunks with a circumference of 250mm or more.

Greenfield

Land identified for future urban development that has not been previously developed.

Greenhouse

Facility used for growing plants inside.

Includes:

- glasshouses;
- plastic houses;
- shade houses; and
- tunnel houses.

Excludes:

- domestic greenhouses accessory to dwellings; and
- outdoor crop support structures.

Greenhouse nutrient solution

The liquid that provides plants in a soil-less growing system with water and nutrients.

Green waste

Vegetative garden waste material.

Includes:

- grass clippings;
- branches;
- weeds; and
- leaves.

Gross floor area

- For all purposes other than for the calculation of floor area ratio (FAR):

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the sum of the area of all floors of all buildings measured from the exterior faces of the exterior walls, or from the centre lines of walls separating two adjoining activities, but excluding:

- car parking;
- loading docks and spaces;
- vehicle access aisles and manoeuvring areas/ramps;
- cycle parking and end of trip facilities;
- plant and equipment rooms and enclosures;
- floor space in open or roofed outdoor areas, external balconies, or porches, provided no more than 50 per cent of the perimeter of these areas is enclosed. In this context the perimeter of an area is 'enclosed' where a parapet is 1.2m or higher, or a railing is less than 50 per cent open and 1.4m or higher;
- voids; and
- publicly accessible pedestrian circulation space between individual tenancies.

For the purposes of calculating floor area ratio (FAR):

the sum of the total floor area of all buildings on a site as measured:

- from the exterior faces of the exterior walls; or
- from the centre lines of walls separating two buildings or tenancies; or
- from the exterior edge of the floor, if there are no walls to measure; or
- in accordance with any specific exemptions applying to a historic heritage or special character building.

Includes, except where more specific elements are excluded:

- elevator shafts, stairwells and lobbies at each floor, including external entrances/breezeways;
- floor area in interior balconies and mezzanines;
- floor area in terraces (open or roofed), external balconies, porches if they are more than 75 per cent enclosed;
- voids except as otherwise provided, where vertical distance between storey levels exceeds 6m, the gross floor area of the building or part of the building so affected must be taken as the volume of that airspace in m³ divided by 3.6; and
- all other floor area not specifically excluded.

Excludes:

- basement areas used for parking including manoeuvring areas, access aisles and access ramps;
- plant areas within the building;

- basement areas for stairs, escalators and elevators essential to the operation of a through site link or servicing a floor used primarily for parking and loading;
- open or roofed outdoor areas, external balconies, porches, provided no more than 75 per cent of the perimeter of these areas is enclosed;
- any entrance foyer/lobby or part of it including any void forming an integral part of it. The entrance foyer/lobby must be publicly accessible, accessed directly from a street or public open space and have an overhead clearance of at least 6m;
- non-habitable floor space in rooftop structures;
- required off-street loading spaces; and
- publicly accessible pedestrian circulation space between individual tenancies.

Gross stormwater pollutants

Pollutants such as litter, plastics and other coarse material that may become entrained in stormwater flows.

Ground level

The finished level of the ground at the time of the completion of the most recent subdivision in which additional sites were created, unless stated otherwise in the subdivision consent, except that where no such subdivision has occurred since 31 January 1975, ground level must be deemed to be the finished level of the ground on 23 November 2013.

In relation to the measurement of the girth of a tree, ground level must be taken from the uphill side of the tree trunk.

Groundwater diversion

Significantly changing the permeability of the aquifer and/or rerouting the ambient groundwater flow regime by draining, piping or physically impeding the flow of groundwater.

H

Habitable room

Any room in a building used for a residential nesting table activity and in a care centre or healthcare facility with an overnight stay facility, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway, garage, or other space of a specialised nature occupied neither frequently nor for extended periods.

Hard protection structure

Includes:

- seawalls;

- rock revetments;
- groynes;
- breakwaters;
- stop banks
- retaining walls; or
- comparable structure or modification to the seabed, foreshore or coastal land that has the primary purpose or effect of protecting an activity from a coastal hazard, including erosion.

Hazardous facility

Facility where hazardous substances are used, stored or disposed of on a site (but does not include where they are stored in or on vehicles being used in transit on public or private roads or in the strategic transport corridor for the transport of hazardous substances) unless excluded below.

Excludes:

- installations where the combined transformer oil capacity of the electricity transformers is less than 1,000l;
- fuel in mobile plant, motor vehicles, boats and small engines;
- gas and oil pipelines, including associated equipment, that are part of a network utility service;
- hazardous activities not involving hazardous substances;
- retail outlets selling domestic scale usage of hazardous substances, such as supermarkets, department stores, hardware shops, pharmacies, garden centres;
- the accessory use and storage of hazardous substances in minimal domestic scale quantities;
- activities involving Hazardous Substances and New Organisms sub-classes 1.4, 1.5, 1.6, 6.1D, 6.1E, 9.1D and 9.2D;
- the temporary storage, handling and distribution of national or international cargo in the port precinct designed for carriage in a ship;
- trade waste sewers;
- waste treatment and disposal facilities;
- vehicles applying agrichemicals and fertilisers for their intended purpose; and
- marine transport vessels.

Hazardous substance

Substances defined in section 2 of the Hazardous Substances and New Organisms Act 1996 as a hazardous substance.

In addition includes any substance with one or more of the following intrinsic properties:

- radioactivity; and
- high BOD5 more than 10,000mg/l.

Hazardous waste

Wastes exhibiting hazardous characteristics, such as explosiveness, flammability, a capacity to oxidise, corrosiveness, toxicity, or ecotoxicity, or which generate a substance with one or more of these properties on contact with air or water, which require special care from creation to eventual disposal.

Healthcare facility

Facilities used for providing physical or mental health or welfare services.

Includes:

- medical practitioners;
- dentists, and dental technicians;
- opticians;
- physiotherapists;
- medical social workers and counsellors;
- midwives;
- paramedical practitioners;
- alternative therapists;
- providers of health and well-being services;
- diagnostic laboratories; and
- accessory offices.

This definition is nested within the Community nesting table.

Height

Height is the vertical distance between the highest part of a building or structure and a reference point. The reference point outside the coastal marine area is ground level unless otherwise stated in a rule. The reference point inside the coastal marine area is mean sea level. Height rules or standards are always a maximum unless otherwise stated in a rule or standard.

The exclusions below apply both outside and inside the coastal marine area.

Any reference in the exclusions below to 'zones' includes a reference to any precinct that applies to relevant parts of those zones. The exclusions apply to any such precinct, unless a specific exclusion is varied by the precinct.

Excludes:

- In all zones, projections (other than those listed in (2)-(4) below) that are up to:
 - a) 2m in width on any elevation; and
 - b) 1.5m above the maximum permitted activity height or the height in relation to boundary standard for the site, whichever is the lesser height;

In all zones:

- (a) Steeples, spires, minarets and similar structures on places of worship that do not exceed 2m in width on any elevation or 4m above the maximum permitted activity height for the site;
- (b) Chimneys that do not exceed 1.1m in width on any elevation or that do not exceed 1.5m above the permitted activity height for the site;
- (c) Flagpoles, masts, lighting poles, aerials or antennas that do not exceed:
 - i. One third of the maximum permitted activity height for the site; or
 - ii. 300mm in diameter; or
 - iii. The footprint of the building
- (d) Handrails or transparent safety barriers that do not exceed 1.5m above the permitted activity height for the site;
- (e) Solar panels and solar hot water heating systems;
- (f) Guy wires.

The following projections:

- lift wells;
- lift towers;
- elevator and stair bulkheads;
- roof water tanks;
- machinery rooms;
- plant, including cooling towers, air-conditioning units, including any access walkways and any screening directly associated with the plant;

Provided that:

- a) in business zones, Terraced Housing and Apartment Building zone and the special purpose zones:
- i. the projection does not exceed the greater of either 3m above maximum permitted activity height for the site or an additional 20% of the maximum permitted activity height for the site, up to a maximum of 6m; and
 - ii. the cumulative area of the projections does not exceed an area measured in a horizontal plane equal to 15% of the area of the roof to the storey immediately below such structures.
- b) In all other zones:
- i. The projection does not exceed 1.5m above the maximum permitted activity height for the site: and
 - ii. The cumulative area of the projections does not exceed an area measured in a horizontal plane equal to 10% of the area of the roof to the storey immediately below such structures.

In the Coastal – Minor Port Zone, Coastal – Ferry Terminal Zone, Coastal – Defence Zone, industrial zones, Port precinct (including the Auckland War Memorial Museum Viewshaft Overlay) and Gabador Place precinct:

- Cranes;
- Derricks;
- Cargo stacking and lifting devices;
- Conveyors.

Outside the coastal marine area there are two techniques available for measuring height:

- (d) the rolling height method where height is measured as the vertical distance between ground level at any point and the highest part of the building or structure immediately above that point. The rolling height method is illustrated in Figure J1.4.2 Height – rolling height method below; and
- (e) the average ground level method where height is measured as the vertical distance between the highest part of the building or structure and the average ground level, being the average level of the ground measured at 1m intervals at the external foundations of the building walls or the base of the structure, provided that no part of the building or structure exceeds the maximum permitted height for the site by 2m if measured using the rolling height method. The average ground level method is illustrated in Figure J1.4.3 Height – average ground level method below.

Inside the coastal marine area, height is the vertical distance between the highest part of the building or structure and mean sea level.

Figure J1.4.2 Height - rolling height method

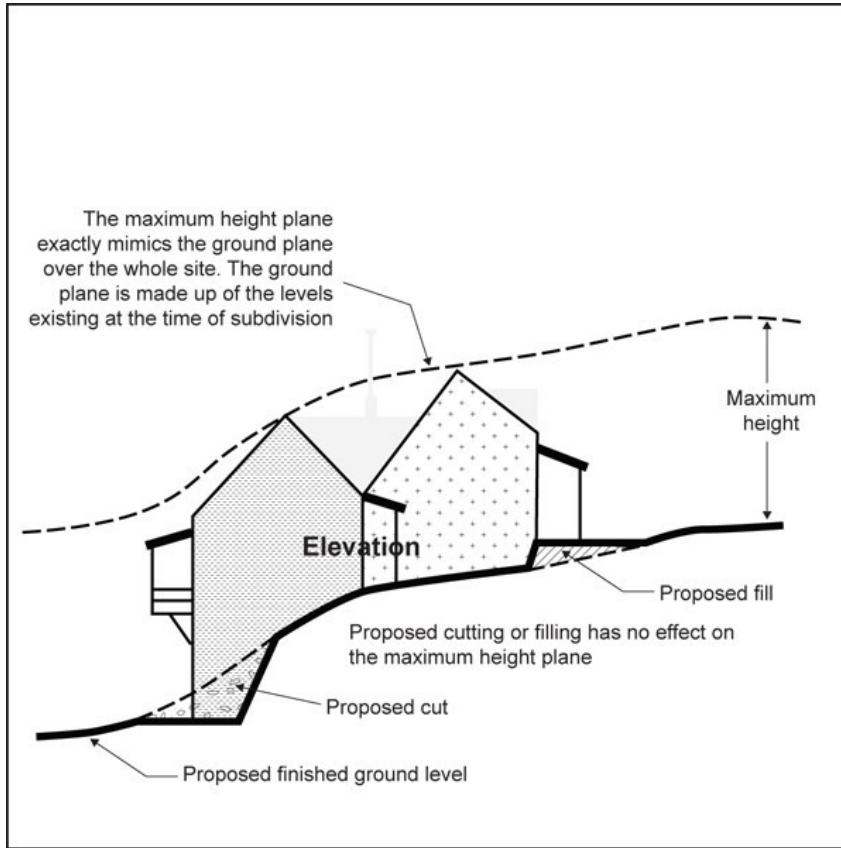
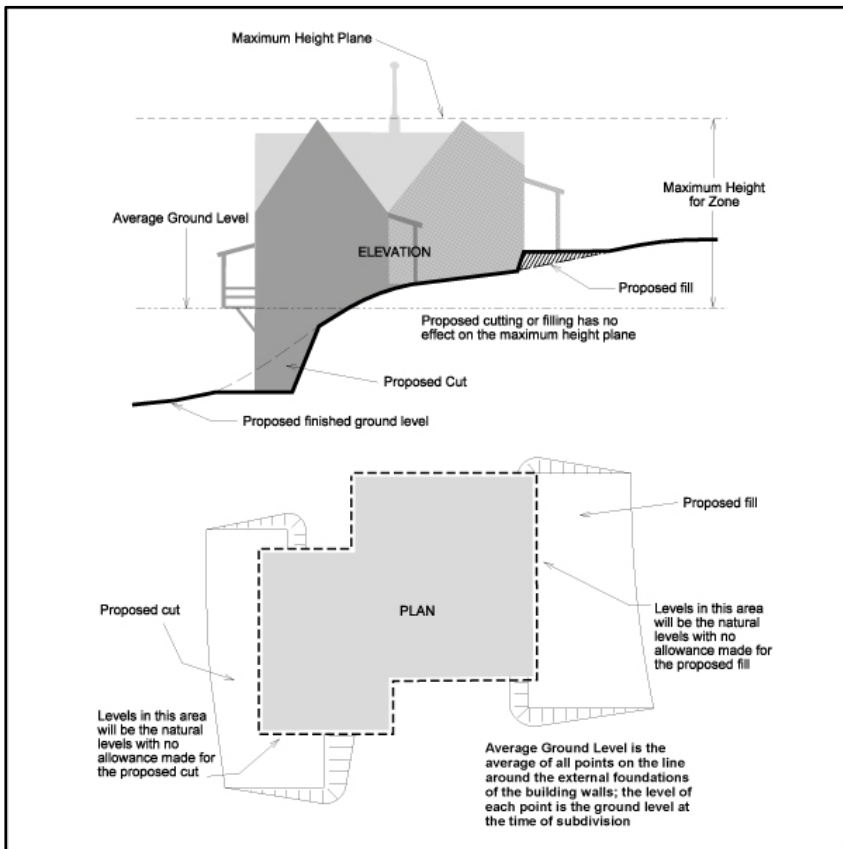


Figure J1.4.3 Height - average ground level method



Height in relation to boundary

The height of a building relative to its distance from the boundary of a site. The allowable height increases as the distance from the boundary increases up to the maximum height allowed.

High aircraft noise area

The area generally within the 65dB L_{dn} future noise contours as shown on the Aircraft Noise Overlay map for Auckland International Airport.

High contaminant generating car park

Formal vehicle parking areas on a site (including that which is an accessory activity to the main use of the site) that are:

- exposed to rainfall; and
- designed for a total of more than 30 vehicles.

The parking area include associated accessways (manoeuvring, entries and exits) but excludes any parking or accessways located within an industrial and trade activity area.

High use road

A road, motorway or state highway that carries more than 5000 vehicles per day, excluding cycle lanes, footpaths and ancillary areas that do not receive stormwater runoff from the road carriageway.

Hire premises

Facility used for the hiring of machinery and equipment.

Includes:

- servicing and maintenance of hire equipment; and
- storing of hire equipment.

Excludes:

- premises for the hire or loan of books, video, DVD, and other similar home entertainment items.

This definition is nested within the Commerce nesting table.

Home occupation

Place where an occupation, business or homestay activity occurs which is secondary to the use of the site as a dwelling.

Excludes:

- produce sales.

This definition is nested within the Residential nesting table.

Horse racing activities

Means the racing of horses, equestrian activities and includes training, stabling, care, farrier's shops and workshops, sales and auction of horses and bloodstock, totalisator agency premises and associated veterinarian services.

Horticulture

Production of flowers, fruit, vegetables, and grains.

Includes:

- greenhouses;
- plant nurseries; and
- orchards.

Excludes:

- forestry;
- garden centres; and
- intensive farming.

This definition is nested within the Rural nesting table.

Hospital

Facility that provide for the medical, or surgical or psychiatric care and treatment of persons.

Includes:

- accessory offices;
- accessory retail including pharmacies, food and beverage, and florists;
- accessory commercial services including banks and dry cleaners;
- ambulance facilities and first aid training facilities;
- conference facilities;
- helicopter facilities;
- hospices;
- hospital maintenance and service facilities, including kitchens and laundries;
- medical research and testing;
- mortuaries;
- rehabilitation facilities;
- supported residential care; and
- training.

This definition is nested within the Community nesting table.

Houseboat

Any vessel or floating structure designed, fitted and used primarily for a residential purpose, as opposed to transport or recreation.

Impact and vibratory piling

Underwater piling in the coastal marine area using impact and vibratory methods.

Excludes:

- vibrated casings required to support bored piling methods.

Impervious area

An area with a surface which prevents or significantly retards the soakage of water into the ground.

Includes:

- roofs;
- paved areas including driveways and sealed/compacted metal parking areas, patios;
- sealed and compacted metal roads; and
- layers engineered to be impervious such as compacted clay.

Excludes:

- grass and bush areas;
- gardens and other vegetated areas;
- porous or permeable paving and living roofs;
- permeable artificial surfaces, fields or lawns;
- slatted decks;
- swimming pools, ponds and dammed water; and
- rain tanks.

Impervious layer

A layer of material, including but not limited to buildings, concrete, asphalt and compacted earth, which is designed to minimise the downward infiltration of water and to prevent human contact with the underlying soil.

Industrial activity

The manufacturing, assembly, packaging or storage of products or the processing of raw materials and other accessory activities.

Excludes:

- mineral extraction activities.

This definition is nested within the Industry nesting table.

Industrial laboratory

Facility used for scientific, industrial, or medical research and monitoring

Excludes:

- the manufacture, or production of radioactive material.

This definition is nested within the Industry nesting table.

Industrial or trade activity

Has the same meaning as industrial or trade process under section 2 of the Resource Management Act 1991 but does not include a production land activity.

Industrial or trade activity area

The area of land or coastal marine area where a particular industrial or trade activity is being undertaken, which may result in the discharge of environmentally hazardous substances associated with that activity onto or into land or water.

The calculation of the industrial or trade activity area must be based upon the following areas:

- all roof areas onto which environmentally hazardous substances generated by the activity are deposited;
- all outdoor storage, handling or processing areas of materials and/or products that may contribute to the quality or quantity of environmentally hazardous substance discharges (including occasional or temporary use of areas);
- the area at risk from failure of the largest unbanded container used for the activity that may contribute to the quality or quantity of environmentally hazardous substance discharges: and
- all areas (including roofs) that contribute runoff to the Industrial or trade activity area.

The calculation of the industrial or trade activity area excludes the following areas:

- all areas that discharge lawfully into an authorised trade waste system;
- areas that are not used for or affected by the industrial or trade activity;
- all indoor or roofed areas which do not discharge onto or into land or water; and
- areas used for the storage of inert materials, provided that if suspended solids are generated by the materials and entrained in stormwater, the stormwater from such storage areas is treated in accordance with the best practicable option or is otherwise lawfully authorised.

Industrial zones

Means:

- Business - Heavy Industry Zone; and
- Business - Light Industry Zone.

Infiltration

Groundwater entering the stormwater or wastewater network.

Informal recreation

A pastime, leisure, sport or exercise activity that occurs on an ad-hoc basis or irregularly and contributes to a person's enjoyment and/or relaxation.

Excludes:

- regular organised sport and recreation.

This definition is nested within the Community nesting table.

Information facility

Permanent or temporary facility or structure for the primary purpose of storing and displaying information relating to particular features and resources of educational, ecological, marine, scientific, safety or heritage value about a particular site or sites.

Includes:

- interpretative signs;
- way finding signs;
- park information signs.

Excludes:

- billboard signs.

This definition is nested within the Community nesting table.

Infrastructure

Infrastructure has the same meaning as in section 2 of the Resource Management Act 1991 and also means:

- bulk storage for wholesale or distribution purposes of natural or manufactured gas over 15 tonnes, or petroleum over 1 million litres;
- storage and treatment facilities for a water supply distribution system;
- storage, treatment and discharge facilities for a drainage or sewerage system;
- municipal landfills;
- national defence facilities; and
- facilities for air quality and meteorological services.

Integrated catchment management plan

A plan for the management of stormwater and/or wastewater discharges, diversions and associated activities within the catchment prepared in accordance with previous regional plans and identifies:

- the stormwater or wastewater issues facing the catchment and the range of effects from those discharges, diversions and associated activities;
- strategic objectives for the management of stormwater and wastewater discharges, diversions and associated activities within the catchment;
- a range of management options and the preferred management approach for avoiding, remedying or mitigating environmental effects and risks;
- roles and responsibilities for implementation of the management approach;
- tools to support implementation of the management approach; and
- a process for review.

Integrated Māori development

An integrated development comprising one or more activities on Māori Land, Treaty Settlement Land or in the Māori Purpose Zone.

The activities provided for may include, but are not limited to:

- marae;
- papakāinga;
- urupā
- wānanga
- care centres, including kohanga reo;
- cultural activities;
- dwellings;
- commercial activities;
- tourism activities;
- educational facilities;
- healthcare services;
- community facilities; and
- organised sport and recreation.

Integrated residential development

A residential development on sites greater than 2,000m² which includes supporting communal facilities such as recreation and leisure facilities, supported residential care, welfare and medical facilities (inclusive of hospital care), and other non-residential activities accessory to the primary residential use. For the avoidance of doubt this would include a retirement village.

Integrated retail development

An integrated and comprehensively designed development that may include internalized and/or street facing activities, and:

- is operated by a single management entity;
- comprises a wide range of predominantly retail activities, with at least two large format retail outlets;
- is at least 5000m² gross floor area; and
- provides for shared accessory car parking for all tenancies.

Intensive farming

Intensive growing of fungi, livestock, or poultry within a building or structure or on animal feed lots with:

- limited or no dependence on natural soil quality on the site; and
- food required to be brought to the site.

Includes:

- intensive pig farming;
- intensive poultry farming; and
- animal feedlots.

Excludes:

- free-range poultry and pig farming;
- a kennel for a single dog or one bitch with pups;
- a shelter for a single animal on a chain;
- a shelter for any other single animal that is kept as a household pet;
- greenhouses; and
- shelters for working dogs.

This definition is nested within the Rural nesting table.

Intensive poultry farming

Raising or keeping poultry for human consumption or egg production, where the predominant productive processes are carried out primarily within buildings.

Excludes:

- free-range poultry farming.

Intermittent stream

Stream reaches that cease to flow for periods of the year because the bed is periodically above the water table. This category is defined by those stream reaches that do not meet the definition of permanent river or stream and meet at least three of the following criteria:

- (a) it has natural pools;
- (b) it has a well-defined channel, such that the bed and banks can be distinguished;
- (c) it contains surface water more than 48 hours after a rain event which results in stream flow;
- (d) rooted terrestrial vegetation is not established across the entire cross-sectional width of the channel;
- (e) organic debris resulting from flood can be seen on the floodplain; or
- (f) there is evidence of substrate sorting process, including scour and deposition.

Iwi planning document

Documents developed by whānau, hapū or iwi which are recognised by the relevant whānau, hapū or iwi as a planning document and has been lodged with the Council.

Includes:

- iwi management plans.

J

Justice facilities

Facility used for judicial, court, or tribunal purposes, and/or activities including collection of fines and reparation, administration and support, together with custodial services as part of the operation of New Zealand's justice system.

L

Lakeside yard

Means the area around a lake measured horizontally and at right angles from the top of the bank.

At Lake Pupuke, any land which lies between Lake Pupuke and a line which is measured horizontally and at right angles to the lake edge (according to the 5.73m contour which has been accepted as mean winter lake level) for 30m in a landward direction.

- The lakeside yard for Lot 1 DP 49189 (being 27 Lake View Rd) must be all that land on the lakeward side of a line originating at a point 30m from the lake edge on the north western boundary, and terminating at a point 20m from the lake edge on the south eastern boundary.
- The lakeside yard for lot 18 DP 47080 (being 29 Lake View Road) must be all that land on the lakeward side of a line originating at a point 40m from the lake edge on the promontory on the south eastern boundary, and terminating at a point 15m from the lake edge on the north western boundary.
- The lakeside yard for lot 17 DP 47080 (being 31 Lake View Road) must be all that land on the lakeward side of a line originating at a point 15m from the lake edge on the south eastern boundary, and terminating at a point 27m from the lake edge on the north western boundary.
- The lakeside yard for Lot 1 DP 187562 (being 33/35A Lake View Rd) must be all that land on the lakeward side of a line originating at a point 30m from the lake edge on the north-western boundary, and terminating at a point 27m from the lake.

Land containing elevated levels of contaminants

Land that contains contaminants at levels exceeding the controls for in-situ soil and fill material in rule E30.6.1.4. This excludes stormwater treatment devices.

Land containing elite soil

Land classified as Land Use Capability Class 1 (LUC1). This land is the most highly versatile and productive land in Auckland. It is:

- well-drained, friable, and has well-structured soils;
- flat or gently undulating; and
- capable of continuous cultivation.

Includes:

- LUC1 land as mapped by the New Zealand Land Resource Inventory (NZLRI);
- other lands identified as LUC1 by more detailed site mapping;
- land with other unique location or climatic features, such as the frost-free slopes of Bombay Hill;
- Bombay clay loam;
- Patumahoe clay loam;
- Patumahoe sandy clay loam; and
- Whatitiri soils.

Land containing prime soil

Land identified as land use capability classes two and three (LUC2, LUC3) with slight to moderate physical limitations for arable use.

Factors contributing to this classification are:

- readily available water;
- favourable climate;
- favourable topography;
- good drainage; and
- versatile soils easily adapted to a wide range of agricultural uses.

Land disturbance

The disturbance of the surface of land by earthworks, ancillary farming earthworks, or ancillary forestry earthworks.

Land which may be subject to land instability

Any land with one of the following characteristics:

- (g) Where the land which is underlain by Allochthonous soils has slope angles greater than or equal to 1 vertical to 7 horizontal;
- (h) Where the land which is underlain by Holocene or Pleistocene sediments which has a slope angle greater than or equal to 1 vertical to 4 horizontal;
- (i) Where the land is underlain by any other soil type and has a slope angle greater than or equal to 1 vertical to 3 horizontal;
- (j) On sloping sites where fill greater than 600mm depth has been placed in uncontrolled conditions or not to engineered (certified) standards and where the original underlying natural terrain gradient was greater than or equal to:
 - (iii) 1 vertical to 7 horizontal for slope comprising Allochthonous soils;
 - (iv) 1 vertical to 4 horizontal for slopes comprising Holocene or Pleistocene soils; or
 - (v) 1 vertical or 3 horizontal for slopes comprising any other soil types;
- (k) Within a horizontal distance of 2.5 times the cliff vertical height behind the base of any natural cliff; or
- (l) Within a horizontal distance of 2 times the cliff vertical height in front of the base of any natural cliff.

Note

~~A natural cliff may be considered to be any slope with a vertical height of greater than 3.5m and a gradient equal to or greater than 1 vertical to 1 horizontal (45 degrees). The vertical height of the cliff must only be measured over that part of the cliff where the slope gradient is equal to or greater than 45 degrees.~~

~~Geological conditions, including soil types not mapped in the Plan and soil conditions as referred to in the above definition may be identified at a regional level through the following sources:~~

- ~~• reference to information in GNS Sciences Qmaps;~~
- ~~• Geology of Auckland (compiled by Edbrooke for IGNS 2001);~~
- ~~• property files material and reports held by Council; and~~
- ~~• by a suitably qualified professional.~~

Landfill

Facility where household, commercial, municipal, industrial and hazardous, or industrial waste is accepted for disposal.

Landscaped area

In relation to any site, means an area that is in natural grass, plants or trees. The canopy of trees that are existing at the time of consent lodgement can be included in the landscaped area provided the trunks are surrounded by an area of grass, plants or mulch that extends to the diameter of the critical root zone. The critical root zone being a circular area extending from the base of the canopy tree with a diameter equal to twelve times the trunk diameter measured at 1.4m above ground level. Landscaped area can include pervious paths with a maximum width of 1.5m provided they do not make up more than 10 per cent of the landscaped area. Buildings, artificial grass, and structures including pools, paving (except for pervious paths), pergolas, decks and servicing area is excluded from the landscaped area.

any part of that site not less than 5m² in area which is grassed and planted in trees, shrubs, or ground cover plants and may include:

- ~~• One or more of the features in (a) (b) or (c) where the total land area occupied does not collectively cover more than 25 per cent of the landscaped area:~~

~~(a) ornamental pools;~~

~~(b) areas paved with open jointed slabs, bricks or gobi or similar blocks where the maximum dimension of any one paver does not exceed 650mm;~~

~~(c) terraces or uncovered timber decks where no part of such terrace or deck exceeds more than 1m in height above the ground immediately below;~~

- ~~• non permeable pathways not exceeding 1.5m in width;~~

- ~~• permeable artificial lawn in the residential zones, except:~~

~~(a) that permeable artificial lawn must not cover more than 50 per cent of the landscaped area of the front yard;~~

~~(b) Permeable artificial lawn must:~~

- ~~• be permeable;~~

- ~~• resembles grass in colour including a mix of natural looking green tones;~~

- ~~• have piles that are a minimum 30mm pile height, straight cut (not looped pile);~~

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- ~~and of a density and form that resembles grass;~~
- ~~is resistant to ultra violet degradation, weathering and ageing during its~~
- ~~normal service life; and~~
- ~~is recyclable.~~
- ~~Any part of a landscaped area may be situated over an underground structure with adequate soil depth and drainage.~~

~~Excludes any area which:~~

- ~~falls within the definition of building coverage;~~
- ~~is part of a non-permeable pathway that is greater than 1.5m in width;~~
- ~~is used for the parking, manoeuvring or loading of motor vehicles.~~

Landscape supplier

Facility used for the sale of goods for permanent exterior installation or planting.

Includes suppliers of:

- bark and compost;
- clothes hoists and lines;
- conservatories, sheds and other outbuildings;
- firewood;
- garden machinery;
- outdoor recreational fixtures and installations;
- monumental masonry;
- patio furniture and appliances;
- paving and paving aggregates;
- statuary and ornamental garden features; and
- swimming pools and spa pools.

This definition is nested within the Commerce nesting table.

Landslide hazard area

Includes landslide hazard risk areas and landslide hazard susceptibility areas – refer to J1.3A Natural hazard areas and hazard classifications.

Landslide hazard risk area

Any land which is identified and/or assessed as being exposed to risk in accordance with Appendix 24 Landslide risk assessment methodology. These are grouped into three categories:

- High landslide hazard risk area – Any land which, for the proposed development, is identified and/or assessed as being exposed to a significant level of risk.
- Medium landslide hazard risk area – Any land which, for the proposed development, is identified and/or assessed as being exposed to a tolerable level of risk.
- Low landslide hazard risk area – Any land which, for the proposed development, is identified and/or assessed as being exposed to an acceptable level of risk.

Landslide susceptibility area

Any land which is predicted to be susceptible to shallow landslides and/or large-scale landslides, taking into account the relative potential likelihood of a landslide occurring in the future, compared with surrounding areas. These are grouped into three categories:

- High landslide susceptibility area – any land which is predicted to have a high or very high susceptibility to landslides and shown accordingly in the Council's GIS Viewer, or which has previously experienced landslides which were active in the past 100 years.
- Medium landslide susceptibility area – any land which is predicted to have a medium susceptibility to landslides and shown accordingly in the Council's GIS Viewer, or which has previously experienced landslides which were active more than 100 years ago.
- Low landslide susceptibility area – any land which is predicted to have a very low or low susceptibility to landslides and shown accordingly in the Council's GIS Viewer, and which has no evidence of past landslides.

Note: The Council holds publicly available information in its Geomaps GIS viewer showing the modelled extent of landslide susceptibility for shallow landslides and large-scale landslides. The landslide susceptibility maps are based on a regional-scale assessment and are not intended to be viewed or relied upon on a property-level scale. A party may provide the Council with a site-specific technical report prepared by a suitably qualified and experienced person to establish the extent of the landslide susceptibility area and any associated landslide hazard area specific to their site and development proposal, assessed in accordance with [Appendix 24 Landslide risk assessment methodology](#).

The assessment should also be consistent with the methods and approaches used in the [Auckland Regionwide Landslide Susceptibility Study, February 2025 \(Technical report 2025/XXX\)](#) and any subsequent replacement or revisions of this document and will be subject to review by Council.

These maps may be updated by Council to reflect the best information available.

Land use capability (LUC) classes

These classes describe land according to physical factors and land use, ranging from LUC 1 to 8. They are mapped in the “NZ Land Resource Inventory” and a full description of the land use classes are found in “Land Use Capability Survey Handbook. A New Zealand handbook for the classification of land 3rd edition 2009”.

Large format retail

Any individual shop tenancy with a floor area greater than 450m², where the tenancy is created by freehold, leasehold, licence or any other arrangement to occupy.

Excludes:

- food and beverage;
- garden centres;
- marine retail;
- motor vehicle sales; and
- trade suppliers.

This definition is nested within the Commerce nesting table.

Large-scale wind farm

Buildings, structures, access tracks and turbines used to generate electricity from wind and convey the electricity to an associated substation in order to supply the wholesale electricity market.

Lawfully established aquaculture activities

Aquaculture activities consented and operational at 30 September 2013.

Leachate

Liquid that has percolated through, or emerged from, solid waste and contains dissolved or suspended liquids, solids or gases.

~~**Less vulnerable activities**~~

~~Means activities listed in the following nesting tables:~~

- ~~• Commerce;~~
- ~~• Community, excluding care centres, and healthcare facilities with overnight stay facilities;~~
- ~~• Industry; and~~

- ~~Rural.~~

Level of fouling

Expressed in the international Level of Fouling (LOF) - A scale used to assess the level of macrofouling on vessels, ranging from 1 to 5 based on the percentage macrofouling cover.

- 1 = Slime layer fouling only. Nil macrofouling cover.
- 2 = Light fouling. Hull covered in biofilm and 1-2 very small patches of macrofouling. 1 – 5 per cent macrofouling cover.
- 3 = Considerable fouling. Presence of biofilm, and macrofouling still patchy but clearly visible. 6 – 15 per cent macrofouling cover.
- 4 = Extensive fouling. Presence of biofilm, and abundant fouling assemblages consisting of more than one species. 16 – 40 per cent macrofouling cover.
- 5 = Very heavy fouling. Diverse assemblages covering most of visible hull surfaces. 41 – 100 per cent macrofouling cover.

Licensed premises

Places where liquor is sold.

Light manufacturing and servicing

Places where articles, goods or produce are made, prepared and/or repaired for sale or rent and the light manufacturing and servicing activity is contained entirely within a building, does not require the use, storage or handling of hazardous substances requiring separate resource consent and does not require any air discharge consent.

Excludes:

- sales or servicing of motor vehicles.

This definition is nested within the Industry nesting table.

Light spill

Light from both direct and indirect sources, which falls outside an artificially lit area. Measurement of both the horizontal and vertical components is required.

Livestock

Animals raised for food or other products, or kept for use, especially farm animals.

Includes:

- meat and dairy cattle;

- pigs;
- poultry;
- deer;
- horses;
- goats; and
- sheep.

Long-term parking (non-accessory)

Where:

(m) the parking is for public use on a long stay basis in excess of 240 minutes (4 hours) between 7am and 6pm Monday to Friday inclusive, but excluding public holidays; and

(n) the parking may also be used outside the times and days set out in (a) above.

Lux

The unit of illumination, being one lumen per m².

M

Maintenance dredging

Excavating material from the bed of the coastal marine area and removing the excavated material, where the excavation is for the purpose of removing accumulated sediment so that the seabed is returned to previously approved levels.

Mana Whenua

Māori with ancestral rights to resources in Auckland and responsibilities as kaitiaki over their tribal lands, waterways and other taonga. Mana Whenua are represented by iwi authorities.

Mana Whenua cultural heritage

In a Plan context, this includes sacred sites and places and the cultural landscape context in which sites and places are located. Mana Whenua cultural heritage can be scheduled and unscheduled in the plan and includes:

- archaeology of Māori origin;

- wāhi (location, locality, place);
- wāhi tapu (sacred ancestral sites and places of significance to iwi, hapū or whānau);
- sites and places are significant to Mana Whenua for the tangible and intangible values they hold;
- Māori cultural landscapes;
- wāhi pakanga (battle site);
- wāhi tohi (ritual site);
- urupā (Māori burial ground);
- tō waka (waka portage);
- rākau pito and wāhi pito (tree marking the burial site of a placenta or umbilical cord);
- taonga (a treasured item, it can be tangible or intangible); and
- cultural and spiritual associations with these areas, features or sites.

Managed fill

Facility where managed fill material is accepted for deposit.

Managed fill material

Managed fill material is:

- contaminated soil and other contaminated materials;
- natural materials such as clay, gravel, sand, soil, rock; or
- inert manufactured materials such as concrete and brick: and

That does not contain:

- hazardous substances or materials (such as municipal solid waste) likely to create leachate by means of biological breakdown;
- products or materials derived from hazardous waste treatment stabilisation or disposal practices;
- materials such as medical and veterinary waste, asbestos, or radioactive substances;
- combustible components; or
- more than 2 per cent by volume of incidental or attached biodegradable materials (e.g. vegetation).

Mangrove removal

Partially or wholly removing, burying or clearing mangroves.

Includes:

- pruning mangrove branches;
- pulling out mangrove seedlings;
- removing mangroves at the trunk; and
- removing mangrove root systems.

Mangrove seedling

A mangrove with:

- a single supple stem and is no more than 60cm tall; and
- shows no reproductive capability.

Manufacturing

Making items by physical labour or machinery.

Includes:

- assembly of items.

This definition is nested within the Industry nesting table.

Māori cultural activities

Activities undertaken in accordance with tikanga, including ceremonial, ritual, transferring marking areas or boundaries, or recreational activities.

Marae

Facilities used for the provision of a focal point for social, cultural, and economic activity for Māori and the wider community.

Can include one or more of the following:

- marae ātea (sacred courtyard);
- wharenuī/wharehui (main building or meeting house);
- wharemoē (sleeping house);
- kāuta (kitchen, cookhouse, cooking shed);
- wharekai (dining hall);
- māra kai (food garden);
- accessory dwellings (including kaumatua housing);
- whare oranga (Healthcare centre);

- kōhanga reo (Care centre);
- wānanga (Education facility);
- papa tākaro (organised sport and recreation);
- overnight accommodation of visitors; and
- events and gatherings.

Excludes:

- industry.

Māori land

~~Has the same meaning as section 129 of Te Ture Whenua Maori Act 1993.~~

Means:

- Māori freehold land (as defined in section 129 of Te Ture Whenua Māori Act 1993), including land deemed to be Māori freehold land under section 243 or section 256 of TTWMA
- Māori customary land (as defined in section 129 of TTWMA)
- general land owned by Māori that was previously Māori freehold land, but ceased to have that status under Part 1 of the Māori Affairs Amendment Act 1967 and is beneficially owned by the persons who beneficially owned the land immediately before the land ceased to be Māori land, or their successors

Marina

A facility for the accommodation of vessels.

Includes:

- berths;
- gangways;
- moorings;
- piers;
- piles;
- pontoons;
- wave attenuation devices;
- land-based areas for parking and land-based vessel storage; and
- associated facilities and servicing.

Marina berths

Structures used to berth a vessel.

Includes:

- pontoons;
- piers;
- gangways;
- piles; and
- other accessory fixtures.

Marine and port activities

Activities associated with:

- the navigation, anchoring, mooring, berthing, manoeuvring, refuelling, storage, servicing, maintenance and repair of vessels;
- embarking and disembarking of passengers;
- loading, unloading and storage of cargo and containers;
- operation, maintenance, repair, cleaning, and refuelling of associated plant and equipment;
- educational activities associated with these activities; and
- the use of buildings and structures associated with these activities, including accessory offices, seafood processing and parking.

Marine and port accessory structures and services

Structures and services accessory to marine and port activities and marine and port facilities.

Includes:

- fenders;
- piles;
- pontoons;
- gangways;
- handrails;
- hardstands;
- wash-down facilities;
- ramps and other boat launching facilities;
- canopies;

- lighting poles and fittings;
- refuse facilities;
- dinghy racks;
- dinghy locker and storage facilities;
- power and telecommunication cables;
- water and sewer reticulation;
- floating oil booms and barriers;
- fuelling and sewage pumpout facilities; and
- navigational aids.

Marine and port facilities

Facilities and structures that are associated with marine and port activities and serve more than an accessory role.

Includes:

- drydocks;
- travel lifts;
- shiplifts;
- cranes;
- cargo stacking and lifting devices;
- conveyors;
- derricks;
- gantries;
- landings;
- wharves;
- jetties;
- piers; and
- dolphin structures (a structure that extends above the water level and is not connected to land above mean high water springs other than for access purposes, and is used for the berthing of vessels).

Excludes:

- buildings.

Marine industry

The manufacturing, servicing, repair, transportation, storage of boats and accessory equipment.

Includes:

- accessory offices; and
- training facilities.

Marine retail

The sale or hire of boats, wholesale and retail sale of fish, and accessory goods and services

Includes:

- accessory offices.

This definition is nested within the Commerce nesting table.

Marine seismic survey

A method of exploration geophysics that uses active acoustic sources to estimate the structure, stratigraphy and properties beneath the sea floor. The method generates a controlled sound wave from an acoustic source, and detects returned sound energy through an array of acoustic receivers that may be either towed behind the vessel or combined with seismographs placed upon the sea floor.

Maritime passenger facility

Structure associated with maritime passenger operations.

Excludes:

- buildings.

Maritime passenger operations

Activities associated with ferries, water taxis and charter boat services.

Includes:

- passenger and tourist operations;
- berthing and maintenance of passenger vessels;
- vehicular ferry operations;
- ancillary administration activities including ticket sales; and
- associated freight movement and storage.

Mast

Means either the primary structure that antennae, dishes, and aerials are fixed to or an HF vertical antenna. The mast may be a guyed pole mast, a self-supporting pole mast, a guyed lattice mast, or a self-supporting lattice mast.

Includes:

- any poles subsidiary to the primary mast.

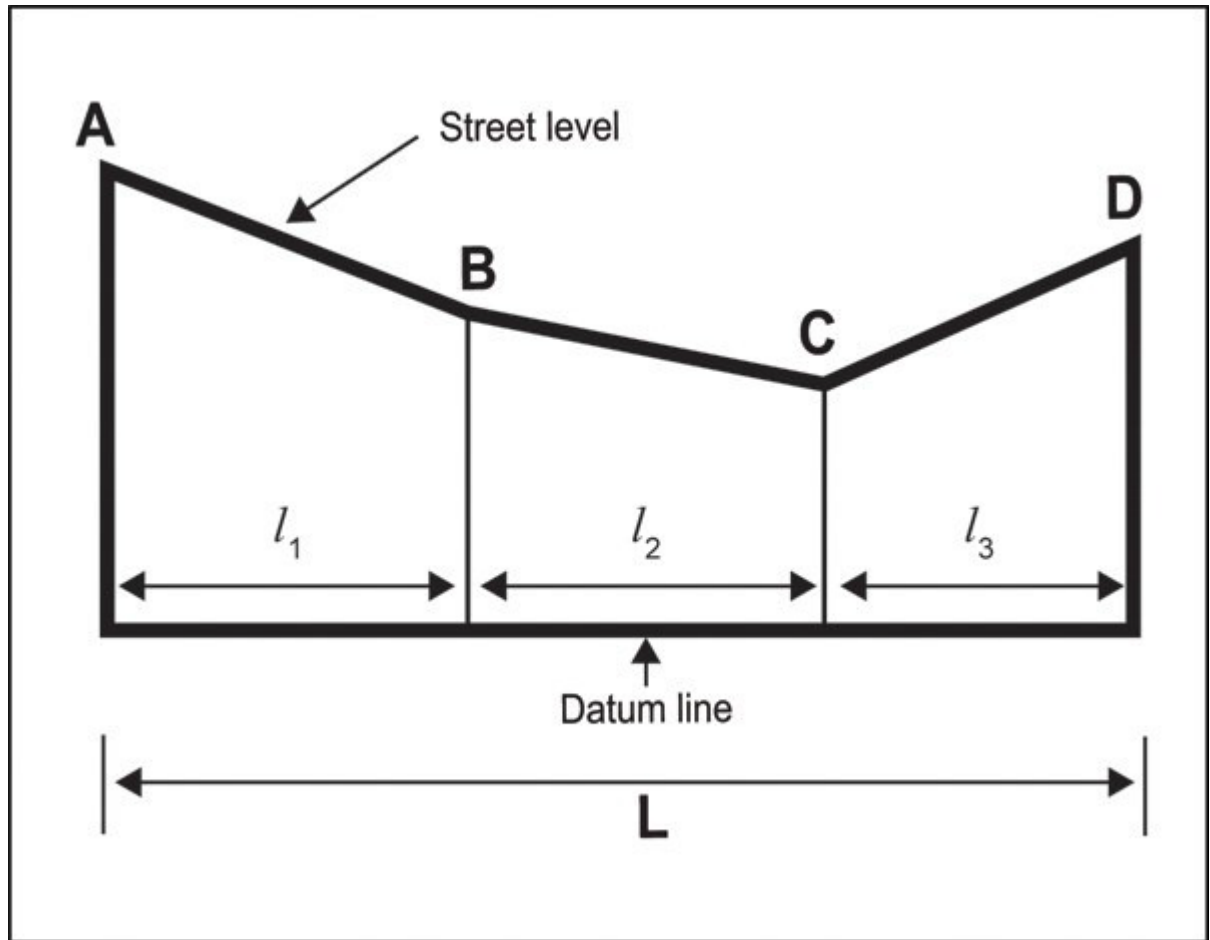
Mean high water springs

The highest level that spring tides reach on average over an 18.6 year tidal cycle. There is no single definitive method that can be used to establish mean high water springs and the method used depends on the particular issue under consideration and natural characteristics of the location. Further advice on methods of measurement can be found at Ministry for the Environment and Land Information New Zealand websites.

Mean street level

The average level of all points on the surface of the street measured at the centre line of the street parallel to the street boundary of the site. Figure J1.4.4 Mean street level below and the following formula illustrate how mean street level should be calculated.

Figure J1.4.4 Mean street level



(A, B, C and D represent the street levels at given points where the street gradient changes. L represents the length of the boundary).

$$\text{MSL} = \frac{\left(\frac{A+B}{2} \times l_1\right) + \left(\frac{B+C}{2} \times l_2\right) + \left(\frac{C+D}{2} \times l_3\right)}{L}$$

$$l_1 + l_2 + l_3 = L$$

The following qualifications apply:

- (a) For a through site, the mean street level at each frontage applies for half the distance between those frontages.
- (b) For a corner site, the mean street level is the average of all points measured at the centre lines of the streets parallel to all street boundaries of the site.
- (c) Where a site has three frontages or more it shall be treated as a through site in accordance with (a) above, between the highest and lowest frontages.

Metal thermal spraying

Spraying a fine metallic material onto a surface, in a molten or semi-molten state, to form a coating.

Includes:

- molten metal flame spraying;
- electric arc spraying;
- powder flame spraying; and
- plasma arc spraying.

Mineral

Has the same meaning as in the Crown Minerals Act 1991.

Mineral exploration

Has the same meaning as in the Crown Minerals Act 1991.

Mineral extraction activities

Activities carried out at a quarry.

Includes:

- blasting;
- excavating minerals;
- processing minerals by crushing, screening, washing, or blending;
- storing, distributing and selling mineral products;
- accessory earthworks;
- removing and depositing overburden;
- treating stormwater and waste water;
- landscaping and rehabilitation of quarries;
- cleanfill and managed fills;
- recycling or reusing aggregate from demolition waste such as concrete, masonry, or asphalt;
- accessory activities and accessory buildings and structures such as laboratories; and
- workers accommodation.

Excludes:

- common marine and coastal area mineral extraction.

Mineral prospecting

Has the same meaning as in the Crown Minerals Act 1991.

Minor Dwelling

A dwelling that is secondary to the principal dwelling on the site.

Minor reclamation

A reclamation created adjoining an existing reclamation as part of maintenance, repair or upgrading a reclamation's seawall.

Includes:

- the "standing up" of a sloping seawall or bund to a more vertical form; and
- the reconstruction of an existing vertical seawall.

Minor utility structure

Any aboveground box-like structure or enclosure associated with a network utility or that receives or transmits to or from any part of a network utility.

Includes:

- electricity junction pillars;
- transformers;
- switchgear;
- gas infrastructure;
- telecommunications plinths and pillars;
- water infrastructure;
- cabinetry for stormwater/wastewater networks;
- electricity storage; and
- link pillars.

Moderate aircraft noise area

The area generally between the 60dB Ldn and 65dB Ldn future noise contours as shown on the Aircraft Noise Overlay map for Auckland International Airport.

Mooring

Any weight, pile or article placed in, or on the foreshore or seabed or bed of any lake, river or stream to secure a vessel, raft, aircraft, or floating structure.

Includes:

- any float, wire, rope, or other device attached or connected to such a weight, pile or article.

Excludes:

- an anchor normally removed with a vessel, raft, aircraft, or floating structure when it leaves a site or anchorage; and
- the non-permanent laying and relaying of buoys.

~~More vulnerable activities~~

~~Means activities listed in the residential nesting table and also includes care centres, and healthcare facilities with overnight stay facilities.~~

Motorsport activities

Motor vehicle racing activities, including any practice activities or any demonstration of the following on sealed or unsealed surfaces:

- car, truck and motorbike racing;
- speedway racing;
- go kart racing;
- jet sprint racing;
- motocross racing;
- vehicle drifting events;
- 4-wheel drive vehicle racing;
- radio controlled car racing;
- any other activities where demonstrations or tricks are performed involving motor vehicles;
- administration and meeting rooms to support motor sport activities;
- parking for motorsport activities; and
- landscaping, barriers and structures which protect or screen motorsport activities.

This definition is nested within the Community nesting table.

Motor vehicle sales

The sale or hire of motor vehicles and caravans.

Includes:

- accessory offices.

This definition is nested within the Commerce nesting table.

Moving aerial or antenna

A moving aerial or antenna is one that has a visible moving or spinning part where that part;

- has a dimension greater than 60cm in diameter; and
- rotates at more than 2 revolutions per minute or changes direction more than once every minute.

Municipal water supply

Water taken and distributed through a reticulated network for supply to urban communities.

Mustelid farming

Intensive farming where the main purpose is farming one or more fitches, mustelids (including ferrets, weasels and stoats) or possums, within the confines of a building, dwelling house, enclosure, or structure.

N

National Grid

The assets owned or operated by Transpower New Zealand Limited.

National Grid Substation Corridor

The area identified on the planning maps which is within:

- 12m of the site boundary of a National Grid substation;
- the road carriageway (excluding footpath, berms, kerbs and the road verge) on roads identified on the planning maps.

National Grid Corridor Overlay

The area identified on the planning maps which is within:

- the National Grid Yard
- the National Grid Substation Corridor
- the National Grid Subdivision Corridor.

National Grid Subdivision Corridor

The area which is within a variable width area extending each side of the centre line of a National Grid overhead line as identified on the planning maps.

National Grid support structure

A tower or pole comprising part of the National Grid that supports conductors as part of a transmission line. For the purpose of defining the National Grid Yard and the rules in this Plan, measurements are taken horizontally from the outer visible edge of the foundation of the support structure at existing ground level.

National Grid Yard

Includes:

- The area located 12 metres in any direction from the outer edge of a National Grid support structure; and
- The area located 12 metres either side of the centreline of any overhead National Grid line.

The National Grid Yard is identified on the planning maps as National Grid Yard (Compromised) or National Grid Yard (Uncompromised).

Natural background levels

Concentrations of chemical constituents which occur in soil and ground water at a specific locality due to natural lithological and hydrogeochemical processes.

Natural hazard areas

Includes coastal hazard areas, flood hazard areas and landslide hazard areas – refer to J1.3A Natural hazard areas and hazard classifications.

Natural Stream Management Area

Area of rivers and streams and associated riparian vegetation identified in the Natural Stream Management Areas Overlay that meets the following criteria:

- (d) have predominantly indigenous riparian vegetation cover along a length (reach) of at least 600m and:
 - (vi) an average total width of vegetation cover of 80m i.e. an average width of 40m on either side; or
 - (vii) a minimum total width of vegetation cover of 10m from the stream edge for a length not exceeding 10 per cent of the total reach; and
- (e) where there are cleared areas for tracks and stream crossings or formed carriageways, these are included in the measurements of vegetation length and width but excluded from the provisions of the Natural Stream Management Areas Overlay.

For the purpose of the Natural Streams Management Areas, predominantly indigenous vegetation means areas of vegetation where the canopy is intact and is dominated by indigenous species, and contains a regenerating understory. It includes strands of predominant kanuka and manuka, and areas of wetland vegetation. It can include areas with exotic species in the canopy or emergent above the canopy, as long as they do not comprise more than 25 percent of the canopy composition.

Navigational aid

Any device to assist navigation of vessels and aircraft.

Includes:

- beacons;
- buoys;
- fog signal apparatus;
- lights;
- markers;
- radio devices;
- signs; or
- aeronautical navigational aids including runway lighting.

Excludes:

- lighthouses.

Nearest equivalent roadside monitoring site

A roadside monitoring site that is located on the State Highway being assessed or on another State Highway or local road with comparable traffic flow and dispersion characteristics.

Net internal floor area

The floor space between the finished surfaces of internal walls between rooms.

Excludes:

- balconies or decks;
- parking; and
- Garages.

Net site area

The total area of a site excluding:

- any area subject to a road widening designation;
- any part of an entrance strip;
- any legal right of way; and
- any access site.

Network utilities

Any activity relating to any or all of the following:

- distribution or transmission of natural or manufactured gas petroleum or geothermal energy by pipeline;
- telecommunications, or radio communications or broadcasting;
- transformation, transmission, or distribution of electricity;
- transmission and distribution of water, (whether treated or untreated), for supply including irrigation;
- stormwater drainage or sewerage reticulation systems;
- railway lines, tramways and roads;
- airports as defined by the Airport Authorities Act 1966, including the provision of any approach control service within the meaning of the Civil Aviation Act 1990;
- lighthouse, navigation aids and beacons;
- meteorological services; and

- a project or work described as a network utility operation by regulations made under the Resource Management Act 1991.

Includes:

- all structures necessary for operation; and
- the operation and maintenance of the network.

New aquaculture

Aquaculture activities not consented and operational at 30 September 2013.

Noise event

An event that exceeds the general noise controls for a site (or area within the coastal marine area) either in level or duration.

Noise (rating) level

A noise level for comparison with the noise limit following measurement and assessment in accordance with New Zealand Standard 6801:2008 Acoustics - Measurement of environmental sound and New Zealand Standard 6802:2008 Acoustics - Environmental noise.

Noise sensitive space

Any indoor space within an activity sensitive to noise excluding any bathroom, water closet, laundry, pantry, walk in wardrobe, corridor, hallway, lobby, stairwell, clothes drying area, kitchens not part of a dwelling, garage or other space of a specialised nature occupied neither frequently nor for extended periods.

Non-accessory parking

Parking which is provided as a principal activity on the site and is not accessory to any of the approved activities on the site. The parking may be:

- available to members of the public for a charge or fee; and
- reserved or leased.

Includes:

- short term parking (non-accessory); and
- long term parking (non-accessory).

Excludes:

- permitted accessory parking to other land uses; and

- off-site parking.

Non-contributing buildings, structures or features

Buildings, structures or features within the extent of a scheduled historic heritage area that make little or no contribution to, or detract from, the values for which the area has been scheduled.

Notional boundary

A line 20m from any side of a building containing an activity sensitive to noise, or the legal boundary where this is closer to the building.

O

Obstacle limitation surfaces

Defined surfaces in the airspace above and adjacent to the aerodrome necessary to enable an aircraft to maintain a satisfactory level of safety while manoeuvring at a low altitude in the vicinity of the aerodrome. The obstacle limitation surfaces comprise of:

- approach slopes;
- horizontal surface;
- transitional surfaces;
- conical surface; and
- procedure turning area surfaces.

Offal

Dead animal matter resulting from normal farm operations.

Includes:

- carcasses.

Office

Activity conducted within a building and focusing on business, government, professional, medical, or financial services and includes the personal service elements of these activities offered to consumers or clients where visits by members of the public are accessory to the main use.

This definition is nested within the Commerce nesting table.

Office furniture, equipment and system suppliers

A business primarily engaged in selling goods for office-type use or consumption.

Includes:

- computers and related equipment;
- copiers, printers and facsimile machines;
- integrated telephone systems and equipment; and
- office furniture, equipment and utensils.

This definition is nested within the Commerce nesting table.

Off-road pedestrian and cycling facilities

Sections of Auckland's public walkway and cycleway network that are not located within the road network or the Strategic Transport Corridor Zone.

Off-site parking

Parking on a site which is dedicated to the use of an activity taking place on another site. It provides parking which would have otherwise been permitted on that other site or sites.

Off-stream dam

Any structure which impounds surface water but which is not located on the bed of a lake or any river or stream.

On-site primary produce manufacturing

Rural facilities used for manufacturing goods from primary produce grown on the same site or:

- on other sites in the same ownership; or
- on other sites leased by the owner of the primary site.

This definition is nested within the Rural nesting table.

On-stream dam

Any structure which impounds surface water which is located on the bed of a lake or any river or stream.

Operational need

The need for a proposal or activity to traverse, locate or operate in a particular environment because of technical or operational characteristics or constraints.

Open space zones

Means:

- Open Space - Conservation Zone;
- Open Space - Informal Recreation Zone;
- Open Space - Sport and Active Recreation Zone;
- Open Space - Civic Spaces Zone; and
- Open Space - Community Zone.

Organised sport and recreation

Activities that require physical effort and skills, are competitive, occur on a regular basis, have formal rules, referees and officials, and are organised within formal structures.

The activity typically involves the following:

- use of sport and recreation structures;
- exclusive use of public open space during the course of the activity;
- participants and spectators;
- use of clubrooms, changing facilities;
- training and practice sessions;
- payment of money to conduct activity;
- organised by a club, sporting body or group;
- booking and recording system of scheduled hours per week of each sports field by the owner or administrator of the sports field.

Includes, but is not limited to:

- team sports; and
- competitive sports.

This definition is nested within the Community nesting table.

Outdoor burning

Burning of materials in the open.

Includes:

- single chamber incinerators; and
- backyard incinerators.

Outdoor living space

Outdoor area which is:

- clear of any parking or manoeuvring area; and
- set aside for the exclusive use of the occupants of the dwelling to which they relate.

All outdoor living spaces must be clear of any buildings, except for the following:

- pools;
- rainwater tanks less than 1m in height if located outside of required 20m² minimum dimension 4m area
- Rainwater tanks within the required 20m², minimum dimension 4m area if located wholly below ground level;
- building eaves;
- pergolas, lattice fences or similar open structures; and
- decks and terraces.

Outfall

The endpoint of any pipe, conduit, or drain from which discharges enter a receiving environment.

Overland flow path

~~A Low point in terrain, excluding a permanent watercourse or intermittent river or stream, (excluding permanent streams) where surface runoff will flow during rainfall events, with an upstream contributing catchment exceeding 4,000m².~~

~~Excludes the following areas:~~

- ~~• constructed depressions and pits within Special Purpose Quarry Zone.~~

~~Note~~

~~The Council holds publicly available information showing the modelled Overland Flow Paths in its GIS viewer for specific properties (the Overland Flow Path map). The Overland Flow Path map is indicative only and shows only the thalweg, not the full extent of the Overland Flow Path. The thalweg is the line of the lowest elevation on a cross-section of the overland flow path) and further technical assessment by a suitably qualified and experienced person is required to establish the extent, depth and flow characteristics. The actual extent of any particular Overland Flow Path may extend beyond the site on which the thalweg is depicted. A party may provide the Council with a site specific technical report prepared by a suitably qualified and experienced person to establish the location, depth or flow characteristics of the Overland Flow Path.~~

~~Council will continually update the Overland Flow Path map to reflect the best information available.~~

Overland stormwater

Stormwater flowing over the ground and excluding stormwater from impervious surfaces and buildings.

P

Pacific oyster reef

Where Pacific oyster shells have accumulated together into a consolidated formation that changes the seabed profile and reduced water depth from previous levels.

Park-and-ride

Parking which is purpose designed and provided specifically for users of a public transport network who travel by private vehicle to the park and ride parking area, and then transfer to public transport to continue their journey.

Includes:

- pedestrian and cyclist facilities.

Parks infrastructure

General infrastructure located in Open Space zones to support management of, and access to open space

Includes:

- buildings for storage and maintenance purposes;
- entry gates;
- track marking bollards;
- traffic management infrastructure such as bollards and chains;
- non-boundary post and rail fences;
- farm fencing or similar fencing;
- foot bridges and/or boardwalks;
- culverts;
- subsoil drainage;
- minor storm water management devices e.g. rain gardens; and
- porous paving.

Parks maintenance

Maintenance and repair undertaken within parks and cemeteries.

Includes:

- maintenance and repair of any buildings and structures;
- maintenance and repair of footpaths (concrete, gravel and shell);
- track and trail maintenance and repair including re-metalling and re-surfacing of bush tracks;
- clearing or reforming drainage channels;
- re-topsoiling, reseeding, sandslitting for parks sports fields and parks;
- weed management;
- grass mowing;
- replacement, repairs, maintenance or upgrading of existing bridges, boardwalks, and culverts;
- resealing and sealing metal parking and access drives and internal park roads;
- maintenance of jetties and boat ramps;
- ecosystem restoration by replanting and re-vegetation; and
- maintenance and construction of sand carpet surfaces.

Particulate

A complex mixture of extremely small particles and liquid droplets, made up of a number of components including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles (also known as particulate matter or PM).

Includes:

- PM10: and
- PM2.5

Pedestrian access way

Has the same meaning as access way in section 315 of the Local Government Act 1974.

Pedestrian circulation space

Pedestrian circulation space is a covered area within a building which is accessible to the public during trading hours of business and:

- (a) contains a minimum horizontal measurement of 5m; and
- (b) has a minimum vertical dimension of 2.5m between the finished ceiling and the floor of the pedestrian area, and which is unobstructed and clear of buildings, retail kiosks and retail display cases.

Includes:

- escalators, ramps and stairs within the pedestrian circulation space;
- decorative features such as fountains and planting within the pedestrian circulation space; and
- stages or display areas for free public entertainment associated with any integrated retail development.

Excludes:

- seating areas for food courts/eating area;
- any space leased for retail display or sales purposes; and
- any space for entertainment which is either leased or subject to a charge.

Pedestrian and cycle overpass or underpass

Fully enclosed walkway or cycleway which is constructed over or under a road or other public space with the authority of the road controlling authority. It excludes the use of airspace over roads and subsoil space below the road for the purpose of increasing the floor area of a building on adjoining sites.

Permanent river or stream

The continually flowing reaches of any river or stream.

Pest plant removal

The alteration or removal of any tree or vegetation listed as a plant pest within the Auckland Regional Pest Management Strategy or the National Pest Plant Accord (excluding research organisms) under the Biosecurity Act 1993.

Excludes:

- the removal of notable trees.

Petroleum

Has the same meaning as in the Crown Minerals Act 1991.

Pig equivalent

A pig equivalent equates to a 50kg pig.

Pig keeping

Keeping, raising or breeding on one site not more than:

- five pigs which have been weaned; or
- two sows whose progeny are not retained on the site beyond the weaner stage.

PM2.5

Particulate matter with an aerodynamic diameter of 2.5 microns or less.

PM10

Particulate matter with an aerodynamic diameter of 10 microns or less.

Post-harvest facility

Building operated by any number of growers and used for the storage, packing, washing, inspecting and grading of eggs, fruit, vegetables, or other (natural and unprocessed) primary produce brought to the post-harvest facility from a range of locations, and includes all activities that are an integral aspect of post-harvest operations.

Includes:

- use of the site for the collection and distribution of horticultural products;
- slicing and dicing agricultural products in preparation for distribution to retail outlets, including the disposal of associated waste material from these activities;
- preparation and shrink wrapping horticultural products in preparation for distribution to retail outlets;
- collection and distribution of agricultural products including the cross loading of trucks used in the collection and delivery of horticultural products; and
- the on-site servicing and maintenance of vehicles and equipment associated with the activities.

Excludes:

- on-site primary produce manufacturing; and
- rural industries.

Poultry

Domestic fowl kept in captivity to produce meat, eggs, or other products or for sale.

Includes:

- chickens;

- ducks;
- geese;
- guinea fowl;
- pigeons;
- turkeys;
- peacocks;
- doves;
- pheasants;
- swans; and
- quail.

Poultry hatchery

Place where fertile eggs are incubated and hatched in controlled environment cabinets.

Preliminary site investigation (contaminated land)

An investigation that:

- is done by, or is done under the management of, a suitably qualified and experienced person;
- is reported on in accordance with the Contaminated Land Management Guidelines No. 1 – Reporting on Contaminated Sites in New Zealand, Wellington, Ministry for the Environment (2011); and
- results in a report that is certified by a suitably qualified and experienced person.

Produce sales

Place where farm produce or handcrafts produced on the site are sold.

Includes:

- sale of plants; and
- sale of food from 'occasional food premises' as defined in section 2 of the Food Hygiene Regulations 1974.

This definition is nested within the Rural nesting table.

Protected New Zealand object

Has the same meaning as section 2 of the Protected Objects Act 1975.

Protected root zone

The circular area of ground around the trunk of a protected tree, the radius of which is the greatest distance between the trunk and the outer edge of the canopy. For columnar crown species the protected root zone is half the height of the tree.

Figure J1.4.5 Protected root zone A

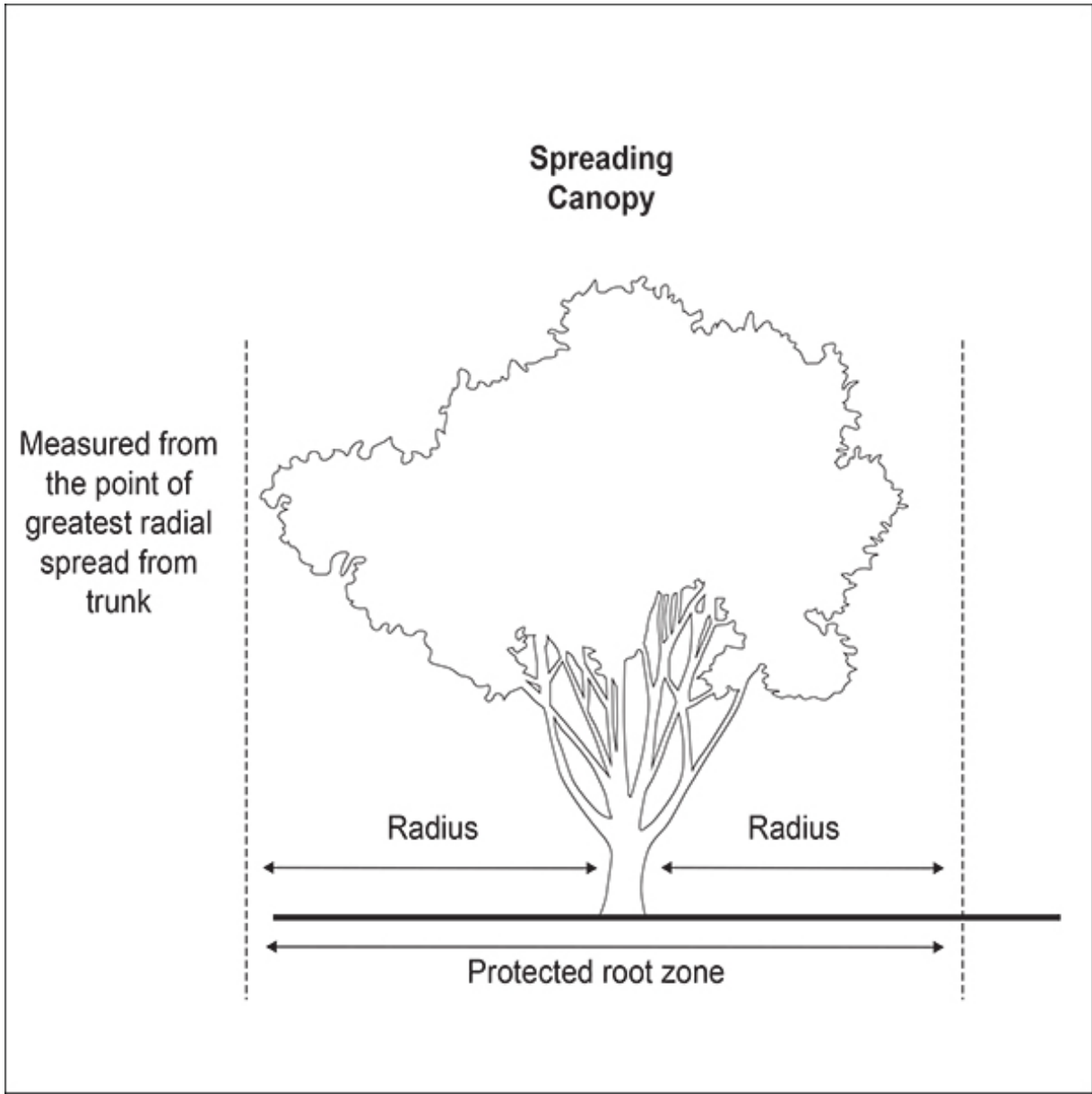
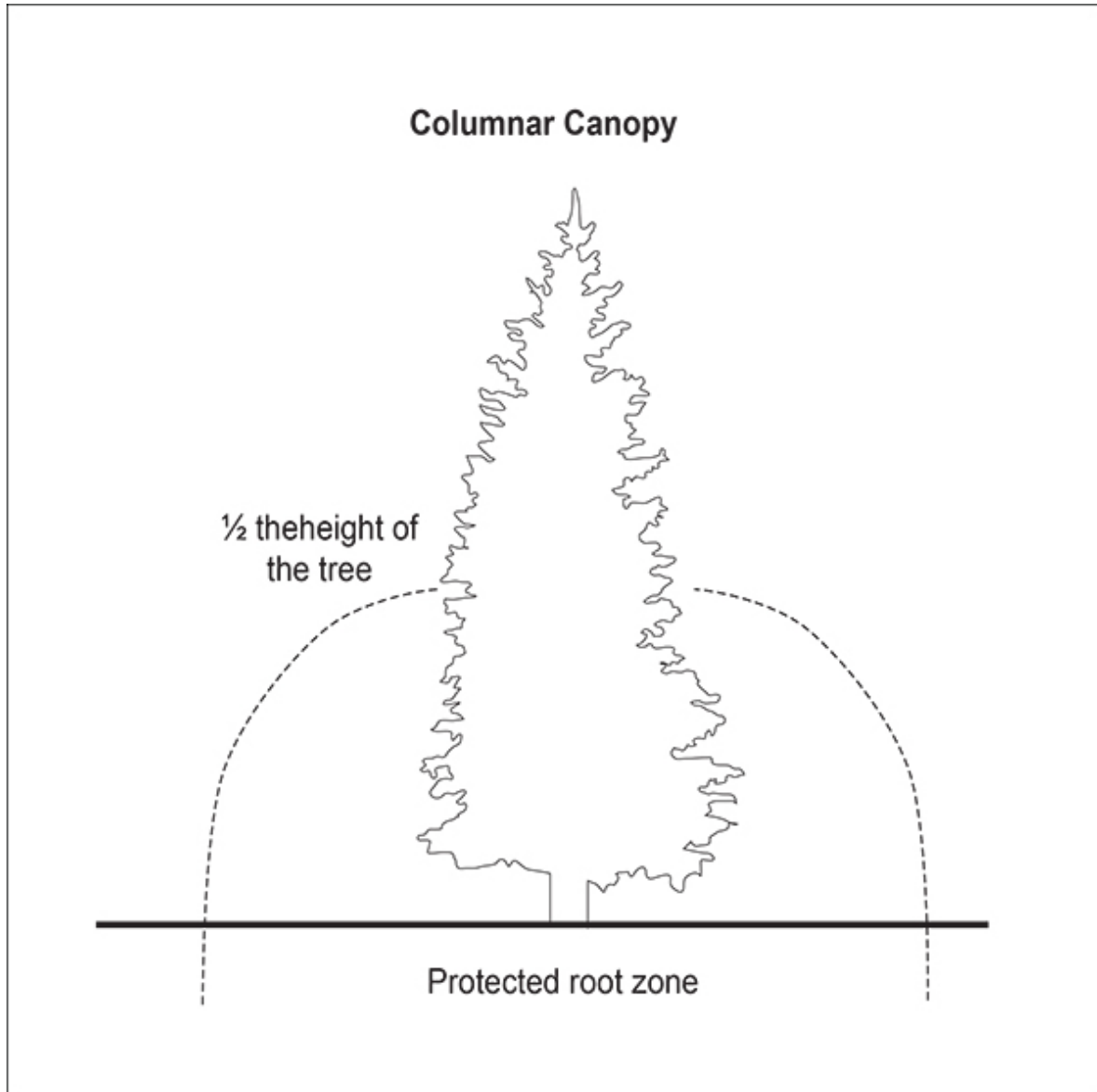


Figure J1.4.6 Protected root zone B



Public amenities

Facilities established for the convenience and amenity of the public.

Includes:

- landscaping and planting;
- public toilets;
- seating and picnic tables;
- bicycle stands and cycle parking structures;
- fountains;

- drinking fountains;
- rubbish bins;
- directional signage and information boards;
- barbeques;
- lighting;
- shelters;
- changing facilities; and
- playgrounds and playground equipment.

Public memorial

A sign, plate or monument that contains commemorative inscription for the purpose of remembering or celebrating the deceased or an event in history

Includes:

- plaques; and
- memorials.

Public place

Has the same meaning as defined in the Trading and Events in Public Places Bylaw 2015:

- any place that, at any material time, is owned, managed, maintained or controlled by the council or council controlled organisation and is open to or, being used by the public, whether free or on payment of a charge. It includes any road, footpath, public square, grass verge, berm, public gardens, reserves and parks, beaches, wharves, breakwaters, ramps and pontoons, foreshore and dunes, access ways, recreational grounds and sports fields.

Public transport facility

Facility for the transfer of passengers on/off and between public transport services.

Includes:

- areas for bus parking;
- passenger waiting areas;
- shelters;
- ticketing and other passenger facilities, including end-of-trip facilities;
- information kiosks;

- transport related signs;
- bus layovers and drive rest facilities;
- offices supporting the operation, maintenance and security of the facilities;
- devices and facilities to enable the movement, circulation and security of pedestrians;
- accessory food and beverages and other accessory retail; and
- ferry terminal facilities

Excludes:

- servicing and repair of buses.

Q

Qualified arborist

A person holding a minimum of a level 4 NZQA advanced certificate in arboriculture or equivalent arboricultural qualification.

Quarries - farm or forestry

The extraction of minerals for uses accessory to farming, horticulture, conservation forestry or forestry, where:

- the quarried material is used only on the property of extraction;
- no extracted material, including any aggregate is removed from the property of origin; and
- there are no retail or other sales of quarried material.

Includes:

- extraction of material for use on the property of origin, for:
 - farm and forestry tracks;
 - access ways; and
 - hardstand areas.

This definition is nested within the Rural nesting table.

R

Rainwater tank

A tank used for collecting and storing rainwater.

Note: If a rainwater tank is to be used for firefighting please refer to the Firefighting Water Supplies Code of Practice as mandated by the Fire and Emergency New Zealand Act)

Rear site

A site with frontage of less than 7.5m to a legal road or private road.

Refer to Figure J1.4.8 Site.

Rear yard

The area along the full width of a site that is between the rear boundary and a line parallel to that boundary.

Includes:

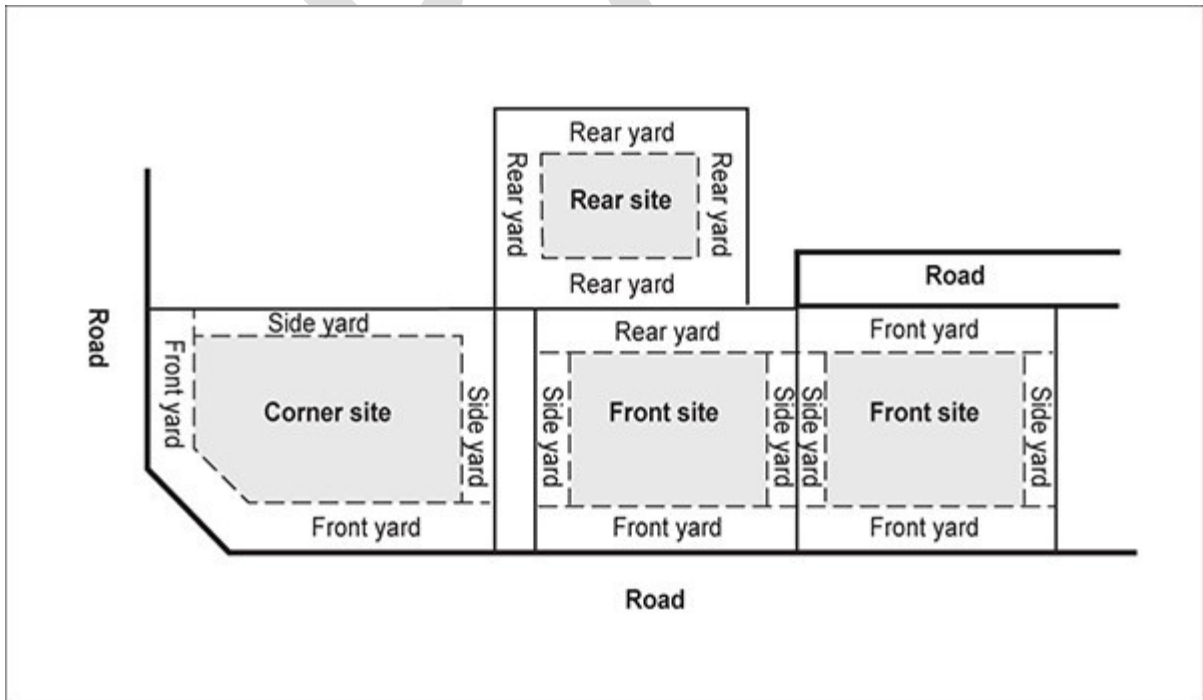
- all yards on a rear site.

Excludes:

- all yards on a corner site.

Refer to Figure J1.4.7 Yards.

Figure J1.4.7 Yards



Receiving waters

Water in the coastal marine area or in a body of fresh water.

Includes:

- rivers;
- streams;
- lakes;
- groundwater aquifers; and
- modified natural watercourses.

Excludes:

- any artificial watercourse, such as an irrigation canal, water supply race, canal for the supply of water for electricity power generation, and farm drainage canals.

Reclamation

Permanent filling of the coastal marine area or the bed of any lake, wetland river or stream to create dry land.

Includes:

- filling associated with piping a stream.

Excludes:

- piles;
- pylons;
- boat ramps;
- rubble mound breakwaters;
- filling behind seawalls (unless the purpose of the seawall and filling is primarily for the purpose of creating land);
- beach nourishment where the newly created land is still subject to the ebb and flow of the tide;
- any area of surface water impounded by a dam; and
- culverts parallel to the direction of water flow.

Recreation facility

A facility where the primary purpose is to provide for sport and recreation activities.

Includes:

- recreation centres;
- aquatic facilities, swimming pools, both indoor and outdoor;
- fitness centres and gymnasiums; and

- indoor sports centres.

Recreational trail

A sealed or unsealed pathway or greenway that is used for informal or organised purposes such as footpaths, cross country mountain biking, bridle trails, fitness trails, off road cycleways and walkways.

Redevelopment of a road

Works that involve the reconstruction of the road carriageway and incorporate the addition of more than 1,000m² of new road impervious surfaces.

Redevelopment of impervious area

The replacement or reconstruction of a site's impervious area, excluding:

(a) maintenance or repairs, such as:

(viii) pothole repairs to parking areas, driveways and paving; and

(ix) painting of roofing and exterior cladding;

(b) resurfacing that does not involve re-direction of existing stormwater flows or drainage networks; and

(c) trenching and resurfacing associated with the installation, maintenance, repair and replacement of underground equipment, infrastructure or underground utility works.

Refuse transfer station

Facilities used for receiving, storing, collecting, processing and transferring waste materials not generated on-site and may include a recycling station.

This definition is nested within the Industry nesting table.

Remedial action plan (contaminated land)

A remedial action plan:

- prepared by, or prepared under the management of, a suitably qualified and experienced person;

- prepared in accordance with the Contaminated Land Management Guidelines No. 1 – Reporting on Contaminated Sites in New Zealand, Wellington, Ministry for the Environment 2011; and
- certified by a suitably qualified and experienced person.

Repair and maintenance services

Servicing, testing or repairing vessels, vehicles or machinery.

Includes:

- automotive mechanics;
- panel beating; and
- devanning, storage and testing of LPG cylinders.

This definition is nested within the Industry nesting table.

Research and exploratory-scale investigations for renewable electricity generation activities

Undertaking monitoring and measuring activities of solar, wind, hydro-electricity or geothermal energy sources for potential renewable electricity generation activities.

Residential zones

Means:

- Residential - Large Lot Zone;
- Residential - Rural and Coastal Settlement Zone.
- Residential - Single House Zone;
- Residential - Mixed Housing Suburban Zone;
- Residential - Mixed Housing Urban Zone; and
- Residential - Terrace Housing and Apartment Buildings Zone;

Residual risk

The level of risk to people, property, and the environment that remains after all reasonable and practicable mitigation measures to avoid or reduce the impacts of natural hazards have been implemented.

Restaurant and cafe

Facilities used for selling food for consumption on the premises.

This definition is nested within the Commerce nesting table.

Retail

Selling goods to the general public.

This definition is nested within the Commerce nesting table.

Reticulated

A system of pipes, lines and cables and accessory development owned and operated by a network utility operator to supply gas, telecommunications, power, water, or stormwater or wastewater drainage.

Retirement village

A managed comprehensive residential development used to provide accommodation for aged people,

Includes:

- the use or development of any site(s) containing two or more units that provides accommodation, together with any services or facilities, predominantly for persons in their retirement, which may also include their spouses or partners; and
- recreation, leisure, supported residential care, welfare and medical facilities (inclusive of hospital care) and other non-residential activities accessory to the retirement village.

Excludes:

- dwellings.

This definition is nested within the Residential nesting table.

Riparian margin

An area of land immediately adjacent to a permanent or intermittent river or stream.

Riparian yard

The area along the top of a permanent or intermittent river or stream measured horizontally and at right angles from the top of the bank.

River or stream

A continually or intermittently flowing body of fresh water, excluding ephemeral streams, and includes a stream or modified watercourse; but does not include any artificial watercourse (including an irrigation canal, water supply race, canal for the supply of water for electricity power generation, and farm drainage canal except where it is a modified element of a natural drainage system).

River mouth dredging

Clearing, cutting or realigning a river channel, river mouth or watercourse used for drainage purposes.

Road

Has the same meaning as in section 315 of the Local Government Act 1974 but also includes motorways as defined in section 2(1) of the Government Roading Powers Act 1989.

Road ancillary area

Paved area that is not part of the road carriage way, carries very low traffic loads and is not high contaminant generating areas, but which is required for the safe and efficient functioning of the road network.

Includes:

- access to road infrastructure, signage and utility services;
- maintenance lanes;
- emergency stopping areas and lanes;
- vehicle pull over or rest areas; and
- maintenance and service vehicle access and stopping areas.

Road controlling authority

Has the same meaning as section 5 of the Land Transport Management Act 2003.

Road network activities

Road infrastructure and transport services provided within the road including:

- footpaths, footways and footbridges, bridges for roads, tunnels, retaining walls for roads both above and below the road;
- road verges and berms;
- site access including vehicle crossings;
- road carriageways;
- road pavements;
- cycle facilities;
- road lighting and support structures;
- traffic operation and safety signs, direction signs, road name signs;

- road safety devices including interactive warning signs, road markings, rumble strips, barriers, fences, speed tables and speed cushions, traffic separators, bus friendly vertical deflection devices;
- ancillary equipment and structures associated with public transport systems including seats, shelters, real time information systems and ticketing facilities, bicycle storage and cabinets;
- traffic control devices including traffic islands, pedestrian crossings and roundabouts and intersection controls, traffic and cycle monitoring devices, traffic signals and support structures, cabinets and ancillary equipment associated with traffic signals;
- devices and structures to implement regulatory controls (no-stopping, no-overtaking, parking control, buslane controls, vehicle restrictions) including speed limit and parking restriction signs, parking meters and pay and display kiosks, speed cameras and red light/traffic cameras and on street parking areas;
- road drainage devices including culverts, sub-soils, catchpits, watertables, manholes, inlets, outlets, flumes;
- scour and erosion control devices;
- stormwater management devices including rain gardens, wetlands, stormwater treatment areas and ponds; and
- noise attenuation walls or fences;
- devices associated with intelligent transport systems including vehicle detection systems (electronic vehicle identification, and infra-red vehicle occupancy counters), lane control signals, ramp signals, variable messaging signs, CCTV cameras, incident detection, emergency telephones, cables and ducting.

Runoff

The uncontrolled flow or channelling of stormwater away from a site as a result of the rate of application being greater than the soil's capacity for absorption.

Rural airstrip

Any area of land in any rural zone that aircraft (including helicopters) use for take-off and landing for the purpose of servicing rural land.

Includes:

- aerial topdressing, pest control and aerial spraying;
- forestry;
- fencing;
- delivery of farm supplies and equipment;
- the collection of farm produce.

Excludes:

- airfields;
- airports;
- aerodromes; and
- any activity located in a rural zone for which resource consent is required.

Rural commercial services

Commercial services that:

(a) have, as their principal function, a clear connection to, or provide services to:

- (i) rural production activities; or
- (i) aquaculture activities; and

(b) involve the sale of:

- (i) rural produce and other products produced by a handcraft industry or home occupation on the same site; or
- (ii) rural services that support rural production activities or aquaculture; and

(c) may have some form of accessory depot, office, base, or storage area, from which the activity is normally operated or commenced.

Includes:

- farm visits;
- laboratories and research facilities associated with rural production activities;
- rural topdressing, pest control and spraying services;
- servicing, assembling or repair of agricultural or aquaculture machinery or equipment;
- the services of a trenchers, post rammers, or fencing contractors; or
- aquaculture equipment storage or maintenance.

Excludes:

- processing or manufacturing goods or products from material not directly related to or directly derived from farming, intensive farming, aquaculture activities, fishing activities, or resources of the site;
- stock yards that are accessory to farming carried out on the same site;
- shops for sale or hire of goods;
- freight or transportation services;

- storage of vehicles or equipment for hire;
- sale yards;
- sawmills and portable sawmills;
- grain silos or feed mills;
- aquaculture equipment storage or maintenance;
- meat or poultry processing;
- dairy factories;
- processing raw materials derived from farming, forestry, intensive farming, aquaculture activities, fishing activities, or resources of the site; and
- packing sheds.

This definition is nested within the Rural nesting table.

Rural industries

Industries that:

(a) have, as their principal function, a clear connection to, or provide services to:

(i) rural production activities; or

(ii) aquaculture activities; or

(b) use raw materials derived from:

(i) rural production activities;

(ii) aquaculture activities, or

(iii) the natural resources on the site other than topsoil or aggregate; and

(c) may have some form of:

(i) processing facility;

(ii) accessory depot; or

(iii) base or storage area, from which the activity is normally operated or started.

Includes:

- freight or transportation services;
- storage of vehicles or equipment for hire;
- sale yards;
- sawmills other than portable sawmills;

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- grain silos or feed mills;
- meat or poultry processing;
- dairy factories; and
- processing raw materials derived from farming, forestry, intensive farming, aquaculture activities, fishing activities, or resources of the site.

Excludes:

- home occupations;
- shops (sale or hire of goods);
- rural topdressing, pest control and spraying services;
- processing or manufacturing goods or products from material not directly related to or directly derived from farming, intensive farming, aquaculture activities, fishing activities, or resources of the site; and
- stock yards that are accessory to farming carried out on the same site.

This definition is nested within the Rural nesting table.

Rural tourist and visitor activities

Recreation activities or pursuits:

- (a) derived from and interacting with the rural environment or communities, including their history; and
- (b) functionally dependent on the natural or rural environment.

Includes:

- paint ball games;
- bush walks;
- tree top walking;
- bird watching, including viewing birds in aviaries;
- outdoor obstacle courses;
- mini-golf;
- sculpture parks; and
- sale of souvenirs and goods accessory to the activity.

Excludes:

- zoological parks;
- gun clubs;
- archery;

- golf driving ranges; and
- sports focused on motor vehicles.

Rural production activities

Activities that involve the production of primary products such as those from farming, intensive farming, horticultural, or forestry activities, and which have a functional need for a rural location.

Rural zones

Means:

- Rural – Rural Production Zone;
- Rural – Mixed Rural Zone;
- Rural – Rural Coastal Zone;
- Rural – Rural Conservation Zone;
- Rural – Countryside Living Zone;
- Rural – Waitākere Foothills Zone; and
- Rural – Waitākere Ranges Zone.

S

Satellite town

Town in the region which functions semi-independently from the Auckland metropolitan area, providing a full range of services and employment opportunities to the surrounding rural areas. It applies to the towns of Pukekohe and Warkworth.

Safe egress

A safe evacuation route, that is free of permanent obstacles and can be easily traversed by foot, from a building through the property to a safe public place.

Safe refuge

A building with habitable rooms in which a person can safely stay during a natural hazard event

Secondary flow path

The route over land that stormwater will follow when the reticulated stormwater system reaches capacity or is blocked.

Secondary treatment

Treated effluent to a standard of 20g/m³ 5-day biochemical oxygen demand and 30g/m³ total suspended solids or better.

Sediment control

Measures to prevent or minimise the discharge of sediment that has been eroded.

Sediment Control Protection Area

- (a) 100m either side of a foredune or 100m landward of the coastal marine area (whichever is the more landward of mean high water springs); or
- (b) 50m landward of the edge of a lake, river or stream, or the edge of a wetland of 1,000m² or greater.

Sensitive receiving environment

Area where wastewater, stormwater or other discharges are likely to have adverse impacts on important natural or human uses or values in marine, freshwater, and terrestrial environments.

Separate phase hydrocarbons

Hydrocarbons at concentrations that exceed the capacity of the soil to absorb and retain them such that they are able to be mobilised by natural forces or ground disturbance associated with a proposed activity.

Separate phase liquid contaminants

Contaminants at concentrations that exceed the capacity of soil to absorb and retain them such that they are able to be mobilised by natural forces or ground disturbance associated with a proposed activity.

Service connection

Part or all of any structure, pipe, equipment or cable that relates to:

- radio communication or telecommunication lines; or
- wastewater or stormwater treatment or disposal; or

- water, gas or electricity;

and which serves a dwelling or other building or the occupants of that dwelling or building.

Service station

A facility where the primary business is selling motor vehicle fuels.

Includes the following accessory activities:

- retail;
- car wash facilities;
- mechanical repair, servicing and testing of motor vehicles and domestic equipment;
- sale of lubricating oils, kerosene, LPG, or spare parts and accessories for motor vehicles; and
- trailer hire.

This definition is nested within the Commerce nesting table.

PC 78 ([see Modifications](#))

[new text to be inserted]

Sewage

Has the same meaning as in the Resource Management (Marine Pollution) Regulations 1998.

Sewage sludge

Un-stabilised organic solid material generated by the treatment of sewage and wastewater.

Short-term parking (non-accessory)

Where:

- (a) the parking is for public use on a casual and short stay basis between 7am and 6pm Monday to Friday inclusive, but excluding public holidays;
- (b) any pricing schedule severely penalises parking exceeding 240 minutes (4 hours) during the time periods set out in clause (a) above; and
- (c) the parking may also be used on a longer stay basis outside the times and days set out in clause (a) above.

Show home

Building erected to display the design, construction materials, building techniques, or fittings available to potential buyers.

Includes:

- office facilities accessory to the show home; and
- outside living areas and gardens.

This definition is nested within the Commerce nesting table.

Showgrounds

Facilities used for concerts, festivals, carnivals, exhibitions, boat shows and trade shows.

This definition is nested within the Community nesting table.

Side or rear building facade

A building façade that is not a street facing building façade.

Side yard

The area along the full length of a side boundary of a site that is between the side boundary and a line parallel to that boundary.

Includes:

- any boundary of a corner site not facing a street.

Excludes:

- any portion of a site comprising a front or rear yard.

Refer to Figure J1.4.7 Yards.

Sign

A visual device which can be seen from a public open space (including the coastal marine area) or an adjoining property, to attract people's attention by:

- providing directions;
- giving information; and
- advertising products, businesses, services, events or activities.

Includes:

- the frame, supporting device and any associated ancillary equipment whose principal function is to support the message or notice;

- murals, banners, flags, posters, balloons, blimps, light projections, footpath signs, hoardings, projections of lights; and
- signs affixed to or incorporated within the design of a building.

Sign height

The distance from the lowest point of the sign to the highest point of the sign. In the case of a free standing billboard it is the distance from ground level immediately below the billboard to the top of the billboard.

Silage

Any plant material harvested while green for fodder and kept succulent by partial fermentation.

Excludes:

- baleage;
- hay; and
- wrapped silage.

Silage leachate

The liquids generated from the biological processes that occur when vegetative matter is preserved as silage, or when soluble components are dissolved out of silage by percolating or infiltrating rainwater, surface water or groundwater.

Excludes leachate from the making of baleage or hay.

Silage storage facility

Land or structures, on which silage is stored, processed or directly utilised. Bales of plant material completely encapsulated in plastic are not considered a 'silage storage facility'.

Single chamber incinerator

A single chamber appliance used primarily for destroying waste through combustion.

Site

Any area of land which meets one of the descriptions set out below:

(a) an area of land which is:

- (i) comprised of one allotment in one certificate of title, or two or more contiguous allotments held together in one certificate of title, in such a

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way that the allotments cannot be dealt with separately without the prior consent of the council; or

- (ii) contained in a single lot on an approved survey plan of subdivision for which a separate certificate of title could be issued without any further consent of the council;

being in any case the smaller area of clauses (i) or (ii) above; or

- (b) an area of land which is composed of two or more contiguous lots held in two or more certificates of title where such titles are:

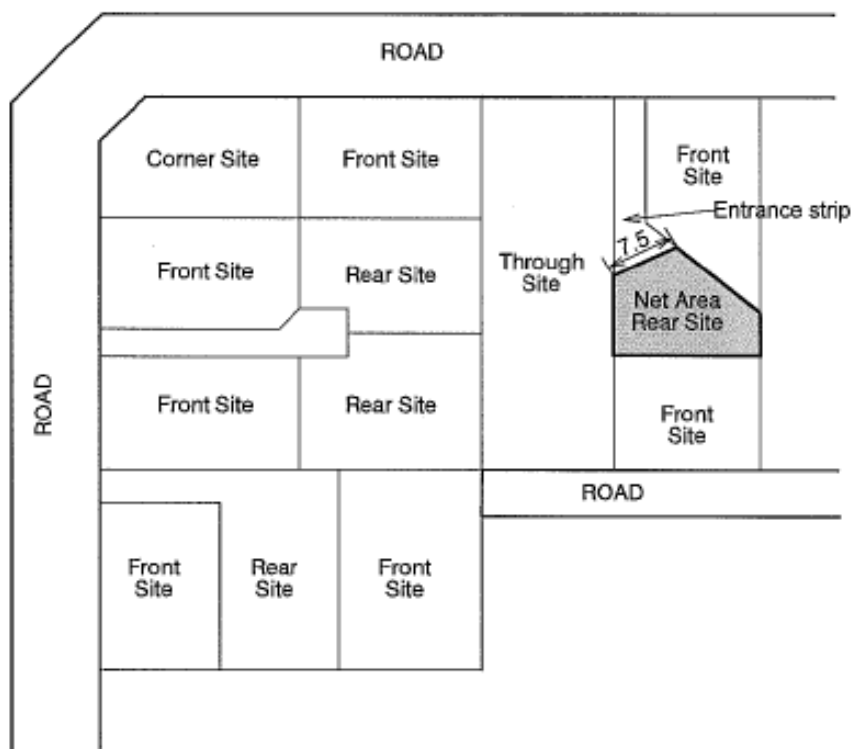
- (i) subject to a condition imposed under section 75 of the Building Act 2004 or section 643 of the Local Government Act 1974; or
- (ii) held together in such a way that they cannot be dealt with separately without the prior consent of the council; or

- (c) an area of land which is:

- (iii) partly made up of land which complies with clauses (a) or (b) above; and
- (iv) partly made up of an interest in any airspace above or subsoil below a road where (a) and (b) are adjacent and are held together in such a way that they cannot be dealt with separately without the prior approval of the council;

Except in relation to each description that in the case of land subdivided under the Unit Titles Act 2010, the cross lease system or stratum subdivision, 'site' must be deemed to be the whole of the land subject to the unit development, cross lease or stratum subdivision.

Figure J1.4.8: Site



See also: entrance strip, rear site, access site, front site, corner site and through site.

Site management plan (contaminated land)

A site management plan:

- prepared by, or prepared under the management of, a suitably qualified and experienced person;
- prepared in accordance with the Contaminated Land Management Guidelines No. 1 – Reporting on Contaminated Sites in New Zealand, Wellington, Ministry for the Environment (2011); and
- certified by a suitably qualified and experienced person.

Site validation report (contaminated land)

A site validation report:

- prepared by, or prepared under the management of, a suitably qualified and experienced person;
- prepared in accordance with the Contaminated Land Management Guidelines No. 1 – Reporting on Contaminated Sites in New Zealand, Wellington, Ministry for the Environment (2011); and

- certified by a suitably qualified and experienced person.

Sleeping area

Area that is specifically designed and constructed within activities sensitive to noise that provide for sleep but are not residential bedrooms. These areas include rooms such as hospital wards, sleeping areas in care centres and studio apartments.

Small scale electricity generation

Systems or equipment that:

- generate electricity from renewable sources to meet on-site energy requirements and/or connect into a distributed energy network.

Includes:

- roof-top wind turbines with a maximum blade diameter of 2.5m; and
- photovoltaic systems.

Excludes:

- hydro generation.

Sport and recreation structure

Accessory structure required to undertake a sport or recreational activity associated with a park or sports field.

Includes:

- goal posts;
- courts;
- artificial playing surfaces;
- fences;
- scoreboards (fixed or moveable);
- floodlight poles and transformers;
- fences associated with the sport e.g. ball nets, crowd control, safety barriers;
- sideline shelters;
- site screens;
- cricket nets;
- skate parks;
- cycle parking structures;

- basketball bowls;
- horse jumps;
- BMX tracks and jump structures;
- mountain bike downhill structures; and
- public address systems.

Excludes:

- clubrooms.

Standoff pad

An area of sealed or unsealed land, excluding paddocks, where farmed animals are regularly held or fed.

Storage and lockup facility

Business that provides facilities to the public for storing possessions.

This definition is nested within the Commerce nesting table.

Stormwater

Rainfall runoff from land, including constructed impervious areas such as roads, pavement, roofs and urban areas which may contain dissolved or entrained contaminants, and which is diverted and discharged to land and water.

Stormwater management devices

A device or facility used to reduce stormwater runoff volume, flow and/or contaminant loads prior to discharge.

Includes:

- rain gardens;
- porous or permeable paving;
- infiltration trenches;
- swales;
- sand filters;
- green roofs;
- wetlands;
- ponds; and

- proprietary devices.

Stormwater network

A system of stormwater pipes, open channels, devices and associated ancillary structures used for the purpose of conveying, diverting, storing, treating, or discharging stormwater.

Excludes:

- roads and drainage networks that are for the purpose of road drainage such as road water table drains.

Stormwater network discharge consent

A resource consent for the diversion and discharge of stormwater for a stormwater network applied for and held by a stormwater network utility operator.

Street facing building façade

A wall or façade of a building that faces, directly or obliquely, the front boundary or boundaries of the site. In the case of a curved or circular wall or building it must be 45 degrees either side of that point of the wall that is nearest to the front boundary.

Street furniture

Bus shelters, phone booths or permanent public seating placed in the road reserve.

Streetscape

The visual elements of a street, including the road, footpaths, trees, landform, open space and interface to adjoining buildings that combine to form the street's character.

Student accommodation

Living accommodation, primarily used or designed to be used by registered students or guests of a tertiary education facilities or education facilities and which is served by one or more communal living areas, including kitchens.

This definition is nested within the Residential nesting table.

Substation

Those parts of works or electrical installations being a building, structure or enclosure incorporating fittings and other ancillary equipment that are used principally for the purpose of the control of the distribution and/or transmission of electricity.

Suitably qualified and experienced person

A person who can provide sufficient evidence to demonstrate their suitability and competence.

Suitably qualified on-site wastewater system provider

For the purposes of the on-site and small scale wastewater treatment and disposal provisions, a suitably qualified on-site wastewater service provider means:

A provider (including an individual contractor, professional person or company) who can demonstrate all the qualities of a “suitably qualified and experienced person” in the field of on-site and small scale wastewater treatment and disposal systems. This includes on-site wastewater system designers, installers and maintenance contractors.

Surf lifesaving activity

Place occupied by surf lifesaving organisations that provides for the prevention of and response to accidents, emergencies or urgent problems within the coastal environment.

Includes:

- administration relevant to surf lifesaving organisations;
- vehicle and equipment storage and maintenance;
- personnel training, development and short-term accommodation; and
- public education programmes.

Supermarket

An individual retail outlet, which sells, primarily by way of self service, a comprehensive range of:

(d) domestic supplies, fresh food and groceries, such as:

- fresh meat and produce;
- chilled, frozen, packaged, canned and bottled foodstuffs and beverages;
- general housekeeping and personal goods, including (but not limited to) cooking, cleaning and washing products, kitchenwares, toilet paper, diapers and other paper tissue products, pharmaceutical, health and personal hygiene products and other toiletries, and cigarettes, magazine and newspapers, greeting cards and stationery, batteries, flashlights, light bulbs and related products; and

(e) non domestic supplies and comparison goods comprising not more than 20 per cent of all products offered for sale as measured by retail floor space, including (but not limited to):

J1 Definitions

- barbecue and heating fuels;
- audio visual products;
- electrical appliances;
- clothing and footwear;
- furniture; and
- office supplies.

For the purposes of this definition, retail floor space is that area of the premises to which the public has access for the purpose of shopping, together with any area:

- taken up for the purpose of display of goods; and
- any counter areas used by or occupied exclusively by staff members whilst actively engaged in serving the public.

This area does not include floor space used for:

- storerooms;
- back of house including delivery areas;
- trolley storage areas;
- entrance lobbies;
- behind counter areas; and
- checkouts.

This definition is nested within the Commerce nesting table.

Supported residential care

Facilities used to provide accommodation and full-time care for aged, or disabled people (including mental health, addiction, illness or intellectual disabilities). The facility must be certified under the Health and Disability Services (Safety) Act 2001 and comply with the Health and Disability Sector Standards 2001.

Includes:

- a rest home defined in section 58(4) of the Health and Disability Services (Safety) Act 2001; and
- accessory nursing and medical care.

Excludes:

- hospitals.

This definition is nested within the Residential nesting table.

Surface water

Any freshwater waterbody located above the ground surface.

Includes:

- lakes;
- rivers;
- streams;
- springs;
- water impounded by dams; and
- wetlands.

Surf break

Has the same meaning as in the New Zealand Coastal Policy Statement 2010.

Suspected harmful aquatic organisms

Suspected harmful aquatic organisms include any organisms suspected of meeting one of the following criteria:

- (f) designated by Ministry of Primary Industry as a marine pest;
- (g) listed as an “unwanted organisms” under the Biosecurity Act 1993; or
- (h) designated as pests in the relevant pest management plan prepared under the Biosecurity Act 1993.

T

Te Wāhi Hunuku boundary adjustments

A subdivision of identified existing marae and/or urupā sites to relocate the marae and/or urupā away from significant natural hazard risks that:

- maintains the same number of sites following subdivision as existed prior to it;
- alters the boundaries between two or more contiguous sites, and
- may result in any one or more of the sites becoming larger or smaller.

Te Wāhi Hunuku site

Arural site of up to 4 hectares, or up to 1 hectare in the Future Urban Zone, created by subdivision which is for the purpose of relocating identified existing marae and/or urupā away from significant natural hazard risks.

Telecommunication kiosk

Any structure intended for public use to facilitate telecommunication and include boxes or booths for telephone, video or internet services.

Temporary activity

An activity that:

- is outside the normal expected use of a site (or area within the coastal marine area); and
- has a start and end date and time.

Includes:

- filming activities at temporary locations and activities accessory to that filming activity;
- activities accessory to a building or construction project, such as scaffolding, fencing, offices or storage sheds;
- Council HazMobile collections;
- carnivals;
- concerts;
- fairs;
- festivals and events;
- public meetings;
- parades;
- special events;
- sporting events;
- overflow parking;
- temporary military training (land based only);
- emergency response training, including live burns carried out by Fire and Emergency New Zealand; and
- structures accessory to temporary activities.

Excludes:

- markets;
- temporary military training activities within the coastal marine area;
- temporary structures within the coastal marine area; and
- temporary signs.

Temporary military training activity

A temporary activity undertaken for defence purposes. Defence purposes are those in accordance with the Defence Act 1990.

Excludes:

- underwater explosives training exercises involving divers.

This definition is nested within the Community nesting table.

Tenancy

One area of occupancy of a retail or office activity that is created by freehold, leasehold, licence or any other arrangement to occupy.

Tertiary education facility

Facility used for education at a post-secondary level, and associated secondary-tertiary programs (section 31A-L of the Education Act 1989).

Includes:

- universities;
- polytechnics and institutes of technology;
- teachers' and other specialist colleges;
- any other institution within the meaning of section 159 of the Education Act 1989; and
- accessory accommodation, administrative, cultural, health, retail and communal facilities.

Through site

A site, other than a corner site, with two or more road frontages.

Refer to Figure J1.4.8 Site.

Total gross heat release

Total units of energy in megawatts (MW) required to operate all combustion appliances on a site.

Trade supplier

A supplier in one or more the categories listed below, engaged in sales to businesses and institutional customers but may also include sales to the general public:

- automotive and marine suppliers;
- building suppliers;

- catering equipment suppliers;
- farming and agricultural suppliers;
- garden and patio suppliers;
- hire premises (except hire or loan of books, video, DVD and other home entertainment items);
- industrial clothing and safety equipment suppliers;
- landscape suppliers; and
- office furniture, equipment and systems suppliers.

This definition is nested within the Commerce nesting table.

Transport equipment

Equipment located within state highways and rail corridors to facilitate the movement of vehicles, goods, and pedestrians.

Includes:

- parking control devices;
- passenger shelters;
- quantity and conveyance infrastructure related to the transport network.;
- real time passenger information displays;
- road signage;
- artworks;
- street and rail furniture;
- street lights;
- tidal flow mechanisms and stormwater management arrangements and structures;
- toll and ticketing infrastructure;
- traffic and pedestrian monitoring cameras;
- traffic and rail lights and associated control structures;
- underpasses and overpasses; and
- ventilation structures.

Transport storage yard

Area for storage of materials related to transport activities or transport equipment, including but not limited to equipment, raw products and machinery.

Travel plan

A plan which sets out how travel demand is to be managed for a particular site or proposal to:

- maximise the efficient use of transport systems; and
- promote the use of more sustainable and active modes of transport such as public transport, walking and cycling, and carpooling as alternatives to sole occupancy private cars.

A travel plan includes:

- a description of the site and the proposal;
- details of the physical infrastructure that is or will be established on the site to support the use of walking and cycling, public transport, carpooling;
- details of how the travel plan is to be communicated, promoted, implemented and monitored;
- information about the amount and nature of any onsite parking and how is to be managed to support efficient use and promote alternatives; and
- expected outcomes.

Note

Best practice guidance on the preparation of a travel plan can be provided by Auckland Transport.

A travel plan is also sometimes referred to as a travel demand management plan.

Treated effluent

Dairy effluent that has been treated through a minimum specification two-pond treatment system.

Treaty settlement land

Property which is either:

- vested with claimant groups by the Crown as a result of Treaty settlement legislation and final deeds of settlement; or
- acquired by a claimant group from the Crown pursuant to a right of first refusal process provided that the properties were specifically identified by reference to site or title in Treaty settlement legislation enacted prior to the date on which the Unitary Plan became operative as Right of First Refusal land for that claimant group.

Includes:

- cultural redress properties;
- commercial redress properties including:

J1 Definitions

- properties returned via deferred selection,
- properties transferred to other iwi, hapū or whānau entities associated or affiliated with the claimant group; and
- properties transferred to a company in which the claimant group holds a controlling interest.

Excludes:

- unspecified properties within geographic areas over which claimant groups have been awarded Right of First Refusal in Treaty settlement legislation;
- any properties over which claimant groups have been awarded Right of First Refusal in Treaty settlement legislation enacted after the date on which the Unitary Plan became operative;
- properties covered by Statutory Acknowledgement or Deed of Recognition but not owned by claimant groups;
- properties in which the claimant group, or an iwi, hapū or whānau entity associated or affiliated with the claimant group, no longer retains a legal freehold interest;
- properties leased by the claimant group to an unrelated entity for a term which, including renewals, is or could be more than 35 years; and
- properties transferred to a company in which the claimant group has a minority interest.

Trenching

Excavating trenches for services including gas, electricity, water, and drainage and transport equipment.

U

Underwater blasting

Blasting undertaken underwater in the coastal marine area for construction, demolition, dredging or other purposes.

Underwater explosives training

Activities undertaken for defence purposes in accordance with the Defence Act 1990 that involve the release of explosives by divers.

Unenclosed substations

A substation incorporating an uncovered equipment yard or other elements not fully enclosed within a roofed building or structure.

Unformed road

Land that was legally established as a road prior to 1996 but which is not formed or maintained by Auckland Transport as a public road.

Uniformity ratio

The ratio of the minimum illuminance to the average illuminance.

Unit

A defined part of a building under different ownership, including apartments and separate leased areas within a building.

Universal access

The provision of buildings that are accessible and usable to the greatest extent possible by people of all ages and abilities.

Unusual organism

Organism that regular marine users of specific areas have not previously seen or are not familiar with.

Urban area

Land zoned residential or business, together with adjoining special purpose and open space zones.

Urupā

Māori burial ground.

Includes:

- closed Māori burial grounds; and
- open Māori burial grounds.

V

Vegetation alteration or removal

Damaging, cutting, destroying or removing any part of vegetation.

Includes:

- roots; and
- crown pruning.

Excludes:

- the alteration or removal of vegetation planted as a crop or pasture.

Vehicle crossing

Facility for vehicle access between a road carriageway and a site boundary.

Vertebrate toxic agent

Substance used to eradicate, modify or control vertebrate animals.

Vessel

Boat or craft used in navigation in or on the water, with or without propulsion.

Includes:

- barges, lighters, or similar vessels;
- hovercraft or similar craft;
- submarines or other submersibles; and
- houseboats.

Veterinary clinic

Facility used for animal healthcare.

Includes:

- animal hospital treatment.

This definition is nested within the Commerce nesting table.

Veterinary vaccine

A biological compound that:

- is used to produce or artificially increase immunity to a particular disease;
- is controlled by the Agricultural Compounds and Veterinary Medicines Act 1997; and

- has been tested and approved as safe to use by a process similar to that conducted for approval and use of medical vaccines.

Viable genetically modified veterinary vaccine

A genetically modified veterinary vaccine that could survive or replicate in the environment or be transmitted from the inoculated recipient.

Vibe

A quality of a plan that is incapable of being defined.

Visitor accommodation

Facility used for accommodating tourists and short-stay visitors away from their normal place of residence.

Includes:

- backpacker lodges;
- motels and hotels;
- services or amenities such as restaurants, bars, gyms and ancillary retail provided on-site for the exclusive use of people staying in the accommodation and their guests;
- serviced rental accommodation for visitors offered at a daily tariff or with a pricing structure consistent with short stay accommodation; and
- timeshare accommodation.

Excludes:

- boarding houses and hostels;
- letting of dwellings, including for holiday purposes; and
- accommodation on a marae.

This definition is nested within the Residential nesting table.

Volatile organic compound

A hydrocarbon based compound with a vapour pressure greater than 2mm of mercury (0.27 kilopascals) at a temperature of 25°C or having a corresponding volatility under the particular conditions of use, but does not include methane.

W

Wāhi tapu

Sacred ancestral sites and places of significance to iwi, hapū or whānau.

Warehousing and storage

Facilities used for the receipt, storage, handling and distribution of materials, articles or goods destined for a retail outlet, trader or manufacturer.

Includes:

- direct collection of materials; and
- articles or goods by traders.

Excludes:

- retail.

This definition is nested within the Industry nesting table.

Washwater

Water that has been used to wash or clean vehicles, structures, machinery or equipment.

Includes:

- any cleaning chemicals used; and
- any contaminants mobilised by the process.

Waste management facility

Facility used for receiving waste for transfer, treatment, disposal, or temporary storage.

Includes:

- refuse transfer stations; and
- recycling.

Excludes:

- landfills.

This definition is nested within the Industry nesting table.

Wastewater

Liquid (and liquids containing solids) waste from domestic, industrial, commercial premises including (but not limited to) toilet wastes, sullage, trade wastes and gross solids.

Wastewater network

A system of wastewater pipes and associated accessory structures to convey, divert, store, treat, or discharge wastewater.

Water intake structure

A structure located in or adjacent to a surface water body for the purpose of taking water. Water intake structures are typically located on or above the bed of a river or lake and comprise an open pipe, a screen and anchoring which may secure the intake in a fixed position or allow it to move in response to changing water levels. Alternative designs, such as infiltration galleries, provide for water to be diverted to and taken from a location adjacent to the water body.

A water intake structure does not include a culvert or pipe or other similar structure whose principal purpose is to allow the passage of water along a river bed.

Water take

The activity of removing water from a water body (including rivers, streams, lakes, wetlands, water impounded by dams and aquifers), by pumping and/or gravity, typically for consumptive use, but also including groundwater de-watering and groundwater removal as part of land drainage. Take does not include the removal of water from a water body where that removal is by a discharge (for example, where water is discharged over a dam spillway).

Wave attenuation device

Device to reduce wave height and dissipate wave energy.

Includes:

- rubble breakwaters;
- floating breakwaters; and
- groynes.

Wholesaler

A business engaged in the storage and distribution of goods to businesses (including retail activities) and institutional customers. Sales to the public are an accessory activity.

Workers' accommodation

A dwelling for people whose duties require them to live on-site, and in the rural zones for people who work on the site or surrounding rural area.

Includes:

- accommodation for rangers;
- artists in residence;
- farm managers and workers; and
- staff.

Works within the protected root zone

Carrying out work within the protected root zone.

Includes:

- excavation;
- depositing of materials;
- construction activity;
- installation of services;
- discharge or dispersal of any toxic substance;
- placement of any weed control membrane; and
- storage of vehicles, machinery, or materials.

Y

Yard

The part of a site that must be kept clear and unobstructed by buildings from the ground upwards. Yards are always measured in a horizontal plane and at right angles to the site boundary or other line that substitutes for the site boundary. A yard control is always a minimum dimension unless otherwise stated.

Excludes:

- eaves of any building and any roof, gutter or downpipe that projects over any yard by not more than 750mm;
- fire escapes required under the Building Act 2004; and
- any crop supports structures, artificial crop protection structures, hedges, or shelter belts.

See also: Front yard, Side yard, Rear yard, Lakeside yard and Riparian yard.

Chapter K Designations

Some designations in the urban environment within ~~relevant residential zones or urban non-residential zones~~ the Business – City Centre Zone are qualifying matters in accordance with sections ~~771(g) and 770(g)~~ of the RMA.

Some designations within areas subject to Schedule 3C Clause 4(1)(b) of the Resource Management Act 1991 and Policy 3c and 3d of the National Policy Statement – Urban Development 2020 (updated 2022) are qualifying matters in accordance with Schedule 3C Clause 8(1) of the RMA.

Designations located outside of the areas above continue to be subject to the Chapter K Designations and Schedules in the Auckland Unitary Plan (Operative in Part).

K1.1 Background

A designation is a provision in the Unitary Plan that gives effect to a notice of requirement for a public work or project by a requiring authority. Requiring authorities include a Minister of the Crown, local authority or approved network operator. A public work or project could include a school, police station, road, park, or a network utility.

Designations in the Unitary Plan include existing designations rolled over from previous district plans into the Unitary Plan either 'without modification' or 'with modification' and any new notices of requirement for a designation lodged with the council.

A designation can:

1. enable the use of land for a public work or infrastructure
2. restrict land, water, subsoil, or airspace where this is necessary for the safe or efficient functioning or operation of a public work or infrastructure
3. require written approval of the requiring authority responsible for the designation before a third party can undertake an activity within the designation.
4. enable activities that are exceptions to the district rules in the Unitary Plan.

Further guidance on designations, requiring authorities and the designations they are responsible for can be found in the designation section of the Unitary Plan.

K1.2 Using Chapter K

Designations are shown in the Unitary Plan as:

A schedule for each requiring authority which summarises the designations and notices of requirement (NoRs) they are responsible for;

A full text version of each designation and NoR, which includes the purpose of the designation and any conditions; and

A “tan brown” or “dark brown” outline on the planning maps for each designation and NoR, which shows the extent of the designation boundaries.

K1.2.1 Schedules

The schedule(s) for each requiring authority are a quick reference list of all the designations a requiring authority is responsible. The schedules do not form part of a designation and the full text version of a designation should be relied upon for information on a designation.

The schedule identifies for each designation (from left to right):

- The number¹ of the designation;
- The purpose² of the designation; and
- The location³ of the designation.

DRAFT

An example of the Auckland Council's schedule of designations is set out below.

Designation Schedule - Auckland Council

Number	Description	Location
500	Auckland City Art Gallery ...	1 Kitchener Street, Auckland Central
501	Public open space	43-45 Viaduct Harbour Avenue to 119-117B and C Custom Street East, Central Auckland
....

Notes

1. The letter "R" at the front of the designation number indicates this is a NoR. Once a NoR is confirmed the letter "R" will be removed.
2. Sometimes the purpose of the designation has been a shortened to fit the schedule. The purpose of the designation in the full text version of the designation should always be relied upon for information on a designation.
3. The location is intended to describe where the designation can be found on the planning maps (GIS viewer), which will show the extent of the designation boundaries. The location is normally described as the street address or legal description of the whole or part of the designated site, or the general locality for a designation over a large area. If the location changes (i.e. change of address or legal description in a subdivision), the designation may be updated with these new details without an alteration to the designation using section 181 of the RMA.

K.1.2.2 Text

The full text version of a designation should be relied on for information on the designation.

The full text version of the designation identifies (from top to bottom):

- The number¹ and name of the designation (in the header);
- The number¹ of the designation (first line of the table);
- The requiring authority responsible for the designation;
- The location³ of the designation;
- Whether it is a rollover designation from the previous district plan;
- The reference number of the rollover designation under the previous district plan;
- The lapse date⁴ which is the date the designation lapses¹ unless it has been given effect (i.e. no lapse date) ;
- The purpose of the designation (beneath the table);
- The conditions of the designation; and
- Any attachments to the designation such as plans and diagrams.

An example of Auckland Council's full text version of the designation for the Auckland City Art Gallery is set out below.

500 Auckland City Art Gallery

Reference Number	500
Requiring Authority	Auckland Council
Location	1 Kitchener Street, Auckland Central
Rollover Designation	Yes
Legacy Reference Number	Designation 306, Auckland Council District Plan (Central Area) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

This designation provides for the development, operation and maintenance of Auckland Art Gallery Toi o Tamaki and ancillary activities. The development works encompassed by this designation principally involve ...etc.

Conditions**Plans and Information**

1. The height, shape, and bulk of the proposed building works shall be carried out generally in accordance with the plans listed in the table below and which are comprised in Appendix 1 to these conditions (*these plans available on request*): ... etc

Attachments

No attachments.

Notes

1. The letter "R" at the front of a designation number indicates this is a NoR. Once a NoR is confirmed the letter "R" will be removed.
2. The name of a designation in the header is non-statutory and does not form part of the purpose of a designation. If the non-statutory name changes (i.e. a park or road is renamed), the designation may be updated with these new details without an alteration to the designation using section 181 of the RMA.
3. The location is intended to describe where the designation can be found on the planning maps (GIS viewer), which will show the extent of the designation boundaries. The location is normally described as the street address or legal description of the whole or part of the designated site, or the general locality for a designation over a large area. If the location changes (i.e. change of address or legal description in a subdivision), the designation may be updated with these new details without an alteration to the designation using section 181 of the RMA.
4. If the lapse date of the designation is changed by giving effect to the designation or through an extension to the lapse date under section 184 or 184A of the RMA, the lapse date of the designation may be updated without an alteration to the designation using section 181 of the RMA.

K1.2.3 Maps

The planning maps (GIS viewer) should be relied on for the extent of the designation boundaries¹.

Designations on the planning maps are identified by:

A "dark brown" outline and the number of the designation (in red) inside; or
A "tan brown" outline, dotted infill and the number of the designation (in tan brown) inside. This generally applies to a designation that imposes a restriction over a large area of land, water, subsoil, or airspace. For example a height restriction around an airport flight path.

The following information can be obtained from the planning maps (GIS viewer) on a site to which a designation applies:

The number² of the designation(s);
The name³ of the designation(s);
The requiring authority;
The address; and
The legal description.

Notes

1. The planning maps (GIS viewer) introduce a scale and precision of mapping not achieved in previous planning documents. The Council has used its best endeavours (with the assistance of requiring authorities) to accurately map the extent of each designation boundary on the planning maps. Any concerns over the accuracy of any part of the mapping should be raised with the Council.
2. The letter "R" has not been used in the designation number to indicate a NoR on the planning maps (GIS viewer). However, "R" is used in the front of the designation number in the schedules and full text version of the designation to denote a NoR.
3. The name of the designation in the planning maps (GIS viewer) is non-statutory and does not form part of the purpose of a designation. The full text version of a designation should be relied upon for information on a designation.

Schedule 9 Maunga Viewshafts Schedule [rcp/dp]

Schedule of Maunga Viewshafts is a qualifying matter in accordance with sections 77I(a) and (h) and section 77O(a) and (h) of the RMA within the urban environment.

ID	Name/ Location	PT	Mt Eden Circuit 2000		Height (NZVD2016) (AGL – Above Ground Level)	New Zealand Transverse Mercator 2000		Maunga viewshaft category
			Northing	Easting		Northing	Easting	
A1	Mount Albert	1	798120.51	394355.80	49.62 (1m AGL)	5915242.59	1751544.58	Regionally significant
		2	798410.13	396194.87	98.81	5915498.16	1753388.67	
		3	799089.56	395945.45	98.81	5916182.07	1753151.85	
A2	Mount Albert	1	797503.08	396030.39	60.11 (1m AGL)	5914594.31	1753207.45	Regionally significant
		2	798711.13	395788.99	97.28	5915806.60	1752988.43	
		3	798708.43	396284.95	97.28	5915794.74	1753484.24	
A3	Mount Albert	1	795772.77	395590.56	56.29	5912872.45	1752735.70	Regionally significant
		2	798750.51	395816.19	98.21	5915845.47	1753016.35	
		3	798682.43	396262.70	98.21	5915769.15	1753461.52	
		4	796975.77	395796.51	73.43	5914071.42	1752963.86	
A7	Mount Albert	1	797135.04	398118.97	66.47 (1m AGL)	5914187.72	1755288.85	Regionally significant
		2	798527.29	395941.28	98.61	5915619.98	1753137.29	
		3	798927.83	396257.08	98.61	5916014.61	1753460.44	
A8	Mount Albert	1	797478.88	397719.01	65.63	5914538.89	1754889.32	Regionally significant
		2	798563.90	395971.41	95.11	5915656.03	1753168.09	
		3	798909.61	396241.05	95.11	5915996.69	1753444.07	
		4	798676.22	396261.92	92.66	5915762.96	1753460.62	
A9	Mount Albert	1	798274.64	396958.11	65.11 (1m AGL)	5915348.58	1754149.27	Regionally significant
		2	798492.33	395972.80	98.39	5915584.45	1753168.16	
		3	798952.02	396210.19	98.39	5916039.66	1753414.00	
A10	Mount Albert	1	799822.41	397241.37	39.89 (1m AGL)	5916890.84	1754461.09	Regionally significant
		2	798589.13	396188.35	98.01	5915677.24	1753385.46	
		3	798967.73	395863.20	98.01	5916061.78	1753067.37	

Schedule 9 Maunga Viewshafts Schedule

A13	Mount Albert	1	802373.59	390235.91	15.92	5919570.96	1747504.09	Regionally significant
		2	799099.67	396324.71	77.80	5916185.17	1753531.23	
		3	798421.54	395908.06	77.80	5915514.87	1753102.12	
		4	799738.99	394526.07	60.98	5916857.62	1751744.74	
B1	Browns Island	1	803911.30	405376.14	4.84 (1m AGL)	5920828.78	1762670.08	Regionally significant
		2	803539.10	406111.79	3.31 (1m AGL)	5920443.05	1763398.76	
		3	804838.04	411915.13	-	5921634.65	1769225.33	
		4	805970.40	411651.28	-	5922771.75	1768982.41	
B2	Browns Island	1	803619.30	406394.82	(1m AGL)	5920518.01	1763683.23	Regionally significant
		2	803210.10	407408.95	-	5920090.14	1764689.65	
		3	804909.67	411984.07	-	5921705.00	1769295.58	
		4	806106.87	411495.50	GRADE -1:100	5922911.08	1768829.17	
B3	Browns Island	1	803238.16	407508.52	4.12 (1m AGL)	5920116.36	1764789.74	Regionally significant
		2	806012.61	411495.50	-44.47	5922816.83	1768827.43	
		3	805568.27	411770.46	-44.47	5922367.47	1769094.16	
B5	Browns Island	1	803270.11	412139.67	40.51 (1m AGL)	5920062.77	1769420.88	Regionally significant
		2	809039.88	405731.69	-269.43	5925950.07	1763120.24	
		3	811892.55	412214.90	-269.42	5928682.80	1769655.22	
B6	Browns Island	1 East	799327.64	413830.71	56.09 (1m AGL)	5916089.50	1771038.87	Regionally significant
		1 West	799348.75	413784.07	51.35 (1m AGL)	5916111.47	1770992.63	
		2	809111.22	405967.53	-107.70	5926017.05	1763357.36	
		3	811668.76	411584.24	-116.59	5928470.66	1769020.51	
E1	Mount Eden	1	799524.36	399738.59	94.65 (1m AGL)	5916546.68	1756952.36	Regionally significant
		2	800276.82	399809.50	133.03	5917297.71	1757037.17	
		3	800105.52	400221.77	133.03	5917118.82	1757446.21	
E2	Mount Eden	1	799078.61	399670.85	89.07 (1m AGL)	5916102.26	1756876.39	Regionally significant
		2	800244.51	399817.80	128.61	5917265.25	1757044.87	
		3	800150.32	400152.87	128.61	5917164.89	1757378.15	
E3	Mount Eden	1	797934.14	399385.23	76.45 (1m AGL)	5914963.27	1756569.67	Regionally significant

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		2	800262.09	399752.56	117.25	5917284.03	1756979.97	
		3	800117.06	400273.55	117.25	5917129.40	1757498.19	
E6	Mount Eden	1	798871.98	396485.66	59.66	5915954.55	1753687.94	Regionally significant
		2	800736.06	399797.24	109.65	5917757.10	1757033.40	
		3		400123.64	109.66	5916985.48	1757345.59	
		4	800633.47	399615.02	106.90	5917657.89	1756849.31	
E8	Mount Eden	1	805319.33	403057.95	3.29	5922279.41	1760378.24	Regionally significant
		2	805334.39	403086.57	4.05	5922293.94	1760407.13	
		3	805312.59	403213.49	4.21	5922269.80	1760533.63	
		4	805324.57	403278.12	4.25	5922280.59	1760598.48	
		5	800059.14	400222.72	148.56	5917072.43	1757446.30	
		6	800144.62	400085.96	148.56	5917160.42	1757311.15	
		7	800354.89	399749.56	148.55	5917376.87	1756978.68	
		8	800383.60	399703.63	148.55	5917406.43	1756933.29	
E9	Mount Eden	1	802139.99	401078.99	66.58 (1m AGL)	5919137.12	1758340.88	Regionally significant
		2	800322.80	399790.76	139.95	5917344.03	1757019.28	
		3	800110.37	400161.16	139.96	5917124.79	1757385.70	
E10	Mount Eden	1	800223.53	400293.10	134.71	5917235.49	1757519.71	Regionally significant
		2	800149.08	399798.69	134.71	5917170.19	1757024.00	
		3	807004.24	398766.56	4.28 (1m AGL)	5924043.25	1756118.64	
		4	807083.55	398784.71	4.09 (1m AGL)	5924122.22	1756138.25	
		5	807226.75	398844.74	3.85 (1m AGL)	5924264.28	1756200.91	
		6	807673.35	399171.44	3.68 (1m AGL)	5924704.78	1756535.80	
E11	Mount Eden	1	802942.12	403298.74	3.66 (1m AGL)	5919898.12	1760575.10	Regionally significant
		2	803038.09	403737.59	4.13 (1m AGL)	5919985.97	1761015.65	
		3	799946.13	400224.14	134.71	5916959.41	1757445.63	
		4	800585.19	399709.67	134.70	5917607.87	1756943.05	
		A	802945.12	403384.68	3.75	5919899.53	1760661.08	
		B	802951.15	403449.98	3.82	5919904.35	1760726.48	
		C	802966.28	403517.72	3.89	5919918.23	1760794.49	
		D	803019.05	403688.17	4.08	5919967.84	1760965.89	
E12	Mount Eden	1 South	802691.97	404029.28	5.25 (1m AGL)	5919634.51	1761300.90	Regionally significant
		1 North	802765.05	403954.85	3.74 (1m AGL)	5919708.96	1761227.83	

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		2	800632.50	399755.09	127.03	5917654.33	1756989.34	
		3	799961.76	400163.24	126.49	5916976.17	1757385.03	
E13	Mount Eden	1 East	801984.01	405038.89	48.97 (1m AGL)	5918908.00	1762297.29	Regionally significant
		1 West	801961.28	404888.07	40.04 (1m AGL)	5918888.06	1762146.07	
		2	800695.18	399865.39	115.50	5917714.96	1757100.78	
		3	800017.44	400085.99	113.21	5917033.26	1757308.83	
E14	Mount Eden	1	800653.65	401155.98	81.74 (1m AGL)	5917649.59	1758390.39	Regionally significant
		2	800607.29	401248.17	80.79 (1m AGL)	5917601.53	1758481.71	
		3	800551.50	401332.03	79.85 (1m AGL)	5917544.20	1758564.52	
		4	800483.19	401408.09	78.88 (1m AGL)	5917474.50	1758639.31	
		5	800438.03	401443.76	78.33 (1m AGL)	5917428.69	1758674.14	
		6	800546.43	399935.43	110.45	5917564.95	1757168.06	
		7	799837.49	400125.38	110.46	5916852.62	1757344.88	
E16	Mount Eden	1	805189.94	398221.05	27.78 (1m AGL)	5922239.34	1755539.74	Regionally significant
		2	805771.19	398528.87	40.43 (1m AGL)	5922814.80	1755858.23	
		3	800270.29	400288.38	134.71	5917282.33	1757515.85	
		4	800145.88	399918.77	134.71	5917164.77	1757144.00	
E18	Mount Eden	1	801525.42	399758.00	88.22	5918547.05	1757008.75	Regionally significant
		2	800129.71	399835.62	102.81	5917150.14	1757060.57	
		3	800288.14	400408.50	102.81	5917297.96	1757636.28	
		4	801100.26	399946.89	93.08	5918118.47	1757189.75	
		5	801381.36	399796.94	89.76	5918402.29	1757045.03	
E19	Mount Eden	1	801639.01	400276.47	86.89 (1m AGL)	5918651.04	1757529.24	Regionally significant
		2	801516.46	400314.00	84.64 (1m AGL)	5918527.82	1757564.50	
		3	800101.49	400352.84	116.07	5917112.37	1757577.18	
		4	800296.98	399595.33	111.71	5917321.82	1756823.41	
		5	801561.85	400248.41	88.24	5918574.41	1757499.76	
E20	Mount Eden	1	802233.12	398974.72	71.99 (1m AGL)	5919269.10	1756238.68	Regionally significant
		2	800061.43	399821.36	122.44	5917082.14	1757045.04	
		3	800422.69	400442.85	122.43	5917431.85	1757673.11	

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H1	Mount Hobson, Remuera	1	800747.73	401012.00	82.32	5917746.32	1758248.17	Regionally significant
		2	799949.22	401956.21	96.33	5916930.49	1759177.48	
		3	800241.86	402140.38	96.33	5917219.68	1759367.03	
H2	Mount Hobson, Remuera	1 East	803098.28	402884.10	4.19 (1m AGL)	5920061.91	1760163.40	Regionally significant
		1 West	803202.27	402777.95	4.06 (1m AGL)	5920167.85	1760059.19	
		2	800226.36	401778.35	103.86	5917210.87	1759004.77	
		3	800100.31	402252.28	104.41	5917076.08	1759476.29	
H3	Mount Hobson, Remuera	1	802961.67	403159.80	3.50	5919920.23	1760436.53	Regionally significant
		2	802942.91	403276.60	3.64	5919899.32	1760552.98	
		3	802956.16	403479.15	2.97	5919908.82	1760755.74	
		4	803031.49	403720.39	3.20	5919979.69	1760998.33	
		5	800263.38	401804.66	100.01	5917247.40	1759031.76	
		6	800210.75	401914.05	100.01	5917192.75	1759140.16	
		7	800128.70	402084.58	100.01	5917107.57	1759309.14	
		8	800042.95	402262.80	100.01	5917018.54	1759485.75	
H4	Mount Hobson, Remuera	1 East	801984.01	405038.89	48.97 (1m AGL)	5918908.00	1762297.29	Regionally significant
		1 West	801961.28	404888.07	40.04 (1m AGL)	5918888.06	1762146.07	
		2	800417.86	401917.62	94.54	5917399.76	1759147.56	
		3	800008.91	402165.83	93.85	5916986.29	1759388.17	
H5	Mount Hobson, Remuera	1 East	802037.62	405647.33	58.89 (1m AGL)	5918950.37	1762906.62	Regionally significant
		1 West	802014.16	405471.28	58.87 (1m AGL)	5918930.17	1762730.17	
		2	800428.09	401936.65	93.02	5917409.64	1759166.77	
		3	800009.71	402153.31	92.92	5916987.32	1759375.66	
H6	Mount Hobson, Remuera	1	805319.33	403057.95	3.29	5922279.41	1760378.24	Regionally significant
		2	805334.39	403086.57	4.05	5922293.94	1760407.13	
		3	805312.59	403213.49	4.21	5922269.80	1760533.63	
		4	805324.57	403278.12	4.25	5922280.59	1760598.48	
		5	800108.57	402253.37	95.01	5917084.32	1759477.53	
		6	800138.49	402115.45	95.01	5917116.78	1759340.19	
		7	800201.99	401822.75	95.01	5917185.68	1759048.71	
		8	800214.22	401766.42	95.01	5917198.95	1758992.62	
H7	Mount Hobson, Remuera	1 North	802765.06	403954.83	3.74 (1m AGL)	5919708.97	1761227.81	Regionally significant
		1 South	802695.41	404025.85	4.97 (1m AGL)	5919638.02	1761297.54	

Schedule 9 Maunga Viewshafts Schedule

		2	800337.66	401827.97	95.61	5917321.23	1759056.44	
		3	800050.07	402205.85	95.30	5917026.71	1759428.94	
K1	Big King, Three Kings	1	798860.59	399620.62	78.75	5915885.21	1756822.15	Regionally significant
		2	797381.84	399269.34	95.03	5914413.20	1756443.59	
		3	797443.40	399071.35	95.03	5914478.41	1756246.77	
		4	797878.25	399320.88	89.75	5914908.57	1756504.30	
K2	Big King, Three Kings	1	798347.26	399494.19	68.19	5915374.30	1756686.25	Regionally significant
		2	797390.49	399227.38	111.02	5914422.63	1756401.79	
		3	797445.37	399078.01	111.02	5914480.26	1756253.46	
		4	797878.25	399320.88	89.75	5914908.57	1756504.30	
M4	Mount Mangere	1	790521.80	403376.05	14.25	5907478.28	1760422.69	Regionally significant
		2	790626.14	403278.22	16.14	5907584.41	1760326.80	
		3	790744.38	403195.07	16.57	5907704.17	1760245.86	
		4	790832.95	403145.30	15.76	5907793.65	1760197.74	
		5	792649.07	401917.15	41.22	5909632.22	1759003.40	
		6	792355.13	401620.59	41.22	5909343.82	1758701.45	
		7	792096.17	401359.32	41.22	5909089.73	1758435.42	
		8	792063.21	401326.07	41.22	5909057.40	1758401.57	
M5	Mount Mangere	1	793594.01	402278.46	11.79	5910570.33	1759382.14	Regionally significant
		2	793819.97	402218.05	17.38	5910797.37	1759325.92	
		3	793918.14	402191.65	18.96	5910896.01	1759301.35	
		4	794011.62	402161.23	19.19	5910990.04	1759272.66	
		5	794101.08	402121.61	18.26	5911080.22	1759234.70	
		6	794183.89	402073.80	16.21	5911163.90	1759188.43	
		7	794259.68	402018.68	13.14	5911240.70	1759134.72	
		8	792294.93	401385.41	56.92	5909287.99	1758465.19	
		9	792264.54	401467.88	56.92	5909256.08	1758547.08	
		10	792235.87	401545.64	56.92	5909225.97	1758624.30	
		11	792209.32	401617.70	56.92	5909198.09	1758695.86	
		12	792185.58	401682.10	56.92	5909173.16	1758759.81	
		13	792162.67	401744.25	56.92	5909149.11	1758821.52	
		14	792110.11	401886.87	56.92	5909093.92	1758963.14	
M6	Mount Mangere	1 West	795157.00	400681.16	4.41 (1m AGL)	5912162.62	1757814.02	Regionally significant
		1 East	794773.57	401267.59	4.44 (1m AGL)	5911768.40	1758393.26	
		2	792218.43	401399.83	51.76	5909211.23	1758478.19	
		3	792349.22	402006.59	53.62	5909330.77	1759087.27	
O1	One Tree Hill	1 East	802025.99	405633.18	59.11 (1m AGL)	5918939.01	1762892.26	Regionally significant

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		1 West	802004.86	405400.97	58.37 (1m AGL)	5918922.16	1762659.70	
		2	797962.51	401419.68	113.81	5914954.01	1758604.31	
		3	797281.49	402208.69	111.57	5914258.52	1759380.60	
O2	One Tree Hill	1	799633.67	403827.79	57.62 (1m AGL)	5916580.39	1761042.93	Regionally significant
		2	798135.00	401364.85	109.75	5915127.49	1758552.67	
		3	797490.37	401899.47	109.76	5914473.08	1759075.29	
O3	One Tree Hill	1	796076.96	405546.22	23.13	5912992.44	1762695.35	Regionally significant
		2	797473.51	401586.04	116.50	5914462.01	1758761.60	
		3	797890.71	401758.93	116.50	5914875.95	1758942.17	
		4	797522.90	402496.90	98.17	5914494.56	1759673.23	
O4	One Tree Hill	1	795826.39	406380.94	23.10 (1m AGL)	5912726.47	1763525.31	Regionally significant
		2	797341.55	401535.74	119.00	5914331.01	1758708.87	
		3	798094.99	401839.45	118.99	5915078.71	1759026.46	
O5	One Tree Hill	1	798750.20	400160.96	82.03 (1m AGL)	5915764.85	1757360.36	Locally significant
		2	797568.65	401586.46	144.75	5914557.13	1758763.78	
		3	797936.87	401824.27	144.75	5914920.89	1759008.36	
O6	One Tree Hill	1	798668.05	400401.70	79.91 (1m AGL)	5915678.26	1757599.54	Regionally significant
		2	797577.36	401577.43	134.73	5914566.01	1758754.91	
		3	797866.64	401790.84	134.73	5914851.29	1758973.64	
O7	One Tree Hill	1	796209.58	401780.44	45.86 (1m AGL)	5913194.70	1758932.59	Regionally significant
		2	797728.81	401555.56	135.98	5914717.84	1758735.85	
		3	797744.56	401829.92	135.98	5914728.51	1759010.45	
O8	One Tree Hill	1	795969.39	401805.93	40.42 (1m AGL)	5912954.07	1758953.64	Regionally significant
		2	797729.68	401575.48	122.73	5914718.41	1758755.78	
		3	797744.64	401827.31	122.73	5914728.64	1759007.84	
O9	One Tree Hill	1	795681.13	401836.86	34.47 (1m AGL)	5912665.28	1758979.23	Regionally significant
		2	797727.81	401581.92	126.98	5914716.35	1758762.18	
		3	797742.37	401764.80	126.98	5914727.53	1758945.30	
O10	One Tree Hill	1 North	800092.34	406830.79	65.89 (1m AGL)	5916983.49	1764053.97	Locally significant
		1	800015.35	406793.86	60.93	5916907.20	1764015.63	

Schedule 9 Maunga Viewshafts Schedule

		South			(1m AGL)			
		2	797258.09	401901.04	97.36	5914240.81	1759072.56	
		3	798401.32	401562.17	95.53	5915390.12	1758754.89	
O11	One Tree Hill	1	793272.62	402347.35	4.28	5910247.71	1759445.07	Regionally significant
		2	793819.83	402203.30	17.12	5910797.50	1759311.17	
		3	793949.59	402166.90	18.52	5910927.91	1759277.18	
		4	794022.72	402140.96	18.38	5911001.52	1759252.60	
		5	794111.64	402099.56	17.23	5911091.19	1759212.85	
		6	794178.35	402059.85	15.36	5911158.62	1759174.38	
		7	797678.83	401228.26	108.38	5914673.92	1758407.67	
		8	797704.28	401421.32	108.38	5914695.80	1758601.18	
		9	797728.70	401606.62	108.38	5914716.78	1758786.90	
		10	797742.12	401708.41	108.38	5914728.32	1758888.92	
		11	797758.00	401828.92	108.38	5914741.97	1759009.70	
		12	797817.19	402278.03	108.38	5914792.84	1759459.83	
O12	One Tree Hill	1	794368.68	397395.61	109.52 (1m AGL)	5911435.22	1754514.44	Regionally significant
		2	798020.69	401488.16	120.80	5915010.92	1758673.86	
		3	797146.93	402125.03	69.18	5914125.53	1759294.46	
R1	Mount Roskill	1	797103.54	396738.02	49.37	5914181.76	1753907.56	Regionally significant
		2	796515.04	397690.11	80.62	5913575.76	1754848.59	
		3	796263.54	397477.74	80.62	5913328.23	1754631.61	
		4	796453.32	397420.08	75.68	5913519.04	1754577.47	
R2	Mount Roskill	1	797238.24	398012.95	61.87 (1m AGL)	5914292.86	1755184.76	Regionally significant
		2	796335.37	397754.05	67.50	5913394.93	1754909.21	
		3	796501.05	397430.93	67.49	5913566.56	1754589.20	
T1	Rangitoto Island	1	802171.25	401220.53	79.76 (1.5m AGL)	5919165.76	1758482.97	Regionally significant
		2	811630.70	406741.74	-154.52	5928521.89	1764177.93	
		3	808963.12	409813.29	-154.41	5925798.03	1767199.87	
T2	Rangitoto Island	4	803798.34	404721.58	5.73 (1m AGL)	5920727.93	1762013.54	Regionally significant
		5	803198.55	408145.06	4.22 (1m AGL)	5920065.00	1765425.45	
		6	808594.66	413198.12	-	5925367.16	1770577.50	
		7	809002.15	411980.29	-	5925797.07	1769367.33	
		8	810694.89	406921.22	-	5927582.90	1764340.13	
		9	811088.09	405746.09	-	5927997.72	1763172.42	
T3	Rangitoto	1	805778.23	398515.59	40.43	5922822.09	1755845.09	Regionally

Schedule 9 Maunga Viewshafts Schedule

	Island				(1m AGL)			significant
		2	808906.24	408960.22	58.51	5925756.88	1766345.87	
		3	811439.80	407833.39	58.51	5928310.89	1765265.91	
T4	Rangitoto Island	1	815914.52	397483.71	95.77 (1m AGL)	5932975.65	1755000.29	Regionally significant
		2	809058.13	407822.37	-24.29	5925929.74	1765210.97	
		3	811991.83	409252.80	-24.29	5928836.68	1766695.31	
T8	Rangitoto Island	1	802480.85	408568.45	48.57 (1m AGL)	5919339.58	1765835.53	Locally significant
		2	810213.01	407755.76	-40.69	5927085.70	1765165.67	
		3	810193.15	409551.85	-40.69	5927032.72	1766961.16	
T9	Rangitoto Island	1	800223.64	412896.97	34.14 (1m AGL)	5917002.66	1770121.81	Locally significant
		2	809682.00	407288.46	-46.70	5926563.39	1764688.64	
		3	810520.66	409038.54	-1.57	5927369.65	1766453.96	
T10	Rangitoto Island	1	802004.01	412026.98	3.53 (1m AGL)	5918798.90	1769284.82	Regionally significant
		C	802036.02	412027.71	3.64 (1m AGL)	5918830.89	1769286.14	
		B	802080.02	412059.01	3.45 (1m AGL)	5918874.31	1769318.25	
		A	802140.32	412098.71	3.38 (1m AGL)	5918933.87	1769359.06	
		2	802150.07	412100.60	3.60 (1m AGL)	5918943.58	1769361.13	
		4	811599.86	412373.25	-	5928387.22	1769808.16	
		3	809298.25	405782.44	-	5926207.46	1763175.75	
V1	Mount Victoria, Devonport	1	809018.91	401904.97	34.45 (1m AGL)	5925999.69	1759293.71	Regionally significant
		2	805845.19	402956.63	52.23	5922807.06	1760286.64	
		3	805965.73	403267.53	52.23	5922921.84	1760599.71	
V2	Mount Victoria, Devonport	1	807940.36	402315.84	29.92 (1m AGL)	5924913.73	1759684.62	Regionally significant
		2	805846.58	402961.98	50.62	5922808.35	1760292.01	
		3	805968.13	403270.68	50.62	5922924.18	1760602.91	
V3	Mount Victoria, Devonport	1	807253.90	402571.88	27.86 (1m AGL)	5924222.65	1759927.95	Regionally significant
		2	805847.59	402967.18	38.36	5922809.26	1760297.23	
		3	805967.08	403263.32	38.36	5922923.26	1760595.53	
W1	Mount	1	797942.08	405234.32	39.66	5914863.06	1762417.98	Regionally

Schedule 9 Maunga Viewshafts Schedule

	Wellington				(1m AGL)			significant
		2	798389.31	407379.95	52.97	5915270.55	1764571.58	
		3	798730.50	407279.35	52.97	5915613.55	1764477.29	
W2	Mount Wellington	1	798032.18	405530.45	36.98 (1m AGL)	5914947.67	1762715.73	Regionally significant
		2	798389.39	407381.84	84.66	5915270.60	1764573.47	
		3	798784.58	407259.37	84.66	5915668.00	1764458.32	
W3	Mount Wellington	1	798143.09	406339.91	38.00	5915043.60	1763527.13	Regionally significant
		2	798776.57	407224.75	75.00	5915660.63	1764423.56	
		3	798389.74	407399.81	75.00	5915270.61	1764591.44	
		4	798190.65	406470.64	42.73	5915088.73	1763658.72	
W4	Mount Wellington	1	796906.97	406702.31	25.57 (1m AGL)	5913800.95	1763866.63	Regionally significant
		2	798627.70	407053.71	54.60	5915514.94	1764249.79	
		3	798418.51	407596.54	54.60	5915295.74	1764788.68	
W5	Mount Wellington	1	797936.25	407198.78	20.49 (1m AGL)	5914820.90	1764382.05	Regionally significant
		2	798571.26	407158.93	73.63	5915456.56	1764353.95	
		3	798445.32	407580.46	73.63	5915322.85	1764773.10	
W6	Mount Wellington	1	796710.05	407308.08	18.70	5913592.85	1764468.66	Regionally significant
		2	798521.23	407088.90	52.81	5915407.83	1764283.01	
		3	798511.65	407595.58	52.81	5915388.89	1764789.44	
		4	798371.87	407371.79	49.79	5915253.26	1764563.10	
W8	Mount Wellington	1	797834.43	407808.26	23.44 (1m AGL)	5914707.82	1764989.57	Regionally significant
		2	798416.23	407171.48	70.29	5915301.32	1764363.63	
		3	798674.36	407612.03	70.29	5915551.27	1764808.90	
W9	Mount Wellington	1	797619.01	408265.04	27.49	5914483.99	1765442.30	Regionally significant
		2	798373.59	407197.32	86.40	5915258.21	1764388.68	
		3	798698.66	407527.63	86.40	5915577.13	1764724.96	
		4	797765.86	408120.35	36.78	5914633.50	1765300.35	
W12	Mount Wellington	1	800462.16	412648.07	3.79	5917245.75	1769877.34	Regionally significant
		2	800582.90	412648.19	3.12	5917366.48	1769879.69	
		3	800774.14	412605.39	3.66	5917558.49	1769840.43	
		4	800943.27	412494.66	3.48	5917729.64	1769732.84	
		5	800942.50	412435.80	3.12	5917729.96	1769673.97	
		6	800994.74	412418.71	3.34	5917782.51	1769657.85	
		7	801056.18	412438.71	4.01	5917843.57	1769678.98	
		8	801202.03	412416.32	3.34	5917989.82	1769659.29	

Schedule 9 Maunga Viewshafts Schedule

		9	801421.83	412329.75	2.95	5918211.19	1769576.79	
		10	801566.00	412253.56	2.64	5918356.75	1769503.28	
		11	801774.26	412132.37	2.70	5918567.23	1769385.95	
		12	798876.13	407133.91	51.23	5915761.85	1764334.57	
		13	798774.23	407186.52	51.23	5915658.99	1764385.29	
		14	798705.20	407222.16	51.23	5915589.31	1764419.64	
		15	798605.68	407273.54	51.23	5915488.86	1764469.18	
		16	798546.45	407304.12	51.23	5915429.07	1764498.66	
		17	798493.11	407331.65	51.23	5915375.23	1764525.20	
		18	798407.97	407375.59	51.23	5915289.29	1764567.57	
		19	798327.71	407417.04	51.23	5915208.28	1764607.53	
		20	798282.29	407440.48	51.23	5915162.43	1764630.12	
W13	Mount Wellington	1	801191.95	409541.66	41.57	5918032.86	1766784.80	Locally significant
		2	798340.26	407552.71	65.14	5915218.31	1764743.40	
		3	798734.91	407081.77	65.14	5915621.62	1764279.83	
		4	799689.62	407780.70	47.66	5916563.28	1764996.31	
W18	Mount Wellington	1	799933.26	406732.86	53.16 (1m AGL)	5916826.25	1763953.12	Regionally significant
		2	800085.60	406810.64	64.79 (1m AGL)	5916977.13	1764033.70	
		3	798646.41	407653.84	55.08	5915522.55	1764850.19	
		4	798429.58	407134.47	55.08	5915315.36	1764326.87	
W19	Mount Wellington	1	802013.55	405342.04	56.82 (1m AGL)	5918931.94	1762600.94	Regionally significant
		2	802029.21	405572.83	58.77 (1m AGL)	5918943.34	1762831.98	
		3	798662.70	407586.97	102.03	5915540.08	1764783.63	
		4	798415.87	407141.45	76.33	5915301.52	1764333.60	
W24	Mount Wellington	1	796319.82	408561.05	16.06 (1m AGL)	5913179.50	1765714.25	Regionally significant
		2	796434.90	408283.25	20.64 (1m AGL)	5913299.70	1765438.61	
		3	798422.98	407180.64	45.17	5915307.90	1764372.91	
		4	798694.13	407650.27	46.90	5915570.33	1764847.50	
W25	Mount Wellington	1	798581.16	408189.48	27.04 (1m AGL)	5915447.41	1765384.54	Regionally significant
		2	798967.26	407361.51	56.76	5915848.76	1764563.82	
		3	798266.20	407331.92	56.76	5915148.35	1764521.27	
W26	Mount Wellington	1	797854.43	413470.44	43.75 (1m AGL)	5914623.12	1770651.41	Regionally significant
		2	797214.69	401689.49	102.23	5914201.33	1758860.25	
		3	798745.91	401705.86	102.22	5915732.00	1758904.93	

Schedule 9 Maunga Viewshafts Schedule

		4	798320.65	407317.82	74.35 Upper 48.05 Lower	5915203.05	1764508.18	
		5	798851.74	407384.71	80.97 Upper 48.05 Lower	5915732.83	1764584.89	
		6	798928.48	407394.37	48.05	5915809.38	1764595.97	
		7	800060.21	400010.51	126.01	5917077.42	1757234.14	
		8	800414.13	400073.30	126.00	5917430.12	1757303.46	
		9	800034.76	402058.86	113.81	5917014.12	1759281.69	
		10	800349.24	402123.46	113.81	5917327.35	1759352.09	

Schedule 10: Notable Tree Schedule

The Schedule is divided into Auckland Districts and is organised into alphabetical order by street name.

The Notable Trees Overlay symbols are marked on the Planning maps and should be viewed in conjunction with the Schedule below. The symbols indicate the presence of a notable tree, trees or groups of trees.

The Notable Tree Overlay is a qualifying matter with respect to the greater height or density enabled under Schedule 3C of the RMA or under Policy 3 NPS-UD. It is a qualifying matter for notable trees that have historic heritage values under section 6 of the RMA, and for notable trees due to their amenity values under section 7 of the RMA.

The provisions of this overlay may mean the intensity or scale of development anticipated in the underlying zone will not be able to be achieved on some sites.

Schedule 14.1 Schedule of Historic Heritage

Schedule of Historic Heritage is a qualifying matter in accordance with sections 77I(a) and 77O(a) of the RMA within the urban environment.

[rcp/dp]

Introduction

The criteria in [B5.2.2\(1\) to \(5\)](#) have been used to determine the significant historic heritage places in this schedule and will be used to assess any proposed additions to it.

The criteria that contribute to the heritage values of scheduled historic heritage in Schedule 14.1 are referenced with the following letters:

A: historical

B: social

C: Mana Whenua

D: knowledge

E: technology

F: physical attributes

G: aesthetic

H: context.

Information relating to Schedule 14.1

Schedule 14.1 includes for each scheduled historic heritage place;

- an identification reference (also shown on the Plan maps)
- a description of a scheduled place
- a verified location and legal description and the following information:

Reference to Archaeological Site Recording

Schedule 14.1 includes in the place name or description a reference to the site number in the New Zealand Archaeological Association Site Recording Scheme for some places, for example R10_709.

Categories of scheduled historic heritage places

Schedule 14.1 identifies the category of significance for historic heritage places, namely:

- (a) outstanding significance well beyond their immediate environs (Category A); or
- (b) the most significant scheduled historic heritage places scheduled in previous district plans where the total or substantial demolition or destruction was a discretionary or non-complying activity, rather than a

prohibited activity (Category A*). This is an interim category until a comprehensive re-evaluation of these places is undertaken and their category status is addressed through a plan change process; or

- (c) considerable significance to a locality or greater geographic area (Category B).

Further information on the categories of scheduled historic heritage places is contained in [D17 Historic Heritage Overlay](#).

Primary feature

Schedule 14.1 lists the primary feature of historic heritage significance for a scheduled place. Not all primary features of Category B places have been identified. Until such time as the primary features of Category B places are identified, all features within the extent of Category B places, where the primary features are not identified, will be considered a primary feature.

Extent of a scheduled historic heritage place

Schedule 14.1 refers to the 'extent of place' of a scheduled historic heritage place. In most cases reference is made to the extent of a scheduled historic heritage place being shown on the Plan maps. The historic heritage overlay rules apply to all land and water (including the foreshore and seabed) within the identified extent of a scheduled historic heritage place.

Where a scheduled historic heritage place is annotated with a # symbol in Schedule 14.1 an extent of place has yet to be defined. For places annotated with a # symbol the rules in [D17 Historic Heritage Overlay](#) apply to all land and water (including the foreshore and seabed) within 50 metres of the feature named or described in the schedule.

For Historic Heritage Areas the maps and statements of significance in Schedule 14.2 describe the identified extent of place. When the extent of place for a scheduled historic heritage place is shown on a map in Schedule 14.2 it shall take precedence over the extent of place shown on the Plan maps.

Exclusions

Schedule 14.1 identifies as 'exclusions' those sites, features or elements of a historic heritage place that do not have historic heritage value. Excluded features are subject to different rules than those that apply to the scheduled place (refer to [D17 Historic Heritage Overlay](#)).

Additional rules for archaeological sites or features

Schedule 14.1 identifies those scheduled historic heritage places with archaeological values where additional archaeological rules apply (refer to [D17 Historic Heritage Overlay](#)).

Place of Māori significance

Schedule 14.1 identifies scheduled historic heritage places that are sites or places of significance to Mana Whenua. These places may also be subject to [D21 Sites and Places of Significance to Mana Whenua Overlay](#).

Requirements of the Heritage New Zealand Pouhere Taonga Act 2014

In addition to the Plan provisions relating to scheduled historic heritage places the provisions of the Heritage New Zealand Pouhere Taonga Act 2014 apply.

Historic heritage places subject to heritage orders

Historic heritage places that are subject to Heritage Orders under the Heritage New Zealand Pouhere Taonga Act 2014 are included in Schedule 13 Heritage Orders Schedule.

Heritage New Zealand Pouhere Taonga (Heritage New Zealand)

Heritage New Zealand maintains the New Zealand Heritage List/ Rārangī Kōrero which is a list of historic places, historic areas and wahi tapu areas. Heritage New Zealand is also required to establish and maintain the list of National Historic Landmarks/ Ngā Manawhenua o Aotearoa me ōna Kōrero Tūturu. A scheduled historic heritage place in this Plan may also be on the New Zealand Heritage List.

In addition to the requirements of this Plan, the Heritage New Zealand Pouhere Taonga Act 2014 requires an authority to be obtained from Heritage New Zealand to modify or destroy any archaeological site meeting the criteria set out in that Act, whether or not it is recorded or scheduled.

If works are proposed to a scheduled historic heritage place, and the place meets the definition of an 'archaeological site' in the Heritage New Zealand Pouhere Taonga Act 2014, then the works will be subject to the provisions of that Act in addition to this Plan. Some places that meet the definition of an 'archaeological site' under the Heritage New Zealand Pouhere Taonga Act 2014 will not be included in Schedule 14.1, and an authority to modify an archaeological site will be required from Heritage New Zealand.

Prior to starting work, or making an application for a resource consent affecting a historic heritage place Heritage New Zealand should be contacted to confirm whether, in addition to any rules applying in this Plan;

- (1) an authority is required from Heritage New Zealand to modify an archaeological site; or
- (2) the place is on the New Zealand Heritage List/ Rārangī Kōrero or list of National Historic Landmarks

Table 1: Historic Heritage Places

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
00001	Roe's/Cornwallis Mill R11_119, R11_1088, R11_1064	Kakamatua Stream, Waitakere Ranges Regional Park, Huia Road, Cornwallis	PT ALLOT 1 SO 1432A KARANGAHAPE; ALLOT 14 SO 1432A KARANGAHAPE; PT ALLOT 1 SO 1432A KARANGAHAPE; PT ALLOT 5 DP 3191 KARANGAHAPE	B		A,D,H	Refer to planning maps		Yes	
00002	Clark Pottery and Brickworks/Robert Holland Pottery and Brickworks R11_1508	Wiseley Esplanade Reserve, 4 ScottRoad, 2 Brickworks Bay Road, and Bannings Way, Hobsonville	Lot 1 DP 71841; Lot 2 DP 71841; Lot 102 DP 468595; Lot 101 DP 468595; CMA; road reserve	A*	Entire extent of place	A,D,H	Refer to planning maps		Yes	
00003	Piha Tramway - Anawhata to Piha section	Piha		B		D	To be defined#		Yes	
00004	Mander and Bradley's Mill	Waitakere Ranges Regional Park, Mander Stream, Piha Road, Waiatarua	PT ALLOT 92 SO 854 WAITAKERE; ALLOT 91 SO 13064 WAITAKERE	B		D	Refer to planning maps		Yes	
00005	Driving Stream rafter dam	Driving Stream, Forest Hill Road, Waiatarua	Pt Allotment 7A PSH OF Waipareira; Lot 4 DP 102197; Pt Lot 3 DP 1266; Pt Lot 2 DP 1266	B		D	Refer to planning maps		Yes	
00006	Auckland Brick and Tile Co Brickworks R11_1724	Harbourview- Orangihina, adjacent to 415 Te Atatu Road, Te Atatu Peninsula	PART LOT 1 DP 370; PART BED AUCKLAND HARBOUR SO 67209; road reserve; CMA	B		A,D,E	Refer to planning maps		Yes	
00007	Carder/Vazey Pottery and Brickworks R11_1508	Wisely Esplanade Reserve, Bannings Way, and 44B, 44C, 44D, 56, 58, 64, 66, and 72 Bannings Way, Hobsonville	Lot 3 DP 100813; Lot 101 DP 378286; LOT 2 DP 408422; Lot 3 DP 408422; Lot 4 DP 408422; Lot 63 DP 398799; Lot 77 DP 398799; Lot 75 DP 398799; Lot 74 DP 398799; Lot 69 DP 378286; CMA	A*	Entire extent of place	A,D,H	Refer to planning maps		Yes	
00008	Gibbons Huia Mill	Waitakere Ranges Regional Park, 23 Huia Dam Road, Huia	Pt Allot 9 DP 3191 Karangahape; Pt Allot 13 DP 3191 Karangahape; road reserve	B		D	Refer to planning maps		Yes	
00010	Stone wall Q11_534	35 Falls Road, Te Henga	PT ALLOT 86 SO 56578 WAITAKERE	B		D	Refer to planning maps		Yes	
00011	Cassel Stream rafter dam Q11_490	66 Kitewaho Road and Tram Valley Road, Swanson	Lot 200 DP 347095; Lot 10 DP 171369	B		D	Refer to planning maps		Yes	
00012	Cowan's Mill	Waitakere Ranges Regional Park, Piha Road, Piha	ALLOT 73 SO 854 WAITAKERE	B		D	Refer to planning maps		Yes	
00013	Pirrit's Heel and Toe Plate Factory	Oratia Stream, Millbrook Road, Henderson	PT SEC 33 ALLOT 90 SO 15260; Oratia Stream	B		D	Refer to planning maps		Yes	
00014	Henderson's Mill R11_1065	Opanuku Stream, 46 Sel Peacock Drive and 20 Alderman Drive, Henderson	Pt Lot 5 DP 130997; Pt Lot 5 DP 104914; Pt Lot 3 DP 149953; Lot 8 DP 130997; Lot 6 DP 130997; Pt Lot 2 DP 149953; Lot 3 DP 130997; Pt Lot 7 DP 2251; Lot 5 DP 104914; AREA D SO 64154; Opanuku Stream; road reserve	B		D	Refer to planning maps		Yes	
00015	Karekare Falls water flume	Waitakere Ranges Regional Park, Company Stream, Karekare	Lot 8 DP 57223; PT ALLOTSE45 DP 2947 KARANGAHAPE; road reserve	B		D	Refer to planning maps		Yes	
00016	Karekau Mill	Waitakere Ranges Regional Park, 2 and 6 Lone Kauri Road, Karekare	PT ALLOT 106 SO 886 KARANGAHAPE; PT ALLOT 106 DP 17776 KARANGAHAPE; PT ALLOT 125 SO 27599 KARANGAHAPE; Pt Lot 1 DP 35875; road reserve	B		D	Refer to planning maps		Yes	
00017	Company Stream stringer dam	174 Lone Kauri Road and 10A La Trobe Track, Karekare	Lot 2 DP 346188; Lot 4 DP 63610	B		D	Refer to planning maps		Yes	
00018	Pararaha Stream rafter dam	Waitakere Ranges Regional Park, Pararaha Stream, Lone Kauri Road, Karekare	Lot 9 DP 31127	B		D	Refer to planning maps		Yes	
00019	Foote's Timber Mill holding dam site	Waitakere Ranges Regional Park, Pararaha Stream, Karekare	Allot 103 DP 4364 Karangahape	B		D	Refer to planning maps		Yes	
00020	Foote's Timber Mill site	Waitakere Ranges Regional Park, Pararaha Stream, Lone Kauri Road, Karekare	Allot 103 DP 4364 Karangahape	B		D	Refer to planning maps		Yes	
00021	Karekau tramline extension tunnel Q11_369	Waitakere Ranges Regional Park, Tunnel Point, Lone Kauri Road, Karekare	ALLOT SW59 DP 3734 KARANGAHAPE; AREA A SO 64997	B		D	Refer to planning maps		Yes	
00022	Steam boiler Q11_355	Waitakere Ranges Regional Park, Tunnel Point, Karekare	AREA A SO 64997	B		D	Refer to planning maps		Yes	

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
00023	Locomotive remains Q11_354	Karekare Beach, Karekare	Allot 150 SO 37513Karangahape	B		D	Refer to planning maps		Yes	
00024	Piha Tramway - Karekare to Whatipu Wharf section Q11_369	Extends from Karekare to Whatipu		B		D	To be defined#		Yes	
00025	Gibbons Whatipu mill	Waitakere Ranges Regional Park, Whatipu Stream, Whatipu Road, Huia	PT ALLOT 34 SO 1383 KARANGAHAPE	B		D	Refer to planning maps		Yes	
00026	Golden Stairs Stream driving dam	Waitakere Ranges Regional Park, Marama Stream, Whatipu Road, Huia	Allotment 90A PSH OF Karangahape	B		D	Refer to planning maps		Yes	
00027	Marama Stream driving dam	Waitakere Ranges Regional Park, Marama Stream, Huia	Allotment 113 PSH OF Karangahape	B		D	Refer to planning maps		Yes	
00028	Gibbons Niagara Mill holding dam	Waitakere Ranges Regional Park, Karamatura Stream, Huia	Pt Allotment 27 PSH OF Karangahape; Lot 2 DP 12078	B		D	Refer to planning maps		Yes	
00029	Gibbons Niagara Mill	1247 Huia Road, Huia	Pt Allotment 27 PSH OF Karangahape; CMA	B		D	Refer to planning maps		Yes	
00030	Hobsonville Church and Settlers' Cemetery	1 Scott Road, Hobsonville	LOT 1 DP 192038; road reserve	B		A,H	Refer to planning maps	Interior of building(s)		
00031	Whenuapai Village Hall	41-43 Waimarie Road, Whenuapai	LOT 24 DP 15956; LOT 25DP 15956	B		A,B,G,H	Refer to planning maps	Interior of building(s)		
00032	Glen Eden Methodist Church	302 West Coast Road, Glen Eden	Lot 4 DP 122886	B	Church	A,B,F	Refer to planning maps	Interior of building(s); extensions attached to north and west of church		
00033	Glen Eden Railway Station	145 West Coast Road, Glen Eden	SECT 1 SO 70422; road reserve; rail corridor	B	Station building	A,B,H	Refer to planning maps	Platform shelter		
00034	Playhouse Theatre	15 Glendale Road, Glen Eden	LOT 1 DP 181459	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00035	Residence	109 Hepburn Road, Glendene	LOT 1 DP 54424	B		A,F,G	Refer to planning maps	Interior of building(s)		
00036	Residence	105 Hepburn Road, Glendene	LOT 2 DP 51411	B		A,F,G	Refer to planning maps	Interior of building(s)		
00037	Residence	12 Neesons Way, Glendene	Lot 7 DP 320796	B		F	Refer to planning maps	Interior of building(s)		
00038	Residence	11 Punga Road, Whenuapai	LOT 2 DP 59385	B		A,F	Refer to planning maps	Interior of building(s)		
00039	Anti-aircraft gun emplacements	2-26 Riverstone Road and 465 Te Atatu Road, Te Atatu Peninsula	LOT 100 DP 323329; LOT 94 DP 208882; LOT 19 DP 176610; LOT 97 DP 208882; LOT 109 DP 195675; PART BED AUCKLAND HARBOUR SO 67209; CMA	B	Gun emplacements	A,H	Refer to planning maps	Interior of building(s)		
00040	Residence	2 Fowey Avenue, Te Atatu South	LOT 1 DP 48414	B		A,F,G	Refer to planning maps			
00041	Holy Family Catholic Church	92 Taikata Road, Te Atatu	Pt Lot 23 DEEDS Whau 14; road reserve	B		A,B,F,G	Refer to planning maps	Interior of building(s); driveway areas		
00042	Post Office and Fire Station (former)	57 Ferry Parade, Herald Island	LOT 215 DP 31409	B		A,F	Refer to planning maps	Interior of building(s)		
00043	Residence	12 Rewarewa Road, Te Atatu Peninsula	LOT 5 DP 50426	B		A,F	Refer to planning maps	Interior of building(s)		
00044	Residence	46 Rewarewa Road, Te Atatu Peninsula	LOT 12 DP 59518	B		F	Refer to planning maps	Interior of building(s)		
00045	Residence	17 Ayrton Street, Te Atatu South	LOT 8 DP 47729	B		A,F	Refer to planning maps	Interior of building(s)		
00046	Commercial building	52 Ferry Parade, Herald Island	LOT 125 DP 31409; road reserve	B		A	Refer to planning maps	Interior of building(s)		
00047	First Methodist Church	2 Taikata Road, Te Atatu Peninsula	PART ALLOT 4 PSH OFWAIPAREIRA; road reserve	B		A,B,F	Refer to planning maps	Interior of building(s)		
00048	Residence	5 Bridge Avenue, Te Atatu South	LOT 1 DP 40492	B		F,G	Refer to planning maps	Interior of building(s)		
00049	Residence	20 Tirimoana Road, Te Atatu South	LOT 4 DP 401231	B		A,F	Refer to planning maps	Interior of building(s)		
00051	Massey Post Office (former)	399 Don Buck Road, Massey	SEC 1 SO 68814; LOT 1 DP211902; LOT 3 DP 211902; road reserve	B		A,B,G,H	Refer to planning maps	Interior of building(s)		

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00052	Residence	44 Royal Road, Massey	LOT 1 DP 64770	B		A	Refer to planning maps	Interior of building(s)		
00053	Residence	335 Royal Road, Massey	LOT 2 DP 178247	B		F	Refer to planning maps	Interior of building(s)		
00054	Residence	99 Glen Road, Ranui	Lot 2 DP 50606	B		A,F	Refer to planning maps	Interior of building(s)		
00055	Henderson Substation	2-12 Lincoln Park Avenue, Massey	LOT 1 DP 146083	B		A,F	Refer to planning maps	Interior of building(s)		
00056	1YA radio transmitter station	2-12 Selwood Road, Henderson	LOT 8 DP 1034	A	Transmitter station	A,B,D,E,F,G,H	Refer to planning maps	Interior of building(s); cell phone tower; driveway; post-1935 transmission equipment; shipping container/shed		
00057	Wheeler Stream stringer dam	Waitakere Ranges Regional Park, Wheeler Stream (also known as 131 Anawhata Road, Anawhata), Bethells Beach	ALLOT 153 SO 41641 WAITAKERE	B		A,D	Refer to planning maps		Yes	
00058	Wainamu Stream stringer dam	Waitakere Ranges Regional Park, Wainamu Stream (also known as 670A Scenic Drive, Swanson), Bethells Beach	LOT 1 ALLOT 8 SO 23502	B		A,D	Refer to planning maps		Yes	
00059	Three-unit house	16 Clark Road, Hobsonville	Lot 2 DP 492135	A*	Residence	A,F,H	Refer to planning maps	Interior of building(s)		
00060	Residence	39 Kopiko Road, Titirangi	LOT 358 DP 25642	B	Residence	A,F	Refer to planning maps	Interior of building(s); carport		
00061	Residence	41 Kopiki Road, Titirangi	LOT 359 DP 25642	B		A,F	Refer to planning maps	Interior of building(s)		
00062	Residence	11 Huia Road, Titirangi	LOT 5 DP 54666	B		A,F,G	Refer to planning maps	Interior of building(s)		
00063	Church	2 Church Street, Swanson	LOT 1 DP 2503	B		A,F	Refer to planning maps	Interior of building(s)		
00064	Residence	710 Swanson Road, Swanson	LOT 7 DP 23604	B		A,F	Refer to planning maps	Interior of building(s)		
00065	Yozin Winery, including residence	678, 682, and 686 Swanson Road, Swanson	Lot 1 DP 7651; Lot 2 DP7651; Lot 3 DP 7651; Lot 4 DP 7651; Lot 5 DP7651	B		A,H	Refer to planning maps	Interior of building(s)		
00066	Residence	731 Swanson Road, Swanson	LOT 1 DP 122022	B		A,F	Refer to planning maps	Interior of building(s)		
00067	Residence	749 Swanson Road, Swanson	LOT 1 DP 67027	B		A,F	Refer to planning maps	Interior of building(s)		
00068	Residence	757 Swanson Road, Swanson	Lot 9 DP 16383	B		A,F	Refer to planning maps	Interior of building(s)		
00069	Lopdell House	418 Titirangi Road, Titirangi	ALLOT 740 SO 59927 WAIKOMITI; road reserve	A*	Main building	A,B,F,G	Refer to planning maps	Interior of building(s)		
00070	Titirangi Soldiers' Memorial Church	116 Park Road, Titirangi	LOT 3 DP 16793; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
00071	Residence	1 Williams Road, Hobsonville	LOT 1 DP 123769	B		A,F,G	Refer to planning maps	Interior of building(s)		
00072	Residence	2 Kohu Road, Titirangi	PT LOT 1 DP 25147	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00073	Residence	1/12 Pooks Road, Ranui	LOT 19 DP 44258	B		A,F	Refer to planning maps	Interior of building(s)		
00074	Titirangi Treasure House	418 Titirangi Road, Titirangi	ALLOT 740 SO 59927 WAIKOMITI	B		A,F	Refer to planning maps	Interior of building(s)		
00076	War Memorial	500 South Titirangi Road, Titirangi	PT LOT 17 DP 6678	B	World War I memorial	A, B	Refer to planning maps			
00077	Huia Filter Station	Corner of Manuka Road and Woodlands Park Road, Titirangi	LOT 5 DP 156565	B		A,F,G	Refer to planning maps	Interior of building(s)		
00078	St Mark's Church	705 Swanson Road, Swanson	LOT 3 DP 15932	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00079	Residence	200 Huia Road, Titirangi	LOT 15 DP 380428	B		A,F	Refer to planning maps	Interior of building(s)		

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00080	Residence	12 Paturoa Road, Titirangi	LOT 71 DP 28967	B		A,F,G	Refer to planning maps	Interior of building(s)		
00081	Residence	18 Lookout Drive, Laingholm	LOT 59 DP 19099	B		F	Refer to planning maps	Interior of building(s)		
00082	Residence	8 Western Road, Laingholm	LOT 218 DP 19098	B		A,F	Refer to planning maps	Interior of building(s)		
00083	Henderson Valley Primary School	Henderson Valley Primary School, 389 Henderson Valley Road, Henderson	PT LOT 19 DP 8632	B		A,B,H	Refer to planning maps	Interior of building(s)		
00084	Khaleel residence	56 Sturges Road, Henderson	LOT 3 DP 498436	B		A,F,H	Refer to planning maps	Interior of building(s)		
00085	Pukematekeo Summit bridge	Waitakere Ranges Regional Park, Pukematekeo Track, Te Henga Road, Te Henga	ALLOT 85A SO 15764 WAITAKERE	B		A,G,H	Refer to planning maps	Interior of building(s)		
00086	Nihotupu Filter Station	Corner of Woodlands Park Road and Scenic Drive, Titirangi	LOT 2 DP 484666	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00087	Spragg's Bush Cemetery	683 and 685 Scenic Drive, Waiatarua	Lot 3 DP 22406; Pt Lot 1 DP22406; Lot 2 DP 22406	B		A,H	Refer to planning maps		Yes	
00088	Swanson Cemetery	54 O'Neills Road, Swanson	ALLOT 192 SO 19116 WAIPAREIRA	B		A,B,G	Refer to planning maps	Interior of building(s)		
00089	Residence	66 O'Neills Road, Swanson	LOT 1 DP 99219	B		A,F	Refer to planning maps	Interior of building(s)		
00090	Waitakere Filter Station	105-121 Christian Road, Swanson	PT ALLOT N7A DP 3530 WAIPAREIRA	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00091	Infant Block	Titirangi Primary School, 1-7 Kohu Road, Titirangi	PT ALLOT 46 SO 29E WAIKOMITI; PT LOT 4 DP 9262	B	Infant Block	A,B,F	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature; second-storey extension attached to Infant Block		
00092	Wainui	200 Huia Road, Titirangi	LOT 15 DP 380428	B		F	Refer to planning maps	Interior of building(s)		
00093	Brick bridge	Huia Road, Titirangi	Road reserve	B		A,G	Refer to planning maps	Interior of building(s)		
00094	McCahon residence	67 Otitori Bay Road, Titirangi	LOT 11 DP 17297	B		A	Refer to planning maps	Interior of building(s)		
00095	Residence	30 Millbrook Road, Henderson	LOT 2 DP 420571	B		A,F,G	Refer to planning maps	Interior of building(s)		
00096	Church (former)	7 Clarks Lane, Hobsonville	LOT 5 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		
00098	Limmer House	55 Henderson Valley Road, Henderson	LOT 2 DP 45951	B		A,F	Refer to planning maps	Interior of building(s)		
00099	Residence	4 Kukupa Road, Sunnyvale	Lot 2 DP 179561	B		A,F	Refer to planning maps	Interior of building(s)		
00100	Railway worker's residence	1/36 Newington Road, Henderson	LOT 21 DP 17318	B		A,F,G	Refer to planning maps	Interior of building(s)		
00101	Carnarvon Hospital	20 Lincoln Road, Henderson	LOT 2 DP 512416	B	Villa	A,F	Refer to planning maps	Interior of building(s)		
00103	Residence	9 Swanson Road, Henderson	LOT 2 DP 151433	B		F	Refer to planning maps	Interior of building(s)		
00104	Residence	51 Sturges Road, Henderson	LOT 54 DP 48012	B		A,F	Refer to planning maps	Post-1959 dwelling; interior of building(s)		
00105	Residence	5 Blacklock Avenue, Henderson	LOT 25 DP 20993	B		A,F	Refer to planning maps	Interior of building(s)		
00108	Theet's Cottage	132 Parker Road, Oratia	Lot 1 DP 167502	B		A,F	Refer to planning maps	Interior of building(s)		
00109	Endt Cottage	108 Parker Road, Oratia	LOT 2 DP 50785	B		A,F,G	Refer to planning maps	Interior of building(s)		

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00110	Cottage	587A West Coast Road, Oratia	LOT 2 DP 482262	B	Cottage	A,F	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature		
00112	St Michael's Anglican Church (former)	2 Mt Lebanon Lane, Henderson	LOT 3 DP 208135	B		A,F	Refer to planning maps	Interior of building(s)		
00113	Albion Vale and Oratia Folk Museum	527 West Coast Road, Oratia	LOT 2 DP 131742	A*	Albion Vale	A,B,F,G	Refer to planning maps	Interior of building(s)		
00114	Barn	8 Parker Road, Oratia	LOT 2 DP 39814	B		A,F	Refer to planning maps	Interior of building(s)		
00115	Clark House/Ngaroma	25 Clark Road, Hobsonville	PART ALLOT 2 PSH OF WAIPAREIRA	A*	Residence	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00116	Rose Hellaby House	515 and 517 Scenic Drive, Waiatarua	LOT 1 DP 4352; PT ALLOT 368 DP 4352 WAIKOMITI; LOT 1 DP 27164	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00117	Piha Stream stringer dam	Waitakere Ranges Regional Park, Piha Stream, Piha	Pt Allotment 71 PSH OF Waitakere	B		A,D	Refer to planning maps		Yes	
00119	Oratia Church/schoolhouse (former)	1-5 Parker Road, Oratia	ALLOT 238 SO 4135 WAIKOMITI	B	Church/schoolhouse	A,B,F	Refer to planning maps	Interior of building(s); 1968 church		
00121	Oratia Cemetery and Jewish Prayer House	541 West Coast Road, Oratia	PT ALLOT 14 SO 898 WAIKOMITI	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00122	Catholic Church (former)	Oratia Hall Reserve, 565 West Coast Road, Oratia	PT ALLOT 251 SO 2400 WAIKOMITI	B		A,B,F	Refer to planning maps	Interior of building(s)		
00123	School building	Oratia District School, 1 Shaw Road, Oratia	PT ALLOT 251 SO 2400 WAIKOMITI	B		A,B,F	Refer to planning maps	Interior of building(s)		
00124	Residence	8 Shaw Road, Oratia	LOT 1 DP 400670; LOT 4DP 400670	B		A,F	Refer to planning maps	Interior of building(s)		
00126	Dental clinic	Henderson Primary School, corner of Edsel Road and Great North Road, Henderson	PT ALLOT 90 DP 13664 WAIPAREIRA	B		A,F	Refer to planning maps	Interior of building(s)		
00127	Falls Hotel (former)	Falls Park, 22 Alderman Drive Henderson	LOT 2 DP 564257	B	Hotel	A,B,F,G	Refer to planning maps	Interior of building(s); post-1992 single storey additions		
00128	The Barracks and Winchelsea House	1 Watchmans Road, Karekare	LOT 1 DP 85987	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00130	Duke House, including servants' quarters	1 Squadron Drive, Hobsonville	LOT 100 DP 475066; LOT 1DP 475066	A*	House; servants' quarters	A,F,H	Refer to planning maps	Interior of building(s)		
00131	Stone Surf Club	Karekare Beach, 36 Watchmans Road, Karekare	ALLOT 150 SO 37513 KARANGAHAPE; CMA	B		B,G	Refer to planning maps	Interior of building(s)		
00132	Henderson's Mill Cottage	17 and 46 Sel Peacock Drive, Henderson	PT LOT 2 DP 149953; PTLOT 3 DP 149953; PT LOT5 DP 130997; LOT 6 DP130997; LOT 8 DP 130997	B		A,F,G	Refer to planning maps	Interior of building(s)		
00133	Tui Glen Reserve Motor Camp and McLeod's House	Tui Glen Reserve, 2 and 3 Claude Brookes Drive, Henderson	SEC 1 SO 371015; SEC 2SO 371015	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00134	Swan's Arch and vault	Swan Arch Reserve, Central Park Drive, Te Atatū South	LOT 39 DP 134558	B	Arch; vault	B,F,G	Refer to planning maps			
00135	Worker's residence	9 Clarks Lane, Hobsonville	LOT 1 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		
00136	Coronation Bridge	Opanuku Stream, intersection of Great North Road and Henderson Valley Road, Henderson	Road reserve	B		A,F	Refer to planning maps			
00137	Corban Wine Depot	Rotary Park, 450 Great North Road, Henderson	Lot 7 DP 208135; road reserve	B		A,B,H	Refer to planning maps	Interior of building(s)		
00138	Police house (former)	1 Edmonton Road, Henderson	SEC 2 SO 461122	B	Residence	A,B,F,G	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature		
00139	Residence	4 Scott Road, Hobsonville	LOT 1 DP 71841	B		A,F	Refer to planning maps	Interior of building(s)		
00140	Methodist Chapel	1-3 Swanson Road, Henderson	LOT 1 DP 151433	B		A,B,F	Refer to planning maps	Interior of building(s)		
00141	Residence	45F Swanson Road, Henderson	LOT 24 DP 468628; LOT 101 DP 468628	B	Residence	A,G	Refer to planning maps	Interior of building(s)		

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00142	Corban Estate Winery complex (former), including original cellar (1903- 1909), stables (1907), boxing rooms (1920s), depot (1912), homestead (1923), garage (1924), distillery and exhibition rooms (1930s/1940s), barrel store (1920s), and fermentation vats of former Gables Building (1940s)	2 Mt Lebanon Lane, Henderson	Lot 3 DP 208135; railway reserve	B		A,F	Refer to planning maps	Interior of building(s) except interior of homestead; 1960s shed; rear pavilion		
00143	Henderson Railway Station	Henderson Railway Station, 35 Rainside Avenue, Henderson	Railway reserve; road reserve	B	Station building	A,B,F,H	Refer to planning maps	Interior of building(s); buildings and structures constructed after 1987		
00144	Gun emplacements	19 Scott Road, Hobsonville	LOT 1 DP 355433	B		A,H	Refer to planning maps			
00145	Residence	15 West Lynn Road, Titirangi	LOT 1 DP 127566	B		A,F	Refer to planning maps	Interior of building(s)		
00146	Kilgour and Orpheus graves R11_1059	Waitakere Ranges Regional Park, Orpheus Graves Walk, Cornwallis Road, Cornwallis	PT ALLOT 1 SO 1432A KARANGAHAPE	B		A	Refer to planning maps		Yes	
00147	McLachlan Monument	McLachlan Monument Track, Puponga Peninsula, Cornwallis Road, Cornwallis	PT ALLOT 1 SO 1432A KARANGAHAPE	B		A,B	Refer to planning maps			
00148	Cornwallis Wharf	120 Cornwallis Road, Cornwallis	PART TIDAL LANDS OF MANUKAU HARBOUR SURVEY OFFICE PLAN 67474; LOT 1 DP 15847; CMA	B		A	Refer to planning maps			
00149	Karekare Stream swinging rafter dam	Waitakere Ranges Regional Park, Karekare Stream, Piha	Lot 1 DP 31241	B		A,D	Refer to planning maps		Yes	
00150	Residence	1/1 Palm Court Drive, Glen Eden	LOT 1 DP 79049	B		A,F	Refer to planning maps	Interior of building(s)		
00151	Karekare Surf Life Saving Club Roll of Honour plaque	Watchmans Road, Karekare Beach, Karekare	PT ALLOT SE45 DP 2947 KARANGAHAPE; CMA	B		A	Refer to planning maps			
00152	Whatipu Wharf site	Waitakere Ranges Regional Park, Paratutae Island, Whatipu	Paratutae Island SO 1383; AREA A SO 64997; CMA	B		A,D,H	Refer to planning maps		Yes	
00153	Commercial building	244-252 West Coast Road, Glen Eden	PT LOT 2 DP 41124; road reserve	B		A,G	Refer to planning maps	Interior of building(s)		
00155	Whatipu Lodge complex, including residence	Waitakere Ranges Regional Park, Whatipu Road, Whatipu	PT ALLOT 34 SO 1383 KARANGAHAPE; AREA A SO 64997	B		A,B,D,F,G,H	Refer to planning maps	Interior of building(s)	Yes	
00157	Beacon	Waitakere Ranges Regional Park, Destruction Gully, Whatipu	PT ALLOT 34 SO 1383 KARANGAHAPE	B		A,H	Refer to planning maps	Interior of building(s)		
00158	Whatipu Stream stringer dam	Waitakere Ranges Regional Park, Whatipu Stream, Whatipu Road, Huia	ALLOT 111 SO 8310D KARANGAHAPE	B		A,D	Refer to planning maps		Yes	
00159	Routley's Buildings	254-266 West Coast Road, Glen Eden	PT LOT 1 DP 41124; road reserve	B		A,B,F	Refer to planning maps	Interior of building(s)		
00160	Residence	1192 Huia Road, Huia	LOT 2 DP 57022	B		A,F	Refer to planning maps	Interior of building(s)		
00161	Residence	38 West Coast Road, Glen Eden	PT LOT 7 DP 20697	B		A,F	Refer to planning maps	Interior of building(s)		
00162	Hinge House	1322 Huia Road, Huia	PT ALLOT 28 DP 3191 KARANGAHAPE	B		A	Refer to planning maps	Interior of building(s)		
00163	Residence	15 Rangiwai Road, Titirangi	LOT 1 DP 191856	B		A,F	Refer to planning maps	Interior of building(s)		
00164	Mangere Schoolhouse (former)	9 Kukupa Road, Sunnyvale	LOT 1 DP 348154	B		A,F	Refer to planning maps	Interior of building(s)		
00166	Lion Rock plaques	Lion Rock, Piha	PIHA (LION ROCK) IS	B		A,B,G,H	Refer to planning maps			
00168	Semadeni residence	19 Longbush Road, Te Atatū Peninsula	Lot 87 DP 203198	B	Residence	A,G	Refer to planning maps	Interior of building(s)		
00169	The Knoll/William Levy's residence	29 Lucinda Place, Glen Eden	LOT 3 DP 87593	B		A	Refer to planning maps	Interior of building(s)		
00172	Residence	7 Crockett Lane, Henderson	LOT 3 DP 45405	B		A,B,F	Refer to planning maps	Interior of building(s)		

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00173	Huia Lodge	1332 Huia Road, Huia	ALLOT 156 SO 45111 KARANGAHAPE; road reserve	B		A,B,F	Refer to planning maps	Interior of building(s)		
00174	Gardner House, including brick garage	18 Links Road, New Lynn	LOT 5 DP 14039; LOT 6 DP14039	B		A,F	Refer to planning maps	Interior of building(s)		
00177	St Andrew's Anglican Church	12 Clayburn Road, Glen Eden	LOT 1 DP 82057	B		F	Refer to planning maps	Interior of building(s)		
00178	Residence	73 Hutchinson Avenue, New Lynn	LOT 8 DP 8876	B		A,F	Refer to planning maps	Interior of building(s)		
00179	Residence	67 Hutchinson Avenue, New Lynn	LOT 1 DP 169314	B		A,F,H	Refer to planning maps	Interior of building(s)		
00180	Residence	1/110 Hutchinson Avenue, New Lynn	LOT 3 DP 16719	B		A,F	Refer to planning maps	Interior of building(s)		
00181	Little Huia ford	Huia Road, Little Huia	Road reserve; CMA	B		A,B,D	Refer to planning maps			
00182	Tongan Methodist Church	39 Margan Avenue, New Lynn	LOT 7 DP 38339; LOT 15DP 9257; LOT 16 DP 9257	B		B,F	Refer to planning maps	Interior of building(s)		
00183	Residence	38 Seabrook Avenue, New Lynn	LOT 1 DP 470935	B		F,G	Refer to planning maps	Interior of building(s)		
00184	Samoan Congregational Church	22 Hutchinson Avenue, New Lynn	LOT 1 DP 96956; road reserve	B		A,B,F	Refer to planning maps	Interior of building(s)		
00185	Residence	12 Hutchinson Avenue, New Lynn	LOT 6 DP 9257	B		A,F	Refer to planning maps	Interior of building(s)		
00186	Residence	50 Hutchinson Avenue, New Lynn	LOT 1 DP 11123	B		A,F	Refer to planning maps	Interior of building(s)		
00188	Fairburn House	28 Links Road, New Lynn	LOT 2 DP 90757	B		F	Refer to planning maps			
00190	Residence	55 Hutchinson Avenue, New Lynn	LOT 5 DP 9999	B		A,F	Refer to planning maps	Interior of building(s)		
00191	Residence	63 Margan Avenue, New Lynn	LOT 1 DP 145444	B		A,F	Refer to planning maps	Interior of building(s)		
00192	Residence	25 Seabrook Avenue, New Lynn	LOT 2 DP 9846	B		A,F	Refer to planning maps	Interior of building(s)		
00193	Residence	26 Seabrook Avenue, New Lynn	LOT 3 DP 65057	B		A,F	Refer to planning maps	Interior of building(s)		
00194	School building (former)	2A Seabrook Avenue, New Lynn	LOT 1 DP 351153	B		A,B,F	Refer to planning maps	Interior of building(s)		
00196	Residence	3150 Great North Road, New Lynn	PT LOT 12 DP 7106	B		A,F	Refer to planning maps	Interior of building(s)		
00198	New Lynn Police Station	3092 Great North Road, New Lynn	LOT 1 DP 180632; road reserve	B	Police station building	B,F,H	Refer to planning maps	Interior of building(s)		
00199	Congregational Church	3043 Great North Road, New Lynn	LOT 167 DEEDS 9	B		A,F	Refer to planning maps	Interior of building(s)		
00200	Gardner Bros & Parker /Ambrico downdraught kiln	Ambrico Historic Reserve, 8 Ambrico Place, New Lynn	LOT 3 DP 124443; LOT 4 DP 124443	A	Kiln	A,B,D,F,G	Refer to planning maps	Interior of building(s); Te Toi Uku museum building	Yes	
00201	Residence	7 Islington Avenue, New Lynn	LOT 16 DP 14282	B		A,F,H	Refer to planning maps	Interior of building(s)		
00202	Residence	27 Islington Avenue, New Lynn	LOT 6 DP 9529	B		A,F	Refer to planning maps	Interior of building(s)		
00203	Residence	52 West Coast Road, Glen Eden	LOT 8 DP 31876	B		A,F	Refer to planning maps	Interior of building(s)		
00204	St Thomas Anglican Church	2 and 4 Islington Avenue, New Lynn	LOT 2 DP 96956; LOT 1 DP362816	B		A,B,F	Refer to planning maps	Interior of building(s)		
00205	Residence	82 Astley Avenue, New Lynn	LOT 1 DP 124818	B		A,F	Refer to planning maps	Interior of building(s)		
00206	Parker House	70 Astley Avenue, New Lynn	LOT 1 DP 68330	B		A,F	Refer to planning maps	Interior of building(s)		
00207	Residence	3075 Great North Road, New Lynn	LOT 1 DP 49151	B		A,F	Refer to planning maps	Interior of building(s)		
00208	New Lynn Post Office (former)	43 Totara Avenue, New Lynn	LOT 3 DP 209062; LOT 2DP 209280; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		

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00209	Residence	1/18 Reid Road, New Lynn	LOT 1 DP 108591	B		A,F	Refer to planning maps	Interior of building(s)		
00210	Oag's Buildings	10- 22 Totara Avenue, New Lynn	Lot 2 DP 530043; road reserve	B	Two storey brick building	A,B,F	Refer to planning maps	Interior of building(s); single-storey non brick rear additions		
00211	Residence	1/2 Riverview Road, New Lynn	LOT 10 DP 19388	B		F,G	Refer to planning maps	Interior of building(s)		
00212	Residence	44 Lynwood Road, New Lynn	LOT 4 DP 146296	B		A,F,H	Refer to planning maps	Interior of building(s)		
00213	Residence	5 Pine Street, New Lynn	LOT 1 DP 173761	B		A,F,G	Refer to planning maps	Interior of building(s)		
00214	Residence	54 Delta Avenue, New Lynn	LOT 4 DP 192913	B		A,F	Refer to planning maps	Interior of building(s)		
00216	Residence	13A Woodglen Road, Glen Eden	LOT 2 DP 53545	B		A,G	Refer to planning maps	Interior of building(s)		
00217	Waikumete Cemetery, including mausoleums, Faith-in-the-Oaks Chapel, crematorium, and historic landscape	4128A Great North Road, Glen Eden	LOT 1 DP 167031	A*	Chapel; crematorium; caretaker's residence; mausoleums	A,B,F,G,H	Refer to planning maps			
00218	School building	Glen Eden Primary School, 3 Glenview Road, Glen Eden	PT LOT 1 DP 21318; road reserve	B		A,B,F	Refer to planning maps	Interior of building(s)		
00219	Residence	173 Glengarry Road, Glen Eden	LOT 1 DP 53000	B		A,F	Refer to planning maps	Interior of building(s)		
00221	Residence	4078 Great North Road, Glen Eden	LOT 3 DP 158397	B		A,F	Refer to planning maps	Interior of building(s)		
00223	Residence	2 Nikau Street, New Lynn	LOT 76 DP 16442	B		A,F	Refer to planning maps	Interior of building(s)		
00224	Residence	21 Evans Road, Glen Eden	PT LOT 3 DP 54895	B		F	Refer to planning maps	Interior of building(s)		
00225	Flax mill site	Glen Eden Picnic Ground, 31 Glendale Road, Glen Eden	Lot 1 DP 47207; Lot 6 DP64780	B		A,D	To be defined#		Yes	
00226	Residence	41 Rosier Road, Glen Eden	LOT 1 DP 380056	B		A,F,G	Refer to planning maps	Interior of building(s)		
00227	Residence	46 Woodglen Road, Glen Eden	LOT 4 DP 52804	B		A,D	Refer to planning maps	Interior of building(s)	Yes	
00228	Residence	47 Rosier Road, Glen Eden	LOT 1 DP 49562	B		F	Refer to planning maps	Interior of building(s)		
00229	Residence	7 Claridge Street, Glen Eden	ALLOT 569 SO 43203 WAIKOMITI	B		A,F	Refer to planning maps	Interior of building(s)		
00230	Residence	370 West Coast Road, Glen Eden	LOT 2 DP 46165	B		F	Refer to planning maps	Interior of building(s)		
00231	Bristol Block	RNZAF Base Auckland, corner of Tamatea Avenue and Tainui Crescent, Whenuapai	PT ALLOT 3 SO 29631 WAIPAREIRA	B		A,H	Refer to planning maps	Interior of building(s)		
00232	Officers' Mess	Whenuapai Royal New Zealand Air Force Base, corner of Kupe Avenue and Manaia Street Whenuapai	PART ALLOT 3 PSH OF WAIPAREIRA; PART LOT 1 DP 9146	B		A,F	Refer to planning maps	Interior of building(s)		
00233	Royal New Zealand Air Force Hobsonville Married Quarters (former)	14, 16, 18 and 20 Marlborough Crescent, Hobsonville	LOT 13 DP 497762; LOT 4 DP 526320; LOT 17 DP 526320; LOT 18 DP 526320; LOT 19 DP 526320; LOT 20 DP 526320; LOT 21 DP 526320; LOT 100 DP 526320; LOT 101 DP 526320; LOT 102 DP 526320; CMA	B	Residences	A,F	Refer to planning maps	Interior of building(s)		
00235	Royal New Zealand Air Force Hobsonville Windover (former)/Mill House (former)	150,172-190, 192, 192A and 192B Buckley Avenue, Hobsonville	LOT 1 DP 484575; LOT 7 DP 484575; LOT 10 DP 484575; LOT 12 DP 497762; LOT 13 DP 497762; LOT 14 DP 497762; LOT 103 DP 532645; CMA	B		A,F,G	Refer to planning maps	Interior of building(s)		
00236	Residence	170B Hepburn Road, Glendene	LOT 1 DP 89599	B		A,F	Refer to planning maps	Interior of building(s)		

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00237	Residence	230 Hepburn Road, Glendene	LOT 2 DP 1931	B		A,F	Refer to planning maps	Interior of building(s)		
00238	Residence	53 Astley Avenue, New Lynn	LOT 4 DP 34226	B		A,F	Refer to planning maps	Interior of building(s)		
00239	Residence	51 Astley Avenue, New Lynn	LOT 3 DP 34226	B		A,F	Refer to planning maps	Interior of building(s)		
00240	Residence	74 Astley Avenue, New Lynn	LOT 1 DP 427734	B		A,F	Refer to planning maps	Interior of building(s)		
00242	Residence	15 Woodglen Road, Glen Eden	LOT 1 DP 64711	B		A,G	Refer to planning maps	Interior of building(s)		
00243	Residence	43 Woodglen Road, Glen Eden	LOT 1 DP 49917	B		A,G	Refer to planning maps	Interior of building(s)		
00244	Residence	67 Woodglen Road, Glen Eden	LOT 2 DP 61799	B		A,G	Refer to planning maps	Interior of building(s)		
00246	Worker's residence	5 Clarks Lane, Hobsonville	LOT 6 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		
00247	Worker's residence	4 Clarks Lane, Hobsonville	LOT 4 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		
00248	Worker's residence	6 Clarks Lane, Hobsonville	LOT 3 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		
00249	Worker's residence	10 Clarks Lane, Hobsonville	LOT 2 DP 411781	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00252	Donner House and including studios	50 Kohu Road, Titirangi	LOT 46 DP 19360	A	Residence and first (north-east) studio	A,B,D,E,F,G,H	Refer to planning maps	Donner House bathrooms and laundry, except for floor plan of these rooms; interior of second (1963) studio		
00253	Swanson Railway Station	Swanson Station Park. 760 Swanson Road, Swanson	LOT 1 DP 188043; LOT 2 DP 188043; rail corridor	B	Station building	A,B,H	Refer to planning maps	Interior of building(s); platform shelters		
00254	Railway worker's residence	38 Newington Road, Henderson	LOT 22 DP 17318	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00255	Railway workers' residences	43 and 45 Newington Road, Henderson	LOT 1 DP 201335; LOT 5DP 201335; LOT 6 DP201335	B	Residences	A,B,F,H	Refer to planning maps	Interior of building(s); all buildings that are not the primary features(s)		
00257	Railway worker's residence	47 Newington Road, Henderson	LOT 12 DP 17318	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00258	Railway worker's residence	51 Newington Road, Henderson	LOT 10 DP 17318	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00259	Shadbolt House and writing studio	35 Arapito Road, Titirangi	LOT 4 DP 15824	B		A,B,H	Refer to planning maps	Interior of building(s)		
00260	Residence	75-77 Candia Road, Henderson Valley	LOT 2 DP 61555	B		A,F	Refer to planning maps	Interior of building(s)		
00261	Brake House	73 Scenic Drive, Titirangi	LOT 1 DP 81114	A*	Residence	A,B,F,H	Refer to planning maps	Interior of building(s)		
00262	Waitakere Civic Centre	Waitakere Central, 6 Henderson Valley Road and 31 Rainside Avenue, Henderson	LOT 2 DP 370255; LOT 1 DP 61765; railway network; road reserve	B	Buildings, including bridge across railway	B,F,G,H	Refer to planning maps	Interior of building(s), except the overlay includes the interior of chamber and associated lobby and interior of central walkway		
00265	Te Ake Ake wahi tapu R10_207	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	PT AKEAKE SO 44742; PT PUHOI DP 11077; SEC 1 BLK IV WAIWERA SURVEY DISTRICT SO 15351; CMA	B		C,D	Refer to planning maps		Yes	Yes
00266	Noke Noke and Te Muri o Tarariki R10_323, including trees and chimney	Mahurangi Regional Park, Ngarewa Drive, Mahurangi West	Nokenoke Block ML 80; Pt Puhoi SO 46204; Sec 2 Blk IV Waiwera Survey District SO 51002; Pt Lot 1 DP62419; Pt Puhoi ML 139; CMA	B		D	Refer to planning maps		Yes	Yes

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00270	Orpheus graves Q11_357	Muriwai Regional Park, Okiritoto Stream, 447 Motutara Road, Muriwai Beach	Section 2 SO 65145	B		D	To be defined#		Yes	
00271	Otakamiro Pa Q11_146	Muriwai Regional Park, Otakamiro Point, 3-19 Waitea Road, Muriwai Beach	Pt Lot 136 DP 37374	B		D	Refer to planning maps		Yes	Yes
00272	Tipare Pa Q09_27	3588 South Head Road, South Head	Pt Lot 1 DP 50362	B		D,H	Refer to planning maps		Yes	Yes
00273	Ngitu Pa Q09_26	3588 South Head Road, South Head	Pt Lot 1 DP 50362	B		D,H	Refer to planning maps		Yes	Yes
00274	Undefended settlement site Q09_415	3580 South Head Road, South Head	Lot 1 DP 127829	B		D	Refer to planning maps		Yes	Yes
00275	Pa site Q09_152	1421 Run Road, Taporā	Lot 2 DP 375290	B		D,H	Refer to planning maps		Yes	Yes
00276	Pa site Q09_171, including fig trees	1421 Run Road, Taporā	Lot 2 DP 375290, CMA	B		D	Refer to planning maps		Yes	Yes
00277	Pa site Q09_36	Trig Road, South Head	Lot 1 DP 156352	B		D,H	Refer to planning maps		Yes	Yes
00278	Kokotonui Pa Q09_400	3401 South Head Road, South Head	SEC 1 BLK VIII OKAKA SURVEY DISTRICT SO 37231	B		D	Refer to planning maps		Yes	Yes
00279	Te Kawau Pa Q09_29	3400 South Head Road, South Head	Pt Lot 2 DP 127829; road reserve	B		D	Refer to planning maps		Yes	Yes
00280	Pa site Q09_33	3400 South Head Road, South Head	Pt Lot 2 DP 127829; LOT 3DP 127829	B		D	Refer to planning maps		Yes	Yes
00281	Pa site Q09_34, including karaka trees	3192 and 3116 South Head Road, South Head	Lot 7 DP 179864; Pt Lot 2DP 96582; Section 22 Blk XOkaka SD; Lot 3 DP 198815	B		D	Refer to planning maps		Yes	Yes
00282	Ihawanui Pa Q09_67	192 South Head Road, South Head	Pt Lot 2 DP 96582	B		D,H	Refer to planning maps		Yes	Yes
00283	Te Kohuroa Pa Q09_719, including karaka trees	Wharehine Road, Tauhoa	ALLOT 90 PSH OF TAUHOA SO 66	B		D	Refer to planning maps		Yes	Yes
00284	Pukekohuhu Pa Q09_48	4021 Kaipara Coast Highway, Mangakura	Pt Allot 5 PSH of Tauhau	B		D	Refer to planning maps		Yes	Yes
00285	Pa site Q09_322	3716 Kaipara Coast Highway, Mangakura	Pt Allot 3 PSH of Tauhoa SO 719	B		D	Refer to planning maps		Yes	Yes
00286	Undefended settlement site Q09_323	3716 Kaipara Coast Highway, Mangakura	ALLOT 9 PSH OF TAUHOA SO 719	B		D	Refer to planning maps		Yes	Yes
00287	Pa site Q09_325	3716 Kaipara Coast Highway, Mangakura	Pt Allot 3 PSH of Tauhoa SO 719	B		D	Refer to planning maps		Yes	Yes
00288	Boom Hill Pa Q09_461	Ogle Road, Mangakura	Allot 24 Psh of Tauhoa SO 3315; ALLOT 42 PSH OF TAUHOA SO 719	B		D	Refer to planning maps		Yes	Yes
00289	Pa site Q09_463	Ogle Road, Mangakura	ALLOT 42 PSH OF TAUHOA SO 719	B		D	Refer to planning maps		Yes	Yes
00290	Pa site Q09_330, including karaka trees	216 Eves Road, Kaipara Hills	Mangakura ML 3506	B		D	Refer to planning maps		Yes	Yes
00291	Tapapanganui Pa Q09_765	426 Mainland Road, Kaipara Hills	Pt Allot 176 Psh of Tauhoa SO 5611	B		D	Refer to planning maps		Yes	Yes
00292	Tauwhare Pa Q09_769	426 Mainland Road, Kaipara Hills	Allot 206 Psh of Tauhoa; road reserve	B		D	Refer to planning maps		Yes	Yes
00293	Pa site Q09_777	426 Mainland Road, Kaipara Hills	Pt Allot 176 Psh of Tauhoa SO 5611	B		D	Refer to planning maps		Yes	Yes
00294	Pa site R09_540	212 Bishop Lane, Buckleton Beach	LOT 7 DP 481335; CMA	B		D	Refer to planning maps		Yes	Yes
00295	Tawharanui Pa R09_51	793 Takatu Road, Tawharanui	Lot 1 DP 176860; road reserve	B		D	Refer to planning maps		Yes	Yes
00296	Pa site R09_121	Scandrett Regional Park, 65 and 114 Scandrett Road, Scandrett Bay	Pt Allot 8 Psh of Mahurangi SO 891; Lot 1 DP 203800; CMA	B		D	Refer to planning maps		Yes	Yes
00297	Pa site R09_727	Northwest point, Motuketekete Island, Martins Bay	Motuketekete Island; CMA	B		D	Refer to planning maps		Yes	Yes
00298	Pa site Q09_42	120 Trig Road, South Head	PT SEC 1 BLK X OKAKA SURVEY DISTRICT SO 37227	B		D	Refer to planning maps		Yes	Yes
00299	Pa site Q09_79, including karaka trees	3101 South Head Road, South Head	Lot 3 DP 157181	B		D,H	Refer to planning maps		Yes	Yes

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00300	Te Rokotai Q09_374, including karaka trees associated with pa site Q09_375	3037 South Head Road, South Head	Lot 2 DP 309938	B		D,H	Refer to planning maps		Yes	Yes
00301	Pa site Q09_37	2838 South Head Road, South Head	LOT 2 DP 473718	B		D	Refer to planning maps		Yes	Yes
00302	Pa site Q10_02	Lake Ototoa Scenic Reserve, 68 Donohue Road, Waioneke	Lot 1 DP 99409; ALLOT 86 PSH OF WAIONEKE SO 54393; PART OTATOA LAKE BED SURVEY OFFICE PLAN 59921	B		D,H	Refer to planning maps		Yes	Yes
00303	Pa site Q10_03	Lake Ototoa Scenic Reserve, 68 Donohue Road, Waioneke	Lot 1 DP 99409; ALLOT 86 PSH OF WAIONEKE SO 54393; PART OTATOA LAKE BED SURVEY OFFICE PLAN 59921	B		D,H	Refer to planning maps		Yes	Yes
00304	Pa site Q10_04	Lake Ototoa Scenic Reserve, 32 Donohue Road, Waioneke	Lot 1 DP 194141; ALLOT 85 PSH OF WAIONEKE SO 54393; PART OTATOA LAKE BED SURVEY OFFICE PLAN 59921	B		D,H	Refer to planning maps		Yes	Yes
00305	Pa site Q10_22	170 Fuller Road, Waioneke	Allot 48 Psh of Waioneke SO 33495	B		D,H	Refer to planning maps		Yes	Yes
00306	Pa site Q10_23	288 Fuller Road, Waioneke	Lot 1 DP 488137	B		D	Refer to planning maps		Yes	Yes
00307	Pa site Q10_640	146 Fuller Road, Waioneke	Allot 46 Psh of Waioneke SO 33495	B		D,H	Refer to planning maps		Yes	Yes
00308	Pa site Q10_25	Fuller Road, Waioneke	Lot 6 DP 146453	B		D	Refer to planning maps		Yes	Yes
00309	Pa site Q10_39	Fuller Road, Waioneke	Lot 6 DP 146453	B		D	Refer to planning maps		Yes	Yes
00310	Pa site Q10_27	2176 South Head Road, Waioneke	Lot 2 DP 34091; CROWN LAND BLK III WAIONEKE SURVEY DISTRICT; CMA	B		D	Refer to planning maps		Yes	Yes
00311	Pa site Q10_28	2027 South Head Road, Waioneke	Lot 9 DP 31846	B		D	Refer to planning maps		Yes	Yes
00312	Waioneke Pa Q10_32	33 and 43 Monk Road, Waioneke	Lot 2 DP 321477; Lot 3 DP321477	B		D	Refer to planning maps		Yes	Yes
00313	Pa site Q10_56	2027 South Head Road, Waioneke	Lot 9 DP 31846	B		D	Refer to planning maps		Yes	Yes
00314	Poaute Pa Q10_10	224 and 228 Wilson Road, Mairerahi	Lot 4 DP 190403; Lot 1 DP202004; Lot 1 DP 195026;SEC 1 SO 69391; LOT 3 DP190403; road reserve	B		D,H	Refer to planning maps		Yes	Yes
00315	Pa site Q10_11	Te Kanae Road, Mairerahi	LOT 2 DP 468653	B		D,H	Refer to planning maps		Yes	Yes
00316	Pa site Q10_12	94 Te Kanae Road, Mairerahi	Pt Lot 1 DP 28697	B		D,H	Refer to planning maps		Yes	Yes
00317	Pa site Q10_34	2027 South Head Road and McLeod Road, Waioneke	Lot 9 DP 31846; Sec 8 Blk III Waioneke Survey District SO 21271; ALLOT 4 PSH OF MAIRETAHI SO 21271	B		D,H	Refer to planning maps		Yes	Yes
00318	Pa site Q10_57	2027 South Head Road, Waioneke	Lot 9 DP 31846	B		D,H	Refer to planning maps		Yes	Yes
00319	Pa site Q10_356	McLeod Road, Waioneke	Lot 1 DP 44956	B		D,H	Refer to planning maps		Yes	Yes
00320	Pa site Q10_411, including karaka trees	275 Mairerahi Road, Mairerahi	MAIRETAHI BLOCK ML 4; CMA	B		D	Refer to planning maps		Yes	Yes
00321	Opanui Pa Q10_13	320 Wilson Road, Mairerahi	Pt Lot 8 DP 44956	B		D,H	Refer to planning maps		Yes	Yes
00322	Pa site Q10_310	Wilson Road, Mairerahi	Lot 1 DP 313739	B		D,H	Refer to planning maps		Yes	Yes
00323	Te Tuki Pa Q10_9	Wilson Road, Mairerahi	Lot 2 DP 202134, CMA	B		D,H	Refer to planning maps		Yes	Yes
00324	Pa site Q10_30	Kaikioire Creek Marginal Strip, Crosland Road, Mairerahi	Lot 4 DP 392285; CROWNLAND SO 36459	B		D,H	Refer to planning maps		Yes	Yes
00325	Pa site Q10_303, including karaka trees	Crosland Road, Mairerahi	Lot 4 DP 392285	B		D,H	Refer to planning maps		Yes	Yes
00326	Pa site Q09_720	2791 Kaipara Coast Highway, Glorit	Pt Mataia DP 11371	B		D	Refer to planning maps		Yes	Yes
00327	Huikarokaro Pa Q09_721	2791 Kaipara Coast Highway, Glorit	Pt Mataia DP 11371	B		D	Refer to planning maps		Yes	Yes

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00328	Pa site Q09_474	Kaipara Coast Highway, Araparera	Lot 1 DP 177643; Lot 1 DP412240	B		D	Refer to planning maps		Yes	Yes
00329	Mouhara Pa Q10_743	60 Barr Road, Kakanui	Lot 1 DP 402512	B		D	Refer to planning maps		Yes	Yes
00330	Oyster Point Pa Q10_49	413 Jordan Road, Makarau	Lot 2 DP 374680	B		D,H	Refer to planning maps		Yes	Yes
00331	Te Papa Pa Q10_52, including karaka trees	225 and 413 Jordan Road, Makarau	Lot 2 DP 313091; Lot 5 DP313091; Lot 2 DP 374680	B		D,H	Refer to planning maps		Yes	Yes
00332	Pa site Q10_512	Oyster Point Road, Makarau	Lot 5 DP 317983	B		D	Refer to planning maps		Yes	Yes
00333	Pa site Q10_515	17E Oyster Point Road West, Kaukapakapa	Lot 4 DP 320085	B		D,H	Refer to planning maps		Yes	Yes
00334	Pa site Q10_59	Makarau Road, Makarau	Pt Allotment 32 Psh of Makarau DP 8060; LOT 3DP 475858	B		D,H	Refer to planning maps		Yes	Yes
00335	Pa site Q10_60	1 Tahekerua Road and Makarau Road, Makarau	Lot 9 DP 438073; LOT 3 DP475858	B		D	Refer to planning maps		Yes	Yes
00336	Te Whau Pa R10_2, including karaka trees	105 Jervis Road and 865, 983, and 983CHibiscus Coast Highway, Waiwera	Lot 2 DP 207906; Lot 4 DP496111; Lot 1 DP 503426; Lot 8 DP 50326; Lot 1 DP 150277	B		D	Refer to planning maps		Yes	Yes
00337	Pa site (Ruarangi-haerere) Q10_61	21 Lyon Road and 134 McPike Road, Woodhill	Lot 2 DP 181896; Lot 3 DP49611; LOT 1 DP 138527	B		D	Refer to planning maps		Yes	Yes
00338	Oaua Point Pa R09_34	700 Pukapuka Road, Pukapuka	ALLOT 127 PSH OF MAHURANGI SO 850C; CMA	B		D	Refer to planning maps		Yes	Yes
00339	Pa site R09_40	700 Pukapuka Road, Pukapuka	ALLOT 127 PSH OF MAHURANGI SO 850C; CMA	B		D,H	Refer to planning maps		Yes	Yes
00340	Undefended settlement site R09_45	700 Pukapuka Road, Pukapuka	ALLOT 127 PSH OF MAHURANGI SO 850C	B		D,H	Refer to planning maps		Yes	Yes
00341	Pa site R09_46	700 Pukapuka Road, Pukapuka	ALLOT 127 PSH OF MAHURANGI SO 850C	B		D	Refer to planning maps		Yes	Yes
00342	Pa site R09_49	700 Pukapuka Road, Pukapuka	ALLOT 127 PSH OF MAHURANGI SO 850C; CMA	B		D,H	Refer to planning maps		Yes	Yes
00343	Pa site R09_76	Esplanade Reserve, 453 Mahurangi West Road, Mahurangi West	Lot 1 DP 152608; Lot 8 DP152608; CMA	B		D,H	Refer to planning maps		Yes	Yes
00344	Pa site R10_164	184 Hungry Creek Road, Mahurangi West	Pt Puhoi ML 139	B		D	Refer to planning maps		Yes	Yes
00345	Pa site Q10_301, including karaka trees	865 Wilson Road, Mairerahi	Lot 4 DP 206019	B		D,H	Refer to planning maps		Yes	Yes
00346	Pa site Q10_302	Crosland Road, Mairerahi	Lot 4 DP 392285	B		D,H	Refer to planning maps		Yes	Yes
00347	Auhine Pa Q10_238	Slater Road, Mairerahi and 544 South Head Road, Parkhurst	Lot 2 DP 208382; PT OTAKANINI-TOPU BLOCK ML 14113/2	B		D	Refer to planning maps		Yes	Yes
00348	Pa site Q10_250	45 Slater Road, Mairerahi	Lot 1 DP 189686	B		D,H	Refer to planning maps		Yes	Yes
00349	Pukehutu Pa Q10_132, including karaka trees	Tarawera Road, Parkhurst	PT OTAKANINI-TOPU BLOCK ML 14113/2; road reserve	B		D,H	Refer to planning maps		Yes	Yes
00350	Mataia Pa Q10_201, including karaka trees	544 South Head Road, Parkhurst	PT OTAKANINI-TOPU BLOCK ML 14113/2	B		D,H	Refer to planning maps		Yes	Yes
00351	Kaituna Pa Q10_225	544 South Head Road, Parkhurst	PT OTAKANINI-TOPU BLOCK ML 14113/2	B		D,H	Refer to planning maps		Yes	Yes
00352	Piopia Pa Q10_231, including karaka trees	544 South Head Road, Parkhurst	PT OTAKANINI-TOPU BLOCK ML 14113/2	B		D,H	Refer to planning maps		Yes	Yes
00353	Pa site Q10_233	544 South Head Road, Parkhurst	PT OTAKANINI-TOPU BLOCK ML 14113/2	B		D	Refer to planning maps		Yes	Yes
00354	Pa site Q10_246	Slater Road, Mairerahi	Lot 2 DP 208382	B		D,H	Refer to planning maps		Yes	Yes
00355	Koiawaiti Pa Q10_178, including karaka trees	544 South Head Road, Parkhurst	PT OTAKANINI-TOPU BLOCK ML 14113/2	B		D,H	Refer to planning maps		Yes	Yes
00356	Otakanini Pa Q10_44	198 Haranui Road, Haranui	Otakanini G1B Block ML 14506; road reserve; CMA	B		D	Refer to planning maps		Yes	Yes
00357	Pa site Q10_131, including karaka trees	11 Evans Road and 219 South Head Road, Parkhurst	PT SEC 3 BLK IX KAIPARA SURVEY DISTRICT SO 2167/1; Lot 1 DP 110316	B		D	Refer to planning maps		Yes	Yes

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00358	Pa site Q10_735	West Road and McLachlan Road, Kaukapakapa	Lot 2 DP 419827; PT ALLOT 68 PSH OF KAUKAPAKAPA DP 23216	B		D	Refer to planning maps		Yes	Yes
00359	Oparuparu Pa Q10_53	Haranui Road, Haranui	Otakanini C2A BLK ML 15513; Otakanini C2B1BBLK ML 15513	B		D	Refer to planning maps		Yes	Yes
00360	Kaea Trig Pa site Q10_121	Evans Road and 244 Evans Road, Parkhurst	Sec 2A Bk XIII Kaipara SURVEY DISTRICT SO 2167/3; Pt Sec 14 Bk XIII Kaipara SD SURVEY DISTRICT SO 2167; road reserve; Lot 1 DP 116719	B		D,H	Refer to planning maps		Yes	Yes
00361	Pa site Q10_127	Evans Road, Parkhurst	LOT 2 DP 464186	B		D,H	Refer to planning maps		Yes	Yes
00362	Te Pua a Te Marama Q10_534, Q10_536, including karaka trees	Fordyce Road, Te Pua	LOT 4 DP 487154; Lot 1 DP25739; Lot 2 DP 34039	A*	Entire site	A,D,E,F,G	Refer to planning maps		Yes	Yes
00363	Pa site Q10_537	Fordyce Road, Te Pua	Lot 1 DP 25739	B		D,H	Refer to planning maps		Yes	Yes
00364	Pa site Q10_558	Bradly Road, Ohirangi	Pt Lot 4 DP 11361	B		D,H	Refer to planning maps		Yes	Yes
00365	Pa Q10_599, including karaka trees	36 Goudie Road and Rimmer Road, Te Pua	Lot 2 DP 58235; Lot 5 DP34039; LOT 2 DP 497902	B		D,H	Refer to planning maps		Yes	Yes
00366	Pa site Q10_602	36 Goudie Road, Te Pua	LOT 2 DP 497902	B		D,H	Refer to planning maps		Yes	Yes
00367	Te Pua a Te Marama Pa Q10_605, including karaka trees	Fordyce Road, Te Pua	LOT 4 DP 487154	B		D,H	Refer to planning maps		Yes	Yes
00368	Pa site Q10_54	Kaipara Coast Highway, Punganui	LOT 6 DP 474061	B		D	Refer to planning maps		Yes	Yes
00370	Pa site Q10_90, including karaka trees	1685 State Highway16, Wharepapa	Pt Lot 4 DP 15476	B		D,H	Refer to planning maps		Yes	Yes
00371	Pa site Q10_103, including karaka trees	125 Hutchinson Road, Wharepapa		B		D,H	Refer to planning maps		Yes	Yes
00372	Pa site Q10_760	Eastern Boundary Road, Wharepapa and 417 Rimmer Road, Te Pua	Lot 1 DP 138527	B		D	Refer to planning maps		Yes	Yes
00373	Pa site Q10_64, including karaka trees	1331 State Highway16, Woodhill and 417 Rimmer Road, Te Pua	Lot 2 DP 73050; Lot 1 DP138527	B		D	Refer to planning maps		Yes	Yes
00374	Pa site Q10_483, including karaka trees	202 McPike Road, Woodhill and 417 Rimmer Road, Te Pua	Pt Hanekau BLK B2A ML 9038; Lot 1 DP 138527	B		D,H	Refer to planning maps		Yes	Yes
00375	Pa site Q10_486	202 McPike Road, Woodhill	LOT 4 DP 437874	B		D,H	Refer to planning maps		Yes	Yes
00376	Pa site Q10_487	McPike Road, Woodhill	PART URURUA 1A NO 1 BLOCK ML 8438	B		D,H	Refer to planning maps		Yes	Yes
00378	Korekore Pa Q11_5	173D Fletcher Road, Woodhill	Lot 9 DP 211025	B		D	Refer to planning maps		Yes	Yes
00379	Tukautu Pa Q11_4	75, 103, 107 and 111 Motutara Road, Muriwai Beach	Pt Lot 1 DP 32415; Lot 5 DP 19211; Lot 6 DP 19211; LOT 4 DP 19211	B		D	Refer to planning maps		Yes	Yes
00381	Pa site R08_24	991 Pakiri Block Road, Pakiri	Lot 2 DP 408433	B		D,H	To be defined#		Yes	Yes
00382	Undefended settlement R08_25	529 Rahuikiri Road, Pakiri	Lot 3 DP 171609; Lot 2 DP408433	B		D	To be defined#		Yes	Yes
00383	Pirirauhi Pa Q11_89	223 Constable Road, Motutara	LOT 4 DP 464026	B		D	Refer to planning maps		Yes	Yes
00384	Parawai Pa Q11_116	175 Bethells Road, Bethells	Lot 1 DP 206105	B		D	Refer to planning maps		Yes	Yes
00385	Kauwahaia Pa Q11_3	ML 14430, Kauwahaia Island, Motutara	Kauwahaia Island ML 14430	B		D,H	Refer to planning maps		Yes	Yes
00386	Kotau/Erangi Pa Q11_46	315 Bethells Road, Waitakere	Pt Waitakere BLK 1B1 DP 24975; CMA	B		D,H	Refer to planning maps		Yes	Yes
00387	Pa site Q09_58, including karaka trees	Run Road, Taporā	SEC 6 BLK I TAUHOA SURVEY DISTRICT SO 55339	B		D	Refer to planning maps		Yes	Yes
00388	Undefended settlement Q09_174	1250 Burma Road and 1280 Run Road, Taporā	Lot 6 DP 166618; Lot 7 DP166618; road reserve	B		D	Refer to planning maps		Yes	Yes
00389	Ohoapewa Pa Q09_491	115 Harataua Road, Port Albert	Lot 5 DP 196836; CMA	B		D	Refer to planning maps		Yes	Yes
00390	Pa site Q09_45	856 Wharehine Road and Wharehine Road, Wharehine	Lot 2 DP 183778; Lot 5 DP207828	B		D	Refer to planning maps		Yes	Yes
00391	Heretoka Pa Q09_300	Atiu Regional Park, Mullet Creek, Run Road, Taporā	Lot 2 DP 370114; CMA	B		D,H	Refer to planning maps		Yes	Yes

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00392	Pa site Q09_301, Q09_46	Atiu Regional Park, Run Road, Tapora	Lot 2 DP 370114	B		D,H	Refer to planning maps		Yes	Yes
00393	Pa site Q09_297	Atiu Regional Park, Run Road, Tapora	Lot 2 DP 370114; CMA	B		D,H	Refer to planning maps		Yes	Yes
00394	Pa site R09_169	52 Kauri Drive, Sandspit	Lot 2 DP 105559; Lot 3 DP101669; CMA	B		D,H	Refer to planning maps		Yes	Yes
00395	Pa site R09_1	317 Rahuikiri Road, Pakiri	Pakiri A Block ML 13437	B		D	Refer to planning maps		Yes	Yes
00396	Te Kiri's Pa R09_7	Pakiri Regional Park, M Greenwood Road; 1066 Pakiri Road; Witten Road, Pakiri	Lot 11 DP 312790; SEC 49 PSH OF PAKIRI SO 5563; Lot 10 DP 312790; PT ALLOT 33 PSH OF PAKIRI SO 4805	B		C, D	Refer to planning maps		Yes	Yes
00397	Pa site R09_8	302 Pakiri River Road, Pakiri	Taumata A Block ML 14734; SEC 1 SO 442817	B		D	Refer to planning maps		Yes	Yes
00398	Okakari Point Pa R09_4	Okakari Point, M Greenwood Road, Pakiri	Lot 2 DP 206283; CMA	B		D	Refer to planning maps		Yes	Yes
00399	Pukematekeo Pa R09_544, including karaka trees	1024, 1072, 1074and 1080 Leigh Road, Matakana	Lot 2 DP 316080; Lot 1 DP 204809; Lot 2 DP 202167; LOT 2 DP 495115	B		D	Refer to planning maps		Yes	Yes
00400	Parapara Pa R09_53	687 Leigh Road, Whangateau	Pt Allot 29 PSH OF Omaha SO 876; road reserve; CMA	B		D	Refer to planning maps		Yes	Yes
00401	Te Kie Point Pa R09_534	305 Mangatawhiri Road, Omaha	Lot 8 DP 207879; Lot 1 DP206523; CMA	B		D	Refer to planning maps		Yes	Yes
00402	Pa site R10_87	Coal Mine Bay, 1162 Whangaparaoa Road, Tindalls Beach	Lot 2 DP 98532; LOT 3 DP98532	B		D,H	Refer to planning maps		Yes	Yes
00403	Pa site R10_100	5 Daisy Burrell Drive, Whangaparaoa	Lot 1 DP 152517; Lot 194 DP112758	B		D,H	Refer to planning maps		Yes	Yes
00404	Pa site R10_105	Mollyhawk Reserve, Mollyhawk Rise, Arkles Bay	Lot 110 DP125800	B		D,H	Refer to planning maps		Yes	Yes
00405	Pa site R10_102	East Avenue (adjacent to 4 and 6 East Point), Manly	Lot 3 DP 356951; CMA	B		D,H	Refer to planning maps		Yes	Yes
00425	Sandstone setts	Matakana Valley Road, Matakana	Road reserve	B		A,D,E,F	Refer to planning maps		Yes	
00426	Big Omaha Wharf, including shed	Big Omaha Wharf Road, Whangateau	Road reserve; CMA	B		A,B,D,F,H	Refer to planning maps			
00427	Coatesville Settlers' Hall	4 Mahoenui Valley Road, Coatesville	ALLOT 334 PSH OF PAREMOREMO SO 22647; ALLOT 335 PSH OF PAREMOREMO SO 22647	B	Hall	A,B,D,H	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature, including decks		
00428	The Retreat/Underwood House	469 State Highway1, Te Hana	Pt Lot 1 DP 93486	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00429	St Cuthbert's Presbyterian Church	18 North Crescent, Kaukapakapa	Lot 2 DP 145766	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00430	Kaukapakapa hall, library and war memorial	947 Kaipara Coast Highway, Kaukapakapa	SEC 1 SO 379863	B	Hall; library; war memorial	A,B,D,F,H	Refer to planning maps	Interior of building(s), except interior of library; buildings and structures that are not the primary feature; ramps and railings attached to hall and library		
00431	Henley House	887 Kaipara Coast Highway, Kaukapakapa	Lot 1 DP 342285	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00432	St Clement's Anglican Church (former)	45 and 47 South Avenue, Kaukapakapa	ALLOT 162 PSH OF ARARIMU SO 27223; PtAllot 12 Psh Of Ararimu; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00433	Petrol filling station (former)	1591 Kahikatea Flat Road, Kaukapakapa	Lot 1 DP 189527	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00434	Kaukapakapa Church, including graveyard and hall	4 and 8 Peak Road, Kaukapakapa	Pt Allot 13 SO 1036; PT ALLOT 13 PSH OF ARARIMU DP 1036; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00437	Kaukapakapa World War I Memorial	Kaukapakapa School, 977 Kaipara Coast Highway, Kaukapakapa	PART ALLOT 13 PSH OF KAUKAPAKAPA	B		A,B,D,F,H	Refer to planning maps			

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00438	Kaukapakapa Centennial Monument	Intersection of Kahikatea Flat Road and Kaipara Coast Highway, Kaukapakapa		B		A,B,D,F,H	Refer to planning maps			
00439	Ambury House	11 Fordyce Road, Parakai	Lot 4 DP 130503	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00440	Craigwell House	141 and 143 Parkhurst Road, Parakai	PT LOT 2 DP 3689; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00441	Fordyce Home	116 Fordyce Road, Parakai	LOT 8 DP 65506	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00442	Presbyterian Church	165 Parkhurst Road, Parakai	PT LOT 2 DP 3689	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00443	Parakai Domain War Memorial	Parakai Domain Recreation Reserve, 150 Parkhurst Road, Parakai	SEC 1 SO 439999	B		A,B,D,F,H	Refer to planning maps			
00444	Residence	21 Railway Street, Helensville	PT LOT 4A DEEDS PLAN 18/1	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00445	Residence	23 Railway Street, Helensville	PT LOT 4A DEEDS PLAN 18/1	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00446	Helensville slaughterhouse	17A Pipitiwai Drive, Helensville	LOT 2 DP 386350	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00447	Dominican convent (former)/The Old Convent	2B McLeod Street, Helensville	LOT 3 DP 202971	B	Residence	A,D,F	Refer to planning maps	Interior of building(s); garage; buildings and structures that are not the primary feature, including attached extensions to the east of residence		
00448	Isaac McLeod's House	1 Mill Road, Helensville	LOT 1 DP 318833; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00449	Kaipara Guest House (former)	2395 State Highway16, Parakai	LOT 1 DP 153650	B	Residence	A,B,D,F,H	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature; extension including covered deck		
00450	St Joseph's Catholic Church	2 Kowhai Street, Helensville	LOT 1 BLK 10 DP 214	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00451	Cameron Shops	81, 83 and 85 Commercial Road, Helensville	LOT 2 DP 20150; LOT 3 DP20150; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00452	Union Bank of Australia/Australia and New Zealand Bank	130 Commercial Road, Helensville	LOT 1 DP 158813; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00453	Dr Meinhold's Helensville Hospital (former)	23 and 27 Garfield Road, Helensville	PT LOT 3 DP 3900; LOT 2 DP 387824; LOT 3 DP 387824	B	Residences	A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00454	Becroft Home	22 Garfield Road, Helensville	Lot 1 DP 174084	B	Residence	A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00455	Captain Rawson's House	35 Garfield Road, Helensville	LOT 1 DP 129175	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00456	Residence	68 and 70 Garfield Road, Helensville	PT LOT 9 DP 278; PT LOT8 DP 278; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00457	Police house	12 Rimu Street, Helensville	LOT 1 DP 180401	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00458	Malolo House	110 Commercial Road, Helensville	PT WHENUAHOU BLK	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00459	Residence	33 Garfield Road, Helensville	LOT 4 DP 3900	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00460	Residence	51 Garfield Road, Helensville		B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00461	Residence	58 Garfield Road, Helensville	LOT 3 DP 278	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00462	Residence	4 Gow Street, Helensville	PART OTAMATENUI BLOCK & PART WIOMUBLOCK; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00463	St Andrew's Presbyterian Church manse (former)/Youth Centre	39 Garfield Road, Helensville	LOT 1 DP 416210	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		

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00464	St Andrew's Presbyterian Church (1883 part only)	39A Garfield Road, Helensville	LOT 2 DP 416210	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00465	Residence	11 Gow Street, Helensville	LOT E DEEDS PLAN P74	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00466	Residence	17 Karaka Street, Helensville	LOT 1 BLK III DP 169; LOT 2 BLK III DP 169; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00467	Residence	7 Porter Crescent, Helensville	LOT 24 DP 4614	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00468	Church of Christ/Forester's Hall (former)	124 Commercial Road, Helensville	LOT 9 DEEDS PLAN 36; road reserve	B		A,B,D,H	Refer to planning maps	Interior of building(s)		
00469	Methodist Church (former)	118 Commercial Road, Helensville	LOT 11 DEEDS PLAN 36; road reserve	B	Church	A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00470	Helensville Courthouse	98 Mill Road, Helensville	LOT 2 DP 195488	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00471	Kaipara Medical Centre	51 Commercial Road, Helensville	LOT 2 DP 28569; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00472	Grand Hotel	1 Railway Street, Helensville	LOT 2 DP 47569; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00473	Helensville Post Office	102 Commercial Road, Helensville	SEC 19 BLK XIV KAIPARA SURVEY DISTRICT SO 32673	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00474	Helensville South butchery (former)	7 Commercial Road, Helensville	LOT 1 DP 16950; road reserve	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00475	Bank of New Zealand	108 Commercial Road, Helensville	PT TE REWAREWA DP 9944; SEC 13 BLK XIV KAIPARA SURVEY DISTRICT SO 18379; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00476	Regent Theatre	14 Garfield Road, Helensville	LOT 1 DP 24368	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00477	Helensville Railway Station	2 and 18 Railway Street, Helensville	LOT 1 DP 154834; SEC 1 SO 69924; rail corridor	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00479	Te Makiri	44 Rogan Avenue, Helensville	LOT 3 DP 45125	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
00480	Residence	11 Kowhai Street, Helensville	PT LOT 7 BLK IV DP 214	B		A,B,D,H	Refer to planning maps	Interior of building(s)		
00481	St Martin's Church	912 State Highway16, Waimauku	PT WAIKOUKOU BLK 2BDP 458781; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00482	Huapai Tavern	301 Main Road, Huapai	LOT 1 DP 147550; LOT 2DP 458781; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00483	Kumeu Railway Station goods shed	37 Main Road, Kumeu	LOT 6 DP 159039; rail corridor	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00484	Foresters' Arms (former)/Riverhead Hotel	33 York Terrace, Riverhead	LOT 3 DP 116247; road reserve	B	Historic portion of tavern building (as shown in Schedule 14.3)	A,B,D,F,H	Refer to Schedule 14.3	Interior of building(s); buildings and structures that are not the primary feature	Yes	
00485	Appletree Cottage and United States Army Base (former)	4 Anderson Road, Matakana	LOT 1 DP 319755; LOT 2DP 468892	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00486	Wech House (former)	1212 State Highway1, Pohuehue	LOT 1 DP 92396	B	Residence	A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00487	Shaw House (former)	1472 State Highway1, Warkworth	LOT 2 DP 128205	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00488	Scandrett Homestead	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	LOT 1 DP 203800	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
00489	Graveyard, including trees and structures	Adjacent to 357 Ridge Road, Scotts Landing	PT ALLOT 202 PSH OF MAHURANGI SO 17333; PT ALLOT 9 PSH OF MAHURANGI SO 1110F	B		A,H	Refer to planning maps		Yes	
00490	Jones Homestead	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	PT TAWHARANUI ML 1874	B		A,B,D,F	Refer to planning maps	Interior of building(s)		
00491	Bluebell Point historic settlement, including midden and boatyard site R09_235	Tawharanui Regional Park, Bluebell Point, 1181 Takatu Road, Tawharanui	CMA	B		A,C,D,H	Refer to planning maps			Yes
00492	Matatuahu graves R09_264, including historic settlement and macrocarpa tree	Matatuahu Point, Tawharanui Regional Park, Tawharanui Peninsula		B		A,B,C,D,F,H	Refer to planning maps			Yes

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00493	Mataia Homestead, including Gardner brickworks site	2791 Kaipara Coast Highway, Glorit	Pt Mataia DP 11371	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
00494	Bow-string arch bridge	Adjacent to 2008 Kaipara Coast Highway, Kakanui	Road reserve	B		A,B,D,E,F,H	Refer to planning maps			
00495	Mahurangi West Hall	401 Mahurangi West Road, Mahurangi West	SEC 40 BLK XV MAHURANGI SURVEY DISTRICT SO 3504	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00496	Rodmersham	Mahurangi Regional Park, Martins Bay Road, Martins Bay	LOT 4 DP 28362; CMA	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00497	Couldrey House	Wenderholm Regional Park, 22 Schischka Road (also known as 37 Shischka Road), Wenderholm	PT PUHOI DP 11077	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
00498	Sullivan Homestead (former)	Mahurangi Regional Park, 190 Ngarewa Drive, Mahurangi West	LOT 1 DP 59474	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00500	Te Muri Cemetery	Mahurangi Regional Park, Ngarewa Drive, Mahurangi West	PT PUHOI 46204; SEC 2 BLK IV WAIWERA SURVEY DISTRICT SO 51002	B		A,B,C,D,H	Refer to planning maps		Yes	Yes
00501	Omana	801 South Head Road, Mairatahi	LOT 3 DP 162604	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00502	Nestle Brae	219 South Head Road, Parkhurst	LOT 1 DP 110316	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00503	Lochnorrie Estate Homestead	173 Inland Road, Punganui	PT ALLOT NE 27 PSH OF ARARIMU SO 37	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00504	Presbyterian Church	997 Wainui Road, Wainui	PT ALLOT 54 PSH OF WAIWERA SO 721	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00505	Dacre Cottage	East Coast Road, Karepiro Bay, Redvale	PT LOT 4 DP 95984; LOT 4DP 465984; PT LOT 4 SO60399; CMA	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
00506	Pillbox - Reta	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 248 PSH OF WAIWERA SO 1564	B		A,B,D,E,H	Refer to planning maps			
00507	Tiritiri Matangi Lighthouse complex, including lighthouse keepers house, signal station, diaphonic fog signal station, and gun cotton store	Tiritiri Matangi Island	SEC 8 BLK 111 TIRITIRI SURVEY DISTRICT SO 59438; SEC 7 BLK III TIRITIRI SURVEY DISTRICT SO 50358; SEC 2 BLK III TIRITIRI SURVEY DISTRICT SO 23207; CMA	A		A,B,D,E,F,H	Refer to planning maps	Interior of building(s) except for interior of lighthouse keeper's house	Yes	
00512	Slaughter's gun cotton fog signal, including remains of signal apparatus and path to gun cotton store	Tiritiri Matangi Island	Section 8 Blk III Tiritiri Survey District SO 59438	B		A,B,D,E,F,H	To be defined#		Yes	
00514	Te Whanga/Shakespear Homestead	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 248 PSH OF WAIWERA SO 1564; ALLOT 247 PSH OF WAIWERA SO 1564	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
00515	Pillbox - Podges	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT LOT 1 DP 2187; LOT 1DP 48098; CMA	B		A,B,D,E,H	Refer to planning maps			
00516	Manager's house	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 248 PSH OF WAIWERA SO 1564	B		A,B,H	Refer to planning maps	Interior of building(s)		
00517	Anti-tank ditch	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 1 PSH OF WAIWERA DP 2187; PT ALLOT 248 PSH OF WAIWERA SO 1564; PT LOT 1 DP 2187; LOT 1 DP48098; PT ALLOT 248 PSH OF WAIWERA SO 40537; road reserve; CMA	B		A,B,D,E,F,H	Refer to planning maps		Yes	
00518	Te Haruhi landing site R10_699	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allot 246 Psh of Waiwera SO 1438; Pt Allot 252 Psh of Waiwera SO 61343; CMA	B		A,B,C,D,E,F,H	Refer to planning maps		Yes	Yes
00519	Paeroa Homestead/Wharepapa	1685 State Highway16, Wharepapa	PT LOT 4 DP 15476	B		A,B,D,F,H	Refer to planning maps			
00520	Waimauku Hunting Lodge	311 Waikoukou Valley Road, Waikoukou Valley	LOT 1 DP 387309	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00521	Wilkins House historic landscape, including bridge remains and well	934 Old North Road, Waikoukou Valley	PT ALLOT 3 PSH OF ARARIMU SO 2986; LOT 1DP 8963; LOT 1 DP 19511	B		A,B,D,F,H	Refer to planning maps		Yes	
00522	Residence	200 Taupaki Road, Taupaki	LOT 1 DP 93013	B		A,D,F,H	Refer to planning maps	Interior of building(s)		
00523	Cottle House (former)	207 Annandale Road, Taupaki	LOT 1 DP 425670; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00524	Taupaki Hall	21A Taupaki Road, Taupaki	LOT 4 DP 8476	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		

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00525	Sinton House (former)	238 State Highway16, Taupaki	LOT 1 DP 326070	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00526	Residence	182 Wairere Road, Waitakere	LOT 2 DP 64135	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00527	Waitakere School (former)	Waitakere War Memorial Park, 13 Bethells Road, Waitakere	PT ALLOT 27 PSH OF WAIPAREIRA SO 36531	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00528	Church of Christ Hall	267 Rodney Street, Wellsford	PT LOT 4 DP 1618	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00529	Police lock-up	108 Rodney Street, Wellsford Police Station, Wellsford	LOT 2 DP 183334	B		A,B,D,F,H	Refer to planning maps	Interior of building(s); adjoining building		
00530	Post Office (former)	158 Rodney Street, Wellsford	SEC 44 BLK XVI OTAMATEA SURVEY DISTRICT SO 17591	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00531	Matheson House	65 Grand View Road, Matheson Bay	LOT 2 DP 75118	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00532	Workers' cottage (former)/ Leigh Library	15 Cumberland Street, Leigh	ALLOT 121 LEIGH VILLAGE SO 49592; road reserve	B	Cottage	A,B,D,F,H	Refer to planning maps	Interior of building(s); water tank		
00533	St Michael and All Angels Church	12 Hauraki Road, Leigh	ALLOT 81 LEIGH VILLAGE SO 1100	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00534	Whangateau Hall	Whangateau Domain Recreation Reserve, 511 Leigh Road, Whangateau	ALLOT 156A PSH OF OMAHA SO 6463; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00535	Legge House	27 Booth Road, Port Albert	PT ALLOT 2 PSH OF WHAREHINE SO 824; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00536	Port Albert School (former)	946 Port Albert Road, Port Albert	LOT 1 DP 199603; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00537	Port Albert Lodge of the Ancient Order of Druids	671 Wellsford Valley Road, Port Albert	LOT 1 DP 391028	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00538	Wesleyan Methodist Church, including cottage	15 Church Hill Road, Port Albert	LOT 1 DP 92160; PT ALLOT 169 PSH OF ORUAWHAROSO 824; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00540	Port Albert Hall	980 Port Albert Road, Port Albert	PT ALLOT 160 PSH OF ORUAWHARO SO 824	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00541	Minniesdale House	Shegadeen Road, Wharehine	LOT 1 DP 485263	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00542	Minniesdale Chapel and graveyard	67 Shegadeen Road, Wharehine	PT ALLOT 21 PSH OF WHAREHINE SO 824; LOT 1 DP 31499; road reserve	B	Church	A,B,D,E,F,H	Refer to planning maps	Interior of building(s); water tank including stand		
00543	Wharehine War Memorial	279 Pah Hill Road, Wharehine	ALLOT 50 PSH OF WHAREHINE 20 42595	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00544	Grant House	326 J V Grant Road, Wharehine	LOT 2 DP 444639; LOT 5DP 444639; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00545	Matakana House	11 Matakana Valley Road, Matakana	LOT 1 DP 349625; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00546	Matakana Dairy Company (former)	30 Matakana Valley Road, Matakana	LOT 2 DP 68577; LOT 3 DP53818	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00547	St Leonard's Church	24 Matakana Valley Road, Matakana	LOT 1 DP 176084	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00548	Matakana War Memorial	Adjacent to 992 Matakana Road, Matakana	SEC 1 SO 67764; PT ALLOT 5 PSH OF MATAKANA; road reserve	B		A,B,D,F,H	Refer to planning maps			
00549	Kaipara Flats Church (former)	947 Kaipara Flats Road, Kaipara Flats	LOT 4 DP 412418	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00550	Holden House (former)	8 Belmont Place, Warkworth	LOT 9 DP 336746	B		A,F,H	Refer to planning maps	Interior of building(s)		
00551	Warkworth Town Hall	19 Neville Street, Warkworth	LOT 4 SEC 1 ALLOT 67 PSH OF MAHURANGI SO 1150J; LOT 3 SEC 1 ALLOT67 PSH OF MAHURANGISO 1150J; road reserve	A	Main building	A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00552	Courthouse	2 and 4 Elizabeth Street, Warkworth	LOT 1 DP 167426	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00553	Masonic Lodge	3 Baxter Street, Warkworth	LOT 1 DP 98309	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00554	Post Office	17 Neville Street, Warkworth	LOT 2 DP 140468; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		

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00555	Lime kilns	Kowhai Park Domain, 1 and 3 Matakana Road, Warkworth	ALLOT 430 PSH OF MAHURANGI SO 54887; PT LOT 1 DP 55475; LOT 1 DP60431	B		A,B,D,E,F,H	Refer to planning maps		Yes	
00556	Bridge House	16 Elizabeth Street, Warkworth	LOT 1 DP 197981	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00557	The Warkworth Establishment Hotel	9 Queen Street, Warkworth	LOT 2 DP 26658; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00558	Broomfield House	3 Neville Street, Warkworth	LOT 1 DP 40569	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00559	Christ Church	1 Bambro Street (also known as 39- 43 Percy Street), Warkworth	LOT 1 DP 441372	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00560	Warkworth Band Hall	4 Church Hill, Warkworth	PT SEC P ALLOT 67 PSH OF MAHURANGI; PT ALLOT 321 PSH OF MAHURANGI	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00561	Elizabeth Street bridge	Elizabeth Street, Warkworth	Road reserve	B		A,B,D,F,H	Refer to planning maps			
00562	Bakehouse (former)	19A Queen Street, Warkworth	LOT 3 DP 52117	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00563	Residence	16 Hill Street, Warkworth	LOT 5 DP 35262; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00564	Methodist Church	29 Neville Street, Warkworth	LOT 3 DP 186917	B		A,B,D,F,H	Refer to planning maps	Interior of building(s); non- historic section of church		
00565	Band rotunda and obelisk	8 Church Hill, Warkworth		B		A,B,D,F,H	Refer to planning maps			
00566	Bank of New Zealand (former)	11 Neville Street, Warkworth	LOT 1 DP 455609	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00567	Rodney House/Hinemoa House	2 Baxter Street, Warkworth	LOT 2 DP 455609; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00568	Rodney Motors (former)	41 Queen Street, Warkworth	LOT 2 DP 92292; road reserve	B		A,D,F,H	Refer to planning maps	Interior of building(s)		
00569	Combes/Daldy lime works site R09_2240	36 Sandspit Road, Warkworth	Pt Lot 51 DP 703; CMA	B	Entire extent of place except quarry pit	A,B,D,E,F,H	Refer to planning maps		Yes	
00571	Residence	15 Lilburn Street, Warkworth	PT SEC 6 ALLOT 67 PSH OF MAHURANGI SO 1150J	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00572	Presbyterian manse (former)	42 Bertram Street, Warkworth	LOT 1 DP 61981	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00573	St Columba's Church	5 and 7 Pulham Road (also know as 44 Bertram Street), Warkworth	LOT 2 DP 61981; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00574	Residence	49 Lilburn Street, Warkworth (also known as 19 Pulham Road)	LOT 2 DP 49474	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00575	Little Riverina	33 Wilson Road, Warkworth	LOT 4 DP 159361	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00576	Wilson's Cement Works R09_703, including remains of cement works, quarry and associated wharf	Wilson Road, Mahurangi River, Warkworth	SEC 2 SO 379415; LOT 37 DP 340235; LOT 36 DP 340235; ALLOT 373 PSH OF MAHURANGI SO 44560; SEC 1 SO 379415; LOT 3 DP 54387; ALLOT 374 PSH OF MAHURANGI SO 44560; LOT 4 DP 204384; LOT 2 DP 204384; SEC 1 SO 70472; ALLOT 432 PSH OF MAHURANGI SO 54658; LOT 4 DP 157198; road reserve	A	Entire extent of place	A,B,D,E,F,H	Refer to planning maps		Yes	
00577	Wilson's Cement Works manager's house (former)	108 Wilson Road, Warkworth	LOT 2 DP 54387	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00578	Port Albert Reserve historic landscape, including grandstand, World War I obelisk and World War II memorial	Port Albert Recreation Reserve, Wellsford Valley Road, Port Albert	PT ALLOT 195 PSH OF ORUAWHARO SO 14286	B		A,B,D,F,H	Refer to planning maps		Yes	
00581	Pictor House (former)	479 Port Albert Road, Hoteo North	LOT 1 DP 54958	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00582	Hoteo North School (former)	Hoteo North Domain, Kaipara Coast Highway, Hoteo North	ALLOT 147 PSH OF TAUHOA SO 2999; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		

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00583	The Grange	375 Hamilton Road, Snells Beach	LOT 1 DP 370644	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00584	Morrison House (former)	11 Duck Creek Road, Snells Beach	LOT 5 DP 203455	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00585	Coppermine engine house, including chimney, pump house, and associated wharf site	Mine Point, Dispute Cove, Kawau Island	Lot 3 DP 422931; Lot 231DP 7674; CMA	A		A,D,E,F,H	Refer to planning maps		Yes	
00586	Mansion House historic landscape R09_504, R09_704, R09_801,R09_802, including gardens and plantings, archaeological sites of European and Maori settlements, and pa site	Kawau Island Historic Reserve, Mansion House Bay, Kawau Island	LOT 1 DP 39418; PT LOT 2 DP 39418; LOT 3 DP 39418; LOT 4 DP 39418; LOT 5 DP 39418; LOT 6 DP 39418; LOT 7 DP 39418; LOT 9 DP 39418; LOT 3 DP 422931; PT LOT 2 SO 45718; CMA	A*	Mansion House; all pre-1889 plantings and garden features	A,B,D,F,H	Refer to planning maps		Yes	Yes
00587	Coppermine smelting house site R09_642, including ruin of smelting house, site of smelting works complex, and slag reclamation	Smelting House Bay, Kawau Island	LOT 272 DP 7675; LOT 273 DP 7675; LOT 274 DP 7675; LOT 275 DP 7675; LOT 276 DP 7675; LOT 277 DP 7675; LOT 278 DP 7675; LOT 279 DP 7675; LOT 3 DP 422931; CMA	A		A,D,E,H	Refer to planning maps		Yes	
00589	Mansion House jetty and abutments	Mansion House Bay, Kawau Island	PT LOT 2 SO 45718; PTLOT 2 DP 39418; LOT 3 DP422931; CMA	B		A,B,D,E,F,G,H	Refer to planning maps		Yes	
00590	Two House Bay cottage R09_800, including former manager's cottage, row of olive trees, and archaeological site of former dwelling	Two House Bay, Kawau Island Historic Reserve, Kawau Island	LOT 3 DP 422931; LOT 5 DP 39418; LOT 8 DP 39418; LOT 1A DP 6975; LOT 1B DP 6975; SEC 8 BLK VI KAWAU SURVEY DISTRICT SO 59206; CMA	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
00591	Scott Homestead (former), including R09_689	Mahurangi Regional Park, 2 Ridge Road, Scotts Landing	SEC 49 MAHURANGI VILLAGE SO 20073; SEC 42 MAHURANGI VILLAGESO 20073; SEC 44 MAHURANGI VILLAGE SO 20073; SEC 45 MAHURANGI VILLAGE SO 20073; MAHURANGIVILLAGE; SEC 205 MAHURANGI VILLAGE SO 21369; PT SEC 50 MAHURANGI VILLAGE SO 20073; LOT 5 DP 51860;SEC 219 MAHURANGI VILLAGE SO 55439; CMA	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
00592	Puhoi Hotel complex, including stables and residence	5 and 7 Saleyards Road, Puhoi	LOT 1 DP 146772; LOT 2DP 23398; LOT 3 DP23398; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00593	Church of St Peter and St Paul complex, including church, convent, and presbytery	77 Puhoi Road, Puhoi	ALLOT 125 PSH OF PUHOI SO 975A	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00594	Puhoi Library	Opposite 109 Puhoi Road, Puhoi	PT ALLOT 36 PUHOI VILLAGE SO 47417; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00595	Puhoi Hall	88 Puhoi Road, Puhoi	LOT 3 DP 93336; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00598	School house (former)	10 Krippner Road, Puhoi	LOT 1 DP 47587	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00601	Wayside Shrine	Adjacent to 60 and 64 Puhoi Road, Puhoi	Road reserve	B		A,B,D	Refer to planning maps			
00602	Cooke House (former)	982 Hibiscus Coast Highway, Waiwera	LOT 2 DP 168843; road reserve	B		A,D,F,H	Refer to planning maps	Interior of building(s)		
00603	Orewa House and watchhouse	498 Hibiscus Coast Highway, Orewa	LOT 1 DP 75940; LOT 4 DP 44260	B	House; watch house	A,B,D,F,H	Refer to planning maps	Interior of building(s); carport and attached shed		
00605	Stoney Homestead	12 Galbraith Greens, Silverdale	LOT 2 DP 438874	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00606	Dovedale	95 M Greenwood Road, Pakiri	LOT 1 DP 179443	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00607	St Andrew's Presbyterian Church (former)	1151 Leigh Road, Omaha Flats	PT LOT 2 DP 185730	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00608	Holy Trinity Anglican Church and cemetery	24 Wainui Road, Silverdale	LOT 1 DP 342380	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		

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00609	Silverdale Pioneer Village	Silverdale Reserve, 19 Wainui Road (also known as 31 and 33 Silverdale Street), Silverdale	ALLOT 556 PSH OF WAIWERA SO 40407	B	Wade School building; parsonage; Methodist church; school house	A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00612	Wade Hotel	2 Tavern Road, Silverdale	LOT 2 DP 420269	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00614	Silverdale Hall	7 Silverdale Street, Silverdale	PT ALLOT 178 PSH OF WAIWERA SO 892	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00615	Glanville House (former)	17 and 18 Claude Road, Stanmore Bay	LOT 1 DP 33497; LOT 2 DP33497; LOT 3 DP 33497	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00616	St Stephen's Anglican Church	5 Stanmore Bay Road, Manly	PT ALLOT S190 PSH OF WAIWERA DP 11235	B	1917 church	A,B,D,F,H	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature; freestanding sign		
00617	Stanmore Bay Cemetery	149 Stanmore Bay Road, Stanmore Bay	PT ALLOT 51 PSH OF WAIWERA	B		A,H	Refer to planning maps			
00618	Thorburn Family burial site	82 Duck Creek Road, Stillwater	PT ALLOT 10 PSH OFOKURA; road reserve	B		A	Refer to planning maps			
00619	Hobbs Homestead	5 Daisy Burrell Drive, Whangaparoa	LOT 1 DP 152517	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00652	Pukekiwiriki Pa R12_4	94R Red Hill Road, Papakura	PT ALLOT 104 SBSC SEC 1 PARISH OF OPAHEKE	B		A,C,D	Refer to planning maps		Yes	Yes
00653	Settlement site R12_65	Hays Creek Esplanade Reserve, 230 Hunua Road, Drury	Lot 1 DP 161014; Lot 3 DP161014	B		D	Refer to planning maps		Yes	Yes
00654	Midden R11_995	2/1 Great South Road, Conifer Grove	Sec 7 Blk XIV Otahuhu SD	B		D	To be defined#		Yes	Yes
00655	Orona settlement site R12_167	Orona Island (east of Pararekau Island), Manukau Harbour	Part Tidal Lands of Manukau Harbour Survey Office Plan 67474; CMA	B		D	Refer to planning maps		Yes	Yes
00657	Midden R12_191	Conifer Grove Esplanade Reserve, 9 Elana Court, Conifer Grove	Lot 1 DP 102688	B		D	Refer to planning maps		Yes	Yes
00658	Midden R12_192	Pararekau Island, 149 Capriana Drive, Hingaia	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00659	Midden R12_193	Pararekau Island, 149A Capriana Drive, Hingaia	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00660	Midden R12_194	Pararekau Island, 149A Capriana Drive, Hingaia	LOT 1000 DP 476406	B		D	Refer to planning maps		Yes	Yes
00661	Midden R12_195	Pararekau Island, 149A Capriana Drive, Hingaia	LOT 1000 DP 476406	B		D	Refer to planning maps		Yes	Yes
00662	Midden R12_196	Pararekau Island, 149A Capriana Drive, Hingaia	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00663	Pit R12_197	Pararekau Island, 149A Capriana Drive, Hingaia	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00664	Gum digger site R12_198	147 Capriana Drive, Hingaia	Allotment 46 PSH OF Papakura	B		D	Refer to planning maps		Yes	
00665	Midden R12_199	Hingaia Esplanade Reserve, 206 Oakland Road, Hingaia	Lot 14 DP 22402	B		D	Refer to planning maps		Yes	Yes
00666	Midden R12_203	50 Hayfield Way, Hingaia	Lot 4 DP 206639	B		D	Refer to planning maps		Yes	Yes
00667	Midden R12_667	265R Harbourside Drive, Hingaia	Lot 702 DP 382903	B		D	Refer to planning maps		Yes	Yes
00668	Midden R12_676	18 Pescara Point, Hingaia	Lot 128 DP 382903	B		D	Refer to planning maps		Yes	Yes
00669	Midden R12_677	2 Portofino Point, Hingaia	Lot 104 DP 382903	B		D	Refer to planning maps		Yes	Yes
00670	Midden R12_678	5 Asola Place, Hingaia	Lot 71 DP 382903	B		D	Refer to planning maps		Yes	Yes
00671	Midden R12_679	58 Derbyshire Lane, Hingaia	Lot 11 DP 105149	B		D	Refer to planning maps		Yes	Yes
00672	Midden R12_680	Hingaia Esplanade Reserve, 36 Derbyshire Lane and 146 Pararekau Road, Hingaia	Lot 3 DP 128108; Lot 17 DP105149	B		D	Refer to planning maps		Yes	Yes

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00673	Midden R12_681	Hingaia Esplanade Reserve, 206 Oakland Road, Hingaia	Lot 14 DP 22402	B		D	Refer to planning maps		Yes	Yes
00674	Midden R12_682	Hingaia Esplanade Reserve, 21 Hayfield Way, Hingaia	Lot 4 DP 103473; Lot 1 DP186470	B		D	Refer to planning maps		Yes	Yes
00675	Midden R12_683	Hingaia Esplanade Reserve, 21 Hayfield Way, Hingaia	Lot 4 DP 103473	B		D	Refer to planning maps		Yes	Yes
00676	Midden R12_684	55 Hayfield Way, Hingaia	Lot 3 DP 206639	B		D	Refer to planning maps		Yes	Yes
00677	Midden R12_685	50 Hayfield Way, Hingaia	Lot 4 DP 206639	B		D	Refer to planning maps		Yes	Yes
00678	Midden R12_686	264 Hingaia Road, Hingaia	Lot 1 DP 203719	B		D	Refer to planning maps		Yes	Yes
00679	Midden R12_687	264 Hingaia Road, Hingaia	Lot 1 DP 203719	B		D	Refer to planning maps		Yes	Yes
00680	Undefended settlement site R12_688	279 Park Estate Road, Hingaia	Pt Lot 14 DP 4963; PART TIDAL LANDS OF MANUKAU HARBOUR; CMA	B		D	Refer to planning maps		Yes	Yes
00682	Midden R12_692	Pararekau Island, 149A Capriana Drive, Hingaia	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00683	Midden R12_693	Pararekau Island, 149A Capriana Drive, Hingaia	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00684	Midden R12_694	Pararekau Island, 149A Capriana Drive, Hingaia	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00685	Midden R12_737	50 Hayfield Way, Hingaia	Lot 4 DP 206639	B		D	Refer to planning maps		Yes	Yes
00686	Midden R12_738	50 Hayfield Way, Hingaia	Lot 4 DP 206639	B		D	Refer to planning maps		Yes	Yes
00687	Midden R12_739	50 Hayfield Way, Hingaia	Lot 4 DP 206639	B		D	Refer to planning maps		Yes	Yes
00688	Midden R12_743	152 Park Estate Road, Hingaia	Section 1 SO 432649	B		D	Refer to planning maps		Yes	Yes
00689	Midden R12_744	Pararekau Island, 149 Capriana Drive, Hingaia	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00690	Midden R12_745	147 Capriana Drive, Hingaia	Allotment 46 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00691	Midden R12_746	147 Capriana Drive, Hingaia	Allotment 46 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00692	Pa, tramway terminus and wharf site R12_8	27 Bremner Road, Drury	Section 1 SO 395394; PT TIDAL LANDS OF MANUKAU HARBOUR; CMA	B		C,D	Refer to planning maps		Yes	Yes
00693	Ballards Cone pa site R12_278	1189 Ponga Road,121 MacWhinneyDrive, 475 QuarryRoad, and 206 Peach Hill Road, Drury	Allotment 37 PSH OF Hunua; Allotment 199 PSH OF Hunua; Lot 1 DP 19546; Lot 2 DP 206902	B		D	Refer to planning maps		Yes	Yes
00694	Settlement site R12_331	491 Drury Hills Road, Drury	Lot 9 DP 209270	B		D	Refer to planning maps		Yes	Yes
00695	Settlement site R12_332	41 Elizabeth Place, Drury	Lot 3 DP 210899	B		D	Refer to planning maps		Yes	Yes
00696	Pa site R12_334	577 Ponga Road, Drury	Lot 2 DP 164558	B		D	Refer to planning maps		Yes	Yes
00697	Settlement site R12_335	52 Elizabeth Place, Drury	Lot 7 DP 105179	B		D	Refer to planning maps		Yes	Yes
00698	Settlement site R12_336	52 Elizabeth Place, Drury and 469 Drury Hills Road, Drury	Lot 7 DP 105179; Lot 2 DP105179	B		D	Refer to planning maps		Yes	Yes
00700	Rings/Kirikiri redoubt R11_956	931 and 935 Papakura-Clevedon Road, Ardmore	LOT 1 DP 493110; Lot 1 DP62570	B		A,D	Refer to planning maps	Existing buildings	Yes	Yes
00701	St James' Church and graveyard	630 Papakura- Clevedon Road, Ardmore	PART ALLOT 52 PSH OF PAPAKURA	B		A,B,F,G,H	Refer to planning maps			
00702	Christ Church	1444 Alfriston Road, Alfriston	PART ALLOT 18 PSH OF PAPAKURA	B		A,B,F,G,H	Refer to planning maps			
00704	Aroha Cottage	201 Jesmond Road, Drury	LOT 1 DP 365133	B		A,F	Refer to planning maps	Interior of building(s)		
00705	Alfriston Hall, including World War I Memorial	300 Mill Road, Alfriston	LOT 1 DP 57676	B		B,G	Refer to planning maps			

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00706	Military milestone plaque	312 Great South Road, Papakura		B		D	Refer to planning maps		Yes	
00707	St John's Church and cemetery	9 Cameron Place, Drury	LOT 9 DEEDS WHAU 72	B		A,B,F,G,H	Refer to planning maps	Interior of building(s); hall		
00708	Christ Anglican Church and Selwyn Chapel	105 Great South Road, Papakura	Part Lot 1 DP 30968; PartLot 2 DP 30968; Lot 3 DP30968	B		A,B,F,G,H	Refer to planning maps			
00710	Molloy House	264 Hingaia Road, Hingaia	LOT 1 DP 203719	B		F,G,H	Refer to planning maps	Interior of building(s)		
00712	Papakura Army Camp Commandant's House (former)	113 Harbourside Drive, Hingaia	LOT 3 DP 369556	B		A,H	Refer to planning maps	Interior of building(s)		
00713	Pa site R10_3	159 and 161 Attwood Road, Paremoremo	Lot 2 DP 42830; Lot 2 DP211369	B		D	To be defined#		Yes	Yes
00714	Wairoa Pa R10_13	23 Beach Road Castor Bay	Pt Lot 92 DP 211369	B		D	Refer to planning maps		Yes	Yes
00715	Settlement site/midden R10_14	Chatham Reserve, R 66 Chatham Avenue, Paremoremo	Lot 16 DP 18517	B		D	To be defined#		Yes	Yes
00716	Rahopara/Rahoparaoperetu Pa R10_21 R10_253	R 20 The Esplanade, Castor Bay	Lot 7 DP 8563; Lot 8 DP8563; Lot 2 DP 77877; CMA	B		D	Refer to planning maps		Yes	Yes
00717	Te Matarae a Mana Pa R11_35	Kauri Point Centennial Park, R 93 Onetaunga Road, Birkenhead	LOT 3 DP 125289; LOT 4DP 125289	B		D	Refer to planning maps		Yes	Yes
00718	Te Wai Iti o Tora Pa R11_37	Island Bay Reserve, Island Bay Road, Beach Haven	Road Reserve; CMA	B		D	Refer to planning maps		Yes	Yes
00719	Midden/settlement site R11_49	Hilders Park, R 1 Beach Haven Road, Beach Haven	Pt Allot 144 Parish of Takapuna; Pt Lot 1 Deeds 682; Pt Lot 2 Deeds 682	B		D	To be defined#		Yes	Yes
00720	Settlement site R11_50	Tauhinui Historical Reserve, 9 Te Kawau Place, Greenhithe	Lot 2 DP 160574; Lot 10 DP113399	B		D	To be defined#		Yes	Yes
00721	Pa site R11_52	51 Onetaunga Road, Chatsworth	PT ALLOT 162 PARISH OF TAKAPUNA	B		D	To be defined#		Yes	Yes
00722	Te Onewa/Stokes Point Pa R11_54	Stokes Point/Northcote Reserve, R 1 Queen Street Northcote Point	Pt Allot 68 TOWN of Woodside	B		D	Refer to planning maps		Yes	Yes
00723	Pa site R10_94 and middens R10_249 R10_250 R10_251	50 Rock Isle Road, Torbay	Pt Lot 4 DP 7938	B		D	Refer to planning maps		Yes	Yes
00724	Pits, midden and drain R10_96	80 Vaughans Road, Long Bay	Lot 4 DP 61603	B		D	To be defined#		Yes	Yes
00725	Fort Cautley and Maungauika Pa site R11_97 R11_1722 R11_916	North Head, 18 Takarunga Road, Devonport	SEC 1 SO 454837	A		A,D	Refer to planning maps		Yes	Yes
00727	Takararo/Mount Cambria Pa R11_110	Mount Cambria Reserve, R 33A Vauxhall Road, Devonport	Pt Lot 4 DP 131812; Lot 3DP 131812; Lot 2 DP131812; Pt Lot 5 DP 131812	B		C, D	Refer to planning maps		Yes	Yes
00728	Burial ground/midden R10_131	32 Saltburn Road, Milford	Lot 2 DP 47755	B		D	Refer to planning maps		Yes	Yes
00729	Te Marae o Hinekakea village site, including grave R10_163	54 Iona Avenue, Paremoremo	Pt Allot 7 Parish of Paremoremo; CMA	B	Entire extent of place	A,B,D	Refer to planning maps		Yes	Yes
00730	Settlement site/midden R10_188	Long Bay Regional Park, RA 2000Beach Road and R 260 Vaughans Road, Long Bay	Lot 1 DP 54617; SEC 1 SO70452; CMA	B		D	Refer to planning maps		Yes	Yes
00731	Pa and settlement site R10_191 R10_189 R10_190	Long Bay Regional Park, 2000 Beach Road and R 260 Vaughans Road, Long Bay	LOT 1 DP 54617; SEC 1 SO70452	B		D	Refer to planning maps		Yes	Yes
00734	Midden R10_192	Long Bay Regional Park, RA 2000Beach Road, Long Bay	Lot 1 DP 54617	B		D	Refer to planning maps		Yes	Yes
00735	Midden R10_193	Long Bay Regional Park, RA 2000Beach Road, Long Bay	Lot 1 DP 54617	B		D	Refer to planning maps		Yes	Yes
00736	Midden R10_199	Long Bay Regional Park, 1550 Beach Road, Long Bay	Pt Allot 12 Parish of Okura	B		D	Refer to planning maps		Yes	Yes
00737	Midden R10_200	Long Bay Regional Park, RA 2000Beach Road, Long Bay	Lot 1 DP 54617	B		D	Refer to planning maps		Yes	Yes
00738	Middens/terraces R10_201 and ditch R10_1098, including fig trees	Long Bay Regional Park, RA 2000Beach Road, Long Bay	LOT 1 DP 54616; SEC 2 SO460210; SEC 3 SO 460210; SEC 3 SO 70452; SEC 4SO 70452; SEC 5 SO460210	B		D	Refer to planning maps		Yes	Yes
00739	Midden/findspot/cultivation R11_203	181 Vauxhall Road, Narrow Neck	Lot 16 DP 304	B		D	Refer to planning maps		Yes	Yes
00740	Middens R10_232	Manuka Reserve, Manuka Road, Bayview	Lot 36 DP 45178	B		D	To be defined#		Yes	Yes
00741	Pit/findspot R10_239	R 38 Kittiwake Drive, Schnapper Rock	Lot 194 DP 323425	B		D	To be defined#		Yes	Yes

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00745	Midden R10_252	The Tor (Island) - Waiake Beach Reserve, R 921 Beach Road, Torbay	Lot 4 DP 24216	B		D	Refer to planning maps		Yes	Yes
00747	Pits/terraces/mounds R10_255	297 Paremoremo Road, Paremoremo	Lot 2 DP 209827	B		D	To be defined#		Yes	Yes
00748	Pit/midden R10_256	293 Paremoremo Road, Paremoremo	Lot 1 DP 209827	B		D	To be defined#		Yes	Yes
00749	Middens R10_257	Lucas Esplanade Reserve, R 361 Paremoremo Road, Lucas Heights	Crown Land 2620	B		D	To be defined#		Yes	Yes
00750	Middens R10_258	Lucas Esplanade Reserve, R 361 Paremoremo Road, Lucas Heights	Crown Land 2620	B		D	To be defined#		Yes	Yes
00751	Gum digging holes R10_259	285 Paremoremo Road, Paremoremo	Lot 2 DP 108916	B		D	To be defined#		Yes	
00752	Midden R10_260	287 Paremoremo Road, Paremoremo	Lot 1 DP 108916	B		D	To be defined#		Yes	Yes
00753	Gum digger fireplace/hut site R10_261	Centennial Park, 184 Beach Road, Campbells Bay	Lot 1 DP 194867	B		A,D	To be defined#		Yes	
00754	Tauhinu pa site/midden R11_285	Taihinui Historical Reserve, R 8 Te Kawau Pass, Greenhithe	Lot 10 DP 113399	B		D	Refer to planning maps		Yes	Yes
00755	Pa site R11_287	Fred Anderson Reserve, R 26 Valhalla Drive, Beach Haven	Lot 45 DP 52814; Lot 46 DP52814	B		D	To be defined#		Yes	Yes
00756	Midden and house site R10_288	Long Bay Regional Park, 1550 Beach Road, Long Bay	Pt Allot 12 Parish of Okura	B		D	Refer to planning maps		Yes	Yes
00757	Midden R10_289	Long Bay Regional Park, RA 2000Beach Road, Long Bay	Lot 1 DP 54616	B		D	To be defined#		Yes	Yes
00758	Pa site R10_290	Long Bay Regional Park, RA 2000 and 1550 Beach Road, Long Bay	Lot 1 DP 54617; Pt Allot 12 Parish of Okura	B		D	Refer to planning maps		Yes	Yes
00759	Midden/terraces R10_292	Long Bay Regional Park, RA 2000Beach Road, Long Bay	Lot 1 DP 54617	B		D	To be defined#		Yes	Yes
00760	Midden R10_295	RA 2000 Beach Road, Long Bay	Lot 1 DP 51779	B		D	To be defined#		Yes	Yes
00761	Midden R10_321	Long Bay Regional Park, RA 2000Beach Road, Long Bay	Lot 1 DP 54617	B		D	To be defined#		Yes	Yes
00762	Midden R10_384	112 Kitchener Road, Milford	Lot 2 DP 18057	B		D	Refer to planning maps		Yes	Yes
00763	Midden R10_392	Long Bay Beach Road Reserve, R 1045 Beach Road, Torbay	Lot 3 DP 78206	B		D	To be defined#		Yes	Yes
00764	Maunganui/Mangonui pa site R11_529	51 Onetaunga Road, Chatsworth	Pt Allotment 163 PSH OF Takapuna	B		D	To be defined#		Yes	Yes
00765	Pits R10_672	62 Warman Road, Okura	Lot 1 DP 381599	B		D	To be defined#		Yes	Yes
00766	Terrace/midden R10_673	62 Warman Road, Okura	Lot 1 DP 381599	B		D	To be defined#		Yes	Yes
00767	Terrace/midden R10_674	72 Warman Road, Okura	Lot 6 DP 381599	B		D	To be defined#		Yes	Yes
00768	Pits R10_675	64 Warman Road, Okura	Lot 3 DP 381599	B		D	To be defined#		Yes	Yes
00769	Midden R10_676	33 Gails Drive, Okura	Lot 3 DP 68216	B		D	To be defined#		Yes	Yes
00770	Midden R10_677	Okura Esplanade Reserve, R 16 Deborah Place, Okura	Lot 3 DP 198628	B		D	To be defined#		Yes	Yes
00771	Midden R10_678	56 Warman Road, Okura	Lot 13 DP 186600	B		D	To be defined#		Yes	Yes
00772	Midden R10_681	Okura Esplanade Reserve, R 16 Deborah Place, Okura	Crown Land Survey Office Plan 2529/1	B		D	To be defined#		Yes	Yes
00773	Midden R10_682	46 Warman Road, Okura	Lot 14 DP 186600	B		D	To be defined#		Yes	Yes
00774	Midden/burial R10_700	30 Audrey Road, Takapuna	Pt Lot 17 DP 13179	B		D	To be defined#		Yes	Yes
00775	Midden R10_718	17A and 19 Fenwick Avenue, Milford	Lot 1 DP 162661; Lot 1 DP 147226; Lot 2 DP 147226; Lot 2 DP 162661	B		D	To be defined#		Yes	Yes
00776	Terrace/middens R10_719	R 12 Dodson Avenue, Milford	Pt Lot 86 DP 657	B		D	To be defined#		Yes	Yes
00777	Middens R10_720	Long Bay Regional Park, RA 2000Beach Road, Long Bay	Lot 2 DP 54616	B		D	To be defined#		Yes	Yes
00778	Middens R11_831	25 Colonial Road, Chatswood	Lot 461 DP 73331	B		D	To be defined#		Yes	Yes
00779	Middens R11_912	Onepoto Domain, R 24 Tarahanga Street, Northcote	Lot 51 DP 38481	B		D	To be defined#		Yes	Yes
00780	Findspot (adzes) R11_913	9 Herbert Street, Hauraki	Lot 1 DP 40826	B		D	To be defined#		Yes	Yes
00781	European ditch and bank, and shell middens R11_914	Jutland Reserve, Jutland Road	Lot 47 DP 40748; road reserve	B		A,D	To be defined#		Yes	Yes
00783	Midden R11_917	Tui Park, Rambler Crescent, Beach Haven	Pt Allotment 144 PSH OF Takapuna	B		D	To be defined#		Yes	Yes
00784	Pa site/burial R11_918	10-12 Awanui Street, 15-17 Awanui Street, and R 14 Awanui Street, Birkenhead	LOT 1 DP 192659; LOT 25ADP 211; LOT 5 DP 15768; LOT 24A DP 211; ROAD RESERVE; CMA	B		D	Refer to planning maps		Yes	Yes
00785	Midden/mound/depressions R11_919	R 12 Kahika Road, Birkdale	Lot 1 DP 72063	B		D	To be defined#		Yes	Yes
00786	Middens R11_920	R 107 Aeroview Drive, Beach Haven	Lot 48 DP 56178	B		D	To be defined#		Yes	Yes

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00787	Middens R11_921	Charcoal Bay, Rosecamp Road Foreshore, R 34 Rosecamp Road, Beach Haven	Lot 58 DP 73732; Lot 59 DP73732	B		D	To be defined#		Yes	Yes
00788	Midden R11_922	13 Herbert Street, Hauraki	Pt Lot 110 ALLOT 26Section 1 PSH OF Takapuna	B		D	To be defined#		Yes	Yes
00789	Middens R11_923	Jutland Reserve, R 196 Jutland Road, Hauraki	Lot 47 DP 40748	B		D	To be defined#		Yes	Yes
00790	Middens R11_924	Kaipatiki Reserve, R 83 Pemberton Avenue, Bayview	Crown Land Survey Office Plan 2473	B		D	To be defined#		Yes	Yes
00791	Middens R11_925	Kauri Point Domain, R 112 Balmain Road, Chatswood	Allotment 371 PSH OF Takapuna	B		D	To be defined#		Yes	Yes
00792	Middens R11_926	Shepherds Park, R 47 Cresta Avenue, Beach Haven	Lot 155 DEEDS 682	B		D	To be defined#		Yes	Yes
00793	Middens R11_963	6 St Leonards Road, Hauraki	Lot 2 DP 40077	B		D	To be defined#		Yes	Yes
00794	Middens R11_964	9 and 11 Winscombe Street, and 12 Westwell Road, Belmont	Lot 11 DP 9536; Lot 6 DP19498; Lot 11 DP 17875	B		D	To be defined#		Yes	Yes
00795	Middens R11_965	St Leonards Road, Hauraki	Road reserve	B		D	To be defined#		Yes	Yes
00796	Middens R11_966	Westwell Road Reserve, Westwell Road, Belmont	Road reserve	B		D	To be defined#		Yes	Yes
00797	Middens R11_967	R 24 Tarahanga Street, Northcote	Lot 25 DP 50831	B		D	To be defined#		Yes	Yes
00798	Midden R11_968	Aramoana Avenue, Devonport	Road reserve	B		D	To be defined#		Yes	Yes
00799	Midden R11_969	R 76 Aramoana Avenue, Devonport	Lot 3 DP 88065	B		D	To be defined#		Yes	Yes
00800	Midden R11_970	31A Norwood Road, Bayswater	Lot 2 DP 33501	B		D	To be defined#		Yes	Yes
00801	Middens R11_971	R 122 Bayswater Avenue, Bayswater	Pt Allotment 13 SECT 1 PSH OF Takapuna; Lot 10 DP 36683	B		D	To be defined#		Yes	Yes
00802	Terrace R11_972	Killarney Park, R 39 Killarney Street, Takapuna	SEC XI DEEDS T17; Lot 1 DP 61455	B		D	Refer to planning maps		Yes	Yes
00803	Midden R11_974	28 Bay Park Place, Birkdale	Lot 2 DP 173430; Lot 5 DP173430	B		D	To be defined#		Yes	Yes
00804	Pits R11_975	R 19 Maritime Terrace, Birkenhead	Lot 5 DP 145096	B		D	To be defined#		Yes	Yes
00805	Middens R11_976	Kaipatiki Esplanade Reserve, R83 Pemberton Avenue, Bayview	Lot 70 DP 82103	B		D	To be defined#		Yes	Yes
00806	Midden R11_977	Kauri Point Domain, R 112 Balmain Road, Chatswood	Allotment 371 PSH OF Takapuna	B		D	To be defined#		Yes	Yes
00807	Middens R11_978	95 and 103 Aeroview Drive, Beach Haven	Lot 14 DP 56178; Lot 10 DP56178	B		D	To be defined#		Yes	Yes
00808	Middens R11_979	Hellyers Creek Reserve, R 240 Beach Haven Road, Birkdale	Allotment 543 PSH OF Takapuna	B		D	To be defined#		Yes	Yes
00809	Terrace/midden/findspot R11_980	2 Te Kawau Pass, Greenhithe	Lot 5 DP 113399	B		D	Refer to planning maps		Yes	Yes
00810	Midden/terrace R10_998	239 Vaughans Road, Okura	Lot 20 DP 66117	B		D	Refer to planning maps		Yes	Yes
00811	Midden R10_999	239 Vaughans Road, Okura	Lot 20 DP 66117	B		D	Refer to planning maps		Yes	Yes
00812	Midden R10_1000, R10_875	257 Vaughans Road, Okura	Lot 19 DP 66117	B		D	Refer to planning maps		Yes	Yes
00813	Midden R10_1001	237 Vaughans Road, Okura	Lot 18 DP 66117	B		D	Refer to planning maps		Yes	Yes
00814	Settlement, including midden/pits R10_1002	235 and 237 Vaughans Road, Okura	Lot 17 DP 66117; Lot 18 DP66117	B		D	Refer to planning maps		Yes	Yes
00815	Midden R10_1003	233 Vaughans Road, Okura	Lot 16 DP 66117	B		D	Refer to planning maps		Yes	Yes
00816	Midden/terrace R10_1004	231 Vaughans Road, Okura	Lot 15 DP 66117	B		D	Refer to planning maps		Yes	Yes
00817	Midden/terrace R10_1005	229 Vaughans Road, Okura	Lot 14 DP 66117	B		D	Refer to planning maps		Yes	Yes
00818	Midden R10_1006	Deborah Reserve, R 43 Okura River Road, Okura	Lot 5 DP 62121	B		D	Refer to planning maps		Yes	Yes
00819	Midden R10_1007	46 Warman Road, Okura	Lot 13 DP 186600	B		D	To be defined#		Yes	Yes
00820	Midden R10_1008	136 Okura River Road, Okura	Lot 8 DP 52628	B		D	To be defined#		Yes	Yes
00821	Midden R10_1009	59 Vaughans Road, Okura	Lot 1 DP 346326	B		D	To be defined#		Yes	Yes
00822	Midden R10_1010	19 Vaughans Road, Okura	Lot 4 DP 52628	B		D	To be defined#		Yes	Yes

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00823	Midden R10_1011	Deborah Reserve, R 43 Okura River Road, Okura	Lot 17 DP 20050; CMA	B		D	Refer to planning maps		Yes	Yes
00825	Ditches R11_1257	57 Upper Harbour Drive Greenhithe	Lot 2 DP 127366	B		D	Refer to planning maps		Yes	Yes
00826	Terraces/midden R11_1304	7C and 9A Clifton Road, Hauraki	Lot 3A DP 3060; Lot 2 DP 91750	B		D	To be defined#		Yes	Yes
00827	Bear Garden stone wall R11_1952	15, 16, and 20 Queens Parade, 2 Garden Terrace, 1,8, and 9 Kapa Road, 33 Clarence Street and 5, 7, 13, 15, 17,19, 25, 27, 29, and 31 Anne Street, Devonport	Pt Allot 22A Sec 2 Parish of TAKAPUNA; Lot 1 DP 179830; Lot 2 DP 179830; Pt Lot 12 DP 1926; Pt Lot 13 DP 1926; Lot 14 DP 1926; Lot 1 DP 28425; Lot 2 DP 28425; Lot 16 SECT 1 DEEDS T 37; Lot 19 DP 1926; Lot 15 Sec 1 Deeds T37; Lot 24 DP 1926; Pt Lot 1 DP 1926; LOT 1 DP 107613; LOT 1 DP 101077; LOT 9 SEC 1 DEEDS T37; LOT 10 SEC 1 DEEDS T37; LOT 11 SEC 1 DEEDS T37; LOT 12 SEC 1 DEEDS T37; road reserve	B		A,D	Refer to planning maps		Yes	
00831	Duder's brickworks and jetty site R11_1795	1-88 Wakakura Crescent, Devonport	Lot 5 DP 20927; CMA	B		A,D	Refer to planning maps		Yes	
00832	Midden R11_1797	Hall Street, Northcote	Road reserve	B		D	To be defined#		Yes	Yes
00834	Auckland Gas Company brickworks site R11_1809, R11_1943	R 27 and 29 Lake Road, and R 1 Abbotsford Terrace, Devonport	Lot 2 DP 94976; Lot 2 DP76084; Lot 1 DP 77578; PtLot 1 DP 76084	B		D	Refer to planning maps		Yes	
00835	Naval station site R11_1817, R11_1950	Windsor Reserve, R 2 Victoria Road, Devonport	Lot 1 DP 110322; Lot 2 DP110322; Lot 3 DP 110332; Pt Allot 22C SEC 2 PARISH OF Takapuna	B		D	Refer to planning maps		Yes	
00836	Adze/stone flakes findspot R11_1819	Torpedo Bay, King Edward Parade, Devonport	CMA	B		D	To be defined#		Yes	Yes
00838	Albany Public School (former)	Albany Senior High School, 536 Albany Highway, Albany	SEC 3 SO 417589	A*	Building	A,B,F,G	Refer to planning maps	Interior of building(s)		
00839	Albany Memorial Library and stone wall	R 21 Library Lane, Albany	PT LOT 14 DP 17618	A*	Library; stone wall; arch	A,B,F,G,H	Refer to planning maps			
00840	Pannill residence (former)	5 Burnside Court, Rosedale	LOT 62 DP 174618; road reserve	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00842	Greenhithe School building (former)	Collins Park, R 15 Greenhithe Road, Greenhithe	PT LOT 5 DP 7132	B		A,B,F,G	Refer to planning maps			
00843	Grey Oaks	22 Rame Road, Greenhithe	Lot 9 DP 157230	A*	Residence; oak tree	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00844	Albany Cemetery	R 539 Albany Highway, Albany	Sec 13 SO 456618	A*	Graves	A,B,D,E,F,G	Refer to planning maps			
00845	Albany Wharf remains	Lucas Esplanade Reserve, Dairy Flat Highway, Albany	LANDING RESERVE SURVEY OFFICE PLAN 1488; CMA	A*	Wharf remains	A,D	Refer to planning maps		Yes	
00847	Te Wharau Reserve Pa R10_787, including terraces, hangi, midden, European- period track, house site, and landing remains	Te Wharau Reserve, R 63 The Avenue, Lucas Heights	TE WHARAU 2 BLOCK ML 5578	A*	Pa	D	Refer to planning maps		Yes	Yes
00848	Albany Coronation Hall	R 21 Library Lane, Albany	PT LOT 14 DP 17618	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00850	The Cottage/Stevenson House (former)	12 The Avenue, Albany	LOT 1 DP 466595	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00851	Albany Hotel	276 Dairy Flat Highway, Albany	LOT 4 DP 462923	B	Hotel	A,B,F,G,H	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature		
00852	Collins House (former)	20-24 Greenhithe Road, Greenhithe	Lot 16 DP 145822	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00853	Glenfield Community Hall	R 511 Glenfield Road, Glenfield	Pt Allot 216 Parish of TAKAPUNA; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00855	Mission Hall	411 Glenfield Road, Glenfield	Pt LOT 7 DP 665	B	Hall	A,B	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature		
00859	Residence	73 Stanley Road, Glenfield	Lot 28 DP 49039	B		A,F,G,H	Refer to planning maps	Interior of building(s)		

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00860	Cox residence (former)	123 Stanley Road, Glenfield	Pt Lot 10 DP 258	B	Cox residence	A,F,G,H	Refer to planning maps; limited to land delineated by the landscaped area around Cox residence	Interior of building(s); gate structures; deck; all vegetation		
00865	Vaughan Homestead	Long Bay Regional Park, 1550 Beach Road, Long Bay	PT ALLOT 12 PARISH OF OKURA	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)	Yes	
00867	Spicer House (former)	59 Knights Road, Rothesay Bay	Lot 2 DP 58258	A*	Residence	A,H	Refer to planning maps	Interior of building(s)		
00868	Pillbox	1047 Beach Road, Torbay	LOT 33 DP 126857	A*	Pillbox	A,H	Refer to planning maps			
00869	Pillboxes	Long Bay Regional Park, 1550 and 2000 Beach Road (northern pillbox) and R 2000 Beach Road (southern pillbox), Long Bay	LOT 1 DP 54617; PT ALLOT 12 PARISH OF OKURA; SEC 4 SO 70452; LOT 2 DP54616;	A*	Pillboxes	A,H	Refer to planning maps			
00870	Pillbox	Clifftop Walkway - Masterton to Beechwood, R 58 Masterton Road, Rothesay Bay		A*	Pillbox	A,H	Refer to planning maps			
00871	Pillbox	513A Beach Road, Murrays Bay	Allot 393 Parish of Takapuna; road reserve	A*	Pillbox	A,H	Refer to planning maps			
00872	Pillboxes	Browns Bay Esplanade Reserve, Browns Bay		A*	Pillboxes	A,H	Refer to planning maps			
00873	Pillbox	Corner Beach Road and Long Bay Drive	Road reserve	A*	Pillbox	A,H	Refer to planning maps			
00874	Gum diggers site, including hearth and building foundations	Centennial Park, 184 Beach Road, Campbells Bay	LOT 1 DP 194867	A*	Hearth; building foundation outline	D	Refer to planning maps		Yes	
00875	War Memorial	Manly Esplanade, Browns Bay	Road reserve	A*	Memorial structure	A,B,H	Refer to planning maps			
00876	St Mary's Pioneer Cemetery	168 Deep Creek Road, Torbay	Lot 2 DP 66226	A*	Graves	A,B,D,E,H	Refer to planning maps		Yes	
00880	Kiln House, including its (interior) cast iron columns (refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	A*	Kiln House	A,B,E,F,H	Refer to planning maps and Schedule 14.3	Interior of building(s), except for interior cast iron columns	Yes	
00881	Syrup Packing House (refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	A*	Syrup Packing House	A,B,F,G,H	Refer to planning maps and Schedule 14.3	Interior of building(s)	Yes	
00882	Women's Amenities and Crib room (refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	A*	Women's Amenities and Crib room	A,B,F,H	Refer to planning maps and Schedule 14.3	Interior of building(s)	Yes	
00883	Packing House and Drier Station (refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	A*	Packing house and Drier Station	A,B,E,H	Refer to planning maps and Schedule 14.3	Interior of building(s)	Yes	
00884	Pan and Powerhouse (refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	A*	Pan and Powerhouse	A,B,E,H	Refer to planning maps and Schedule 14.3	Interior of building(s)	Yes	
00885	Cistern House, including its (interior) cast iron columns (refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	A*	Cistern House	A,B,E,H	Refer to planning maps and Schedule 14.3	Interior of building(s), except for interior cast iron columns	Yes	
00886	Melthouse (refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,E,G,H	Refer to planning maps and Schedule 14.3	Interior of building(s)	Yes	
00887	Sugar Elevator Tower (refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,E,H	Refer to planning maps and Schedule 14.3	Interior of building(s)	Yes	
00888	Boiler House (refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,E,H	Refer to planning maps and Schedule 14.3	Interior of building(s)	Yes	
00889	Wharf - 1927 section	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,D,H	Refer to planning maps and Schedule 14.3			

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00890	Wharf - rebuilt concrete section	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,H	Refer to planning maps and Schedule 14.3			
00891	Lighter Wharf - mooring bollards and walkway (1988)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,H	Refer to planning maps and Schedule 14.3			
00892	Sack Conveyor - remnant piers	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,D,E,H	Refer to planning maps and Schedule 14.3			
00894	Cistern House extension (refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,F,G,H	Refer to planning maps and Schedule 14.3	Interior of building(s)	Yes	
00895	Manager's House (former)	57 Colonial Road Chelsea Estate, Chatswood	Lot 1 DP 405428	A	Manager's House (former)	A,B,D,E,F,G,H	Refer to planning maps	Interior of kitchen and bathrooms		
00896	Chelsea Refinery cottages (former)	60 Colonial Road, Birkenhead	LOT 5 DP 405428; road reserve	A	Four cottages	A,B,D,F,G,H	Refer to planning maps	Interior of building(s)		
00897	Eversleigh (former)/Le Roy homestead (former)	3 Glade Place, Birkenhead	Lot 2 DP 80447	B	Residence	A,F,G	Refer to planning maps	Interior of building(s); garage		
00898	Gilderdale	9 Hinemoa Street, Birkenhead	Lot 1 DP 11421	B	Residence	A,F,G	Refer to planning maps	Interior of building(s)		
00899	R & W Hellaby Limited Building (former)	94 Hinemoa Street, Birkenhead	LOT 100 DP 498519; road reserve	B	Building; brick outbuilding	A,B,F,G,H	Refer to planning maps	Interior of building(s), except interior of tiled room on corner of ground floor		
00900	Shop	100 Hinemoa Street, Birkenhead	Lot 1 DP 82684; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s); garage; single level building		
00901	All Saints Church and hall	181 Hinemoa Street, Birkenhead	Lot 2 DP 15597	B	Church	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00902	Zion Hill Methodist Church complex	237 Onewa Road, Birkenhead	Pt Lot 7 DP 27187	B	1885 church; 1901 hall	A,B,F,G,H	Refer to planning maps	Post-1964 additions and their interiors		
00904	Northcote/Birkenhead Anglican Cemetery, Birkenhead Catholic Cemetery and Urupā	R 2 Glenfield Road, Birkenhead	PT ALLOT 121 PARISH OF TAKAPUNA; PT ALLOT 152 PARISH OF TAKAPUNA	B	Graves	A,B,G,H	Refer to planning maps		Yes	
00906	Clement Wragge Gardens complex	Needles Eye Reserve, 8, 10-12and 14 Awanui Street, Birkenhead	PT LOT 4 DP 3444; LOT 1 DP 192659; LOT 25A DP211; road reserve; PART BED WAITEMATA HARBOUR SURVEY OFFICE PLAN 67176; CMA	A*	All pre-1923 garden features and plantings	A,B,D,G,H	Refer to planning maps			
00907	Birkenhead Point sea wall	Hinemoa Park, R 1 Hinemoa Street, Birkenhead	Reclaimed Land SO 16838; Lot 1 DP 174058; PT BED WAITEMATA HARBOUR SURVEY OFFICE PLAN 67176; CMA	B	Sea wall	A,H	Refer to planning maps	Buildings and structures that are not the primary feature		
00908	Birkenhead War Memorial Monument	Nell Fisher Reserve, R 204 Hinemoa Street, Birkenhead	Lot 1 DP 20559; Pt Lot 1 DP 2922	B	Monument	A,B,F,G,H	Refer to planning maps			
00909	Takapuna (Auckland) Public Cemetery/Birkenhead-Glenfield Cemetery	Glenfield Cemetery, R 228 Eskdale Road, Birkenhead	Pt Allot 122 Parish of TAKAPUNA; Pt Allot 122 Parish of TAKAPUNA	B	Graves	A,B,F,G	Refer to planning maps		Yes	
00910	St John the Baptist Church and hall	49 Church Street, Northcote Point	Lot 51 Allot 31 Sec 2 Parish of TAKAPUNA	B	Church; hall	A,B,H	Refer to planning maps	Post-1975 additions including their interiors; garage, including the interior		
00912	St Peter's Rural Training School (former)/St Peter's Māori College (former)/Hato Petēra College (former)	103 College Road, Northcote	Lot 2 DP 134763	B	Refer to Schedule 14.3	A,B,C,H	Refer to planning maps	Interior of building(s); refer to Schedule 14.3 for the features that are exclusions		Yes
00913	St Aidan's Presbyterian Church	97 Onewa Road, Northcote	LOT 2 DP 156500	B	Church	A,B,F,G	Refer to planning maps	Interior of building(s); post-1977 additions		
00914	Northcote District High School Secondary and Intermediate Blocks (former)	Northcote College, 1 Kauri Glen Road, Northcote	Pt Lot 1 DP 70475	B	School buildings	A,B,F,H	Refer to planning maps	Interior of building(s); post-1951 additions		
00915	Northcote District School Infant Block (former)/Manual Training School (former)	Northcote College, 1 Kauri Glen Road, Northcote	Pt Lot 1 DP 70475	B	T- shaped school building	A,B,F,H	Refer to planning maps	Lean-to additions along the southern and western elevations; lift		

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00916	Shops (former)	26 Queen Street, Northcote Point	Lot 1 DP 15027; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
00917	Northcote Hotel (former)	37 Queen Street, Northcote Point	PT LOT 7 DP 23966; LOT 4 DP 23966; road reserve	A	Hotel	A,B,F,G,H	Refer to planning maps	Interior of building(s); free-standing garage; post-1970 additions		
00918	Shop (former)/residence	55 Queen Street, Northcote Point	Lot 1 DP 26653; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		
00919	Lepper's Post Office/shop (former)	60 Queen Street, Northcote Point	Pt Allot 30 Parish of TAKAPUNA	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00920	Northcote Post Office (former)	115 Queen Street, Northcote Point	Lot 1 DP 122388; road reserve	B	1929 portion of building	A,B,F,G,H	Refer to planning maps	Interior of building(s); 1972 addition		
00921	Bridgeway Cinema/shops (former)/Waitemata Bus and Transport Company (former)	120-128 Queen Street, Northcote Point	Pt Lot 1 DP 2133; LOT 6 DP 123599; road reserve	B	Building	A,B,F,H	Refer to planning maps	Interior of building(s)		
00922	Thomas Hilditch shop, and dwelling (former)	130 Queen Street, Northcote Point	Lot 1 DP 13328; road reserve	B	Shop; residence	A,F,G,H	Refer to planning maps	Interior of building(s)		
00923	Northcote Methodist Church	137 and 139 Queen Street, Northcote Point	Lot 13 DP 343; Lot 14 DP 343; Lot 1 DP 26751	B	Church; hall; parsonage	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00924	Northcote War Memorial Hall	2 Rodney Road, Northcote Point	LOT 1 ALLOT 53 PARISH OF TAKAPUNA; Lot 2 Allot 53 Parish of TAKAPUNA; road reserve	B	Building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00925	Masonic Lodge Onewa No. 182 (former)	14 Rodney Road, Northcote Point	Lot 8 Allot 52 Parish of TAKAPUNA	B	Building	A,B,F,G,H	Refer to planning maps			
00926	Northcote War Memorial Pavilion	69 Onewa Road (corner Onewa Road and Lake Road), Northcote	PT ALLOT 2 PARISH OF TAKAPUNA; road reserve	A	Pavilion	A,B,F,G,H	Refer to planning maps			
00927	Northcote Point Sea Wall, including sea wall at "The Gold Hole"	Gold Hole, Princes Street, Northcote Point		A*	Sea wall	A,B,D,E	Refer to planning maps			
00928	Public telephone box	Corner Queen Street and Stafford Road, Northcote Point	Road reserve	B	Telephone box	A,F,G	Refer to planning maps	Verandah of adjacent building at 143 Queen Street, Northcote Point		
00929	Auckland Harbour Bridge Memorial	Stokes Point Northcote Reserve, Princes Street, Northcote Point	PT ALLOT 68 TOWN OF WOODSIDE	B	Memorial	B,G,H	Refer to planning maps	Bridge; buildings and structures that are not the primary feature		
00930	Birkenhead & Northcote Gas Company wharf	Council Terrace, Northcote Point	PART BED WAITEMATA HARBOUR SURVEY OFFICE PLAN 67176	A*	Wharf remnants	A,D	Refer to planning maps	Buildings and structures that are not the primary feature		
00931	Northcote Point flag staff	Stokes Point Northcote Reserve, Princes Street, Northcote Point	PT ALLOT 68 TOWN OF WOODSIDE	B	Flag staff	A,B,G	Refer to planning maps	Buildings and structures that are not the primary feature		
00933	Hilder's Cottage (former)	158 Beach Haven Road, Beach Haven	LOT 1 DP 145712	B		A,F,G	Refer to planning maps	Interior of building(s)		
00934	St Peter's Anglican Church	56A Tramway Road, Beach Haven	Lot 1 DP 170343	B		A,B,F	Refer to planning maps			
00935	Fordham Cottage (former)	8 Fordham Street, Beach Haven	Lot 6 DP 194479	B		A,F	Refer to planning maps	Interior of building(s)		
00939	Open-Air Classroom/Durham Hall	Birkdale Primary School, 10 Salisbury Road, Birkdale	PT LOT 129 DP 1375	B		A,B,F	Refer to planning maps	Interior of building(s)		
00940	Residence	9 Awanui Street, Birkenhead	Lot 2 DP 15768	B		A,F	Refer to planning maps	Interior of building(s)		
00944	Residence	6 Glade Place, Birkenhead	Lot 1 DP 20732	B		A,F	Refer to planning maps	Interior of building(s)		
00945	Bettina Edwards residence (former)	19 Hinemoa Street, Birkenhead	PT LOT 9 DP 211	B		A,F	Refer to planning maps	Interior of building(s)		
00946	Residence	24 Hinemoa Street, Birkenhead	Pt Lot 2 DP 31690	B		A,F	Refer to planning maps	Interior of building(s)		
00947	The Cliffs	25 Hinemoa Street, Birkenhead	Lot 1 DP 55784	B		A,F	Refer to planning maps	Interior of building(s)		

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00948	Residence	38A Hinemoa Street, Birkenhead	Lot 2 DP 61661	B		A,F	Refer to planning maps	Interior of building(s)		
00950	Residence	52 Hinemoa Street, Birkenhead	Lot 3 DP 19968	B		A,F	Refer to planning maps	Interior of building(s)		
00951	The Knoll	58 Hinemoa Street, Birkenhead	Pt Lot 10 DP 211	B		A,F	Refer to planning maps	Interior of building(s)		
00952	Birkenhead South Post Office (former)	74 Hinemoa Street, Birkenhead	Sec 3 SO 63238	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00954	George Dickson residence (former)	93 Hinemoa Street, Birkenhead	LOT 1 DP 197343	B		A,F	Refer to planning maps	Interior of building(s)		
00955	Police Station and cell block (former)	110-112 Hinemoa Street, Birkenhead	Lot 13 Blk I DP 804; Pt Lot 12 Blk I DP 804	B		A,F	Refer to planning maps	Interior of building(s)		
00956	Residence	120 Hinemoa Street, Birkenhead	Lot 1 DP 59379; Lot 3 DP59379	B		A,F	Refer to planning maps	Interior of building(s)		
00957	Commercial building	128-130 Hinemoa Street, Birkenhead	Pt Lot 1 DP 4738; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
00962	Hawkins Store (former)	243 Hinemoa Street, Birkenhead	Lot 7 DP 8981; road reserve	B		A,B,F	Refer to planning maps	Interior of building(s); building to the rear of two- storey front building		
00968	Residence	45 Huka Road, Birkenhead	Lot 3 DP 45414	B		A,F	Refer to planning maps	Interior of building(s)		
00970	Waldamere	11 Maritime Terrace, Birkenhead	Lot 1 DP 64936	B		A,F	Refer to planning maps	Interior of building(s)		
00971	Residence	24 Maritime Terrace, Birkenhead	Lot 1 DP 94529	B		A,F	Refer to planning maps	Interior of building(s)		
00973	Residence	235 Onewa Road, Birkenhead	LOT 1 DP 27187	B		A,F	Refer to planning maps	Interior of building(s)		
00974	Residence	50 Palmerston Road, Birkenhead	Pt Lot 30 DP 804	B		A,F	Refer to planning maps	Interior of building(s)		
00981	Residence	8 Roseberry Avenue, Birkenhead	Lot 1 DP 62798	B		A,F	Refer to planning maps	Interior of building(s)		
00985	St Vincent De Paul House	92 Onewa Road, Northcote Point	LOT 3 DP 137862	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00986	Residence	4A Clarence Road, Northcote Point	LOT 2 DP 123599	B		A,F	Refer to planning maps	Interior of building(s)		
00989	Residence	19 Clarence Road, Northcote Point	Pt Lot 32 Deeds T19; Pt Lot 33 Deeds T19	B		A,F	Refer to planning maps	Interior of building(s)		
00993	Residence	17 Onewa Road, Northcote	Lot 1 DP 46603	B	Residence	A,F	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature except for the basalt wall		
00994	Northcote Presbyterian Manse	95 Onewa Road, Northcote	Lot 1 DP 156500	B		A,F	Refer to planning maps	Interior of building(s)		
00998	Residence	48 Princes Street, Northcote Point	Lot 3 DP 19012	B	Residence	A,F	Refer to planning maps	Interior of building(s); double garage and attached extension; shed		
00999	Residence	49 Princes Street, Northcote Point		B		A,F	Refer to planning maps	Interior of building(s)		
01002	Residence	61 Princes Street, Northcote Point	Pt Lot 30 DP 3609	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01003	Quinton Villa	1 Queen Street, Northcote Point	Allot 32 Town of WOODSIDE	B	Residence	F,G	Refer to planning maps	Interior of building(s); motorway ramp		
01005	Residence	15 Queen Street, Northcote Point	Allot 25 Town of WOODSIDE	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01006	Te Arotai	17 Queen Street, Northcote Point	Allot 24 Town of WOODSIDE	B	Residence	A,F,G,H	Refer to planning maps	Interior of building(s); garage		
01007	Residence	18 Queen Street, Northcote Point	Allot 11 Town of WOODSIDE	B		A,F,G,H	Refer to planning maps	Interior of building(s)		

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01008	M.H. Walsh shops and dwellings (former)	43 Queen Street, Northcote Point	LOT 1 DP 70891; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01018	Residence	89 Queen Street, Northcote Point	Pt Lot 4 DP 33551	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01020	Residence	94 Queen Street, Northcote Point	Lot 18 DP 2412; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01021	Residence	96 Queen Street, Northcote Point	LOT 19 DP 2412; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01022	Ambleside	97 Queen Street, Northcote Point	Lot 2 DP 45718; Lot 3 DP45718	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01025	Residence	119 Queen Street, Northcote Point	Lot 1 DP 51072; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01028	Residence	138 Queen Street, Northcote Point	Lot 5 DP 4187	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01030	Council Chambers (former)	152 Queen Street, Northcote Point	Lot 1 Allot 53 Parish of TAKAPUNA; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01031	Dudding House (former), including wall	208 Queen Street, Northcote Point	Pt Allot 51 Parish of TAKAPUNA	B		A,F,G	Refer to planning maps	Interior of building(s)		
01032	Residence	18 Raleigh Road, Northcote	Lot 8 DP 46419	B		A,F,G	Refer to planning maps	Interior of building(s)		
01034	William Hector George Cottage (former)	8 Richmond Avenue, Northcote Point	Pt Lot 51 DP 343; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01043	Residence	10 Stafford Road, Northcote Point	Pt Lot 72 DP 712	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01050	Frank Sargeson's Cottage	14A Esmonde Road, Takapuna	Pt Lot 1 DP 105922	A	Cottage	A,B,D,F	Refer to planning maps			
01051	Post Office (former), including outbuilding	187A Hurstmere Road, Takapuna	SEC 1 SO 65186; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01052	Lake House	Barrys Point Reserve, 37 Fred Thomas Drive, Takapuna	LOT 2 DP 61305	B	Residence	A,B,F,G	Refer to planning maps	Sprinkler shed; methane mitigation shed; sculptures; pergola; the following interior spaces: toilets; kitchens		
01053	Earnoch	194 -196 Hurstmere Road, Takapuna	Lot 1 DP 52995	B	Residence	A,F	Refer to planning maps	Interior of building(s); garage; swimming pool		
01054	Pumphouse and "Green Shed"	Lake Pupuke Reserve, Killarney Park, 39 Killarney Street, Takapuna	PT LOT 3 DP 1558; LOT 1 DP 84317	B	1904 pumphouse; chimney	A,B,D,F,G,H	Refer to planning maps	Interior of building(s); post-1983 additions; amphitheatre including stage, seating and storage spaces		
01055	Dudding's Store (former)	335 Lake Road, Hauraki	Pt Lot 1 DP 61717; road reserve	B	Two-storey building	A,F,G	Refer to planning maps	Interior of building(s); 1982/3 rear extension		
01056	Thorne Estate Dairy	8 Minnehaha Avenue, Takapuna	Pt Lot 19 DP 7523; Pt Lot 20 DP7523	B		A,F,G	Refer to planning maps	Interior of dairy; interior and exterior of residence; two pohutukawa trees that each have one limb resting on the roof of the Thorne Estate Dairy as at 30 September 2013. These trees are to be deemed 'free standing' for the purposes of the plan rules.		

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01058	St Joseph's Industrial School and Orphanage for Boys (former)	2 Taharoto Road, Takapuna	Pt Allotment 77 Parish of Takapuna	B	Former school and orphanage building	A,B,F,G,H	Refer to planning maps	Interior of building(s); modern school and accessory buildings		
01059	Watts' residence (former) / Golder House (former)	14 Rewiti Avenue, Takapuna	Lot 1 DP 206400	A	Residence, including attached garage on Rewiti Street	A,F,G,H	Refer to planning maps	2018 additions, including their interiors		
01060	Castor Bay Battery complex	Kennedy Park, R 137 Beach Road, 141 Beach Road, 139 Beach Road, Castor Bay	ALLOT 463 PARISH OF TAKAPUNA; LOT 1 DP 104826; LOT 10 DP 38175; LOT 11 DP 38175; LOT 12 DP 38175; LOT 13 DP 38175	A*	All World War II military-associated installations	A,B,D,E,H	Refer to planning maps			
01062	War memorial gates and coronation trees	Takapuna Primary School, 23 Auburn Street (Albert Street frontage), Takapuna	Pt Allot 79 Parish of TAKAPUNA; road reserve	B	Memorial gates; two Coronation oak trees	A,B,G,H	Refer to planning maps			
01063	Open-Air Classroom Block	Takapuna Primary School, 23 Auburn Street, Takapuna	Pt Allot 79 Parish of TAKAPUNA	B		A,B,G,F,G	Refer to planning maps	Interior of building(s)		
01064	Tiro Nui	8 Bayview Road, Hauraki	LOT 34 DP 6902	B		A,F,G	Refer to planning maps	Interior of building(s)		
01065	Residence	14 Bayview Road, Hauraki	LOT 37 DP 6902	B	Residence	A,F,G	Refer to planning maps	Interior of building(s)		
01066	Takapuna Automatic Telephone Exchange (former)	187A Hurstmere Road, Takapuna	SEC 1 SO 65186; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01067	Residence	14 Eversleigh Road, Belmont	Lot 1 DP 39384	B		A,F,G	Refer to planning maps	Interior of building(s)		
01068	St Vincent de Paul Catholic Church	2 Shakespeare Road, Milford	Pt Lot 10 DP 9528; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01070	Allen House (former)	24 Hauraki Road, Hauraki	Lot 1 DP 98802	B		A,F,G	Refer to planning maps	Interior of building(s)		
01072	Merkesworth Castle	253 Hurstmere Road, Takapuna	Lot 1 DP 362322; LOT 2 DP362322	A*	Residence	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01073	Hurstmere	288 Hurstmere Road, Takapuna	Lot 1 DP 46813	B	Residence	A,F,G	Refer to planning maps	Interior of building(s)		
01074	Geddis House	5 Jutland Road, Hauraki	Lot 1 DP 43921	B		A,F,G	Refer to planning maps	Interior of building(s)		
01075	Pumphouse residence (former)	26 Killarney Street, Takapuna	Lot 2 DP 119949	B		A,F,G	Refer to planning maps	Interior of building(s)		
01076	The Stables/Black Rock	17 Kitchener Road, Takapuna	Lot 3 DP 38812	B		A,F,G	Refer to planning maps	Interior of building(s)		
01078	Takapuna Methodist Church complex	429 Lake Road, Takapuna	Lot 44 DP 6879; LOT 45 DP6879; LOT 46 DP 6879; PtLot 47 DP 6879; road reserve	B		A,B,F,G,	Refer to planning maps	Interior of building(s)		
01079	St Leonards/Wilson Complex, including original Wilson Home, chapel, summer house, cottage, and front entrance gates and pillars	212 Lake Road, Hauraki	Lot 1 DP 164021	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01080	Grace Abbott residence (former)	415 Lake Road, Takapuna	Lot 1 DP 147270; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01081	Silverton/Shakespear residence	437 Lake Road, Takapuna	Pt Lot 49 DP 6879; LOT 2DP 33587	B		A,F,G	Refer to planning maps; limited to footprint of existing building	Interior of building(s)		
01082	Becroft House	7-9 Lake View Road, Takapuna	Lot 9 DP 48472; Lot 10 DP48472	B		A,F,G	Refer to planning maps	Interior of building(s)		

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01083	Second House	18 Northboro Road, Hauraki	Lot 2 DP 35324	A	Residence	A,B,D,E,F,G,H	Refer to planning maps	Interior of the residence except for the floor plan, exposed rafters, raked ceiling with diagonally-laid sarking and plywood wall linings; garage/laundry attached to the southwest of the residence; exterior deck on the northeast side of the residence; accessory buildings		
01085	Macferson residence	30 Onepoto Road, Hauraki	Lot 1 DP 71142	B		A,F,G	Refer to planning maps	Interior of building(s)		
01086	Milford Free Kindergarten	R 17 Sylvan Park Avenue (also known as 14 Pierce Road), Milford	LOT 10 DP 7524	B		A,E,F	Refer to planning maps	Interior of building(s)		
01088	W.H. Shakespear residence/Mt Carmel Convent (former)	Carmel College, 116 Shakespeare Road, Milford	Lot 2 DP 203069	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01089	Takapuna Library (former)	2 The Strand, Takapuna	Lot 5 DP 20819; road reserve	B		A,B,F,G	Refer to planning maps			
01090	Residence	17 Albert Road, Devonport	LOT 1 DP 153692	B		A,F,G	Refer to planning maps	Interior of building(s)		
01091	Considine House (former)	28 Albert Road, Devonport	Pt Lot 5 DP 2344; Lot 6 DP2344	B		A,F,G	Refer to planning maps	Interior of building(s)		
01093	Residence	21 Aramoana Avenue, Devonport	Pt Lot 31 DP 21368	B		A,F,G	Refer to planning maps	Interior of building(s)		
01094	Ngataringa	14 Birkley Road, Bayswater	Lot 1 DP 43307	B		A,F,G	Refer to planning maps	Interior of building(s)		
01095	Grocer shop and residence (former)	58 Calliope Road, Stanley Point	Lot 6 DP 340; road reserve	B	Commercial building	A,F,H	Refer to planning maps	Interior of building(s); northern one-story extension		
01096	Residence	26 Cheltenham Road, Devonport	Pt Allot 12A Sec 2 Parish of TAKAPUNA	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01098	Robert Duder Homestead	11 Church Street, Devonport	Lot 1 Deeds 1092	A	Residence	A,F,H	Refer to planning maps	Interior of building(s); garage		
01099	Holy Trinity Church and Hall	20 Church Street, 2 Vauxhall Road and 4 Vauxhall Road, Devonport	Lot 1 DP 57880; Lot 2 DP 57880; Lot 3 DP 57880	B	Church; hall	A,B,F,G,H	Refer to planning maps	Vicarage; 1957 vestry extension to the church; western entrance foyer addition to church; carport; 1989 southern extension to the hall		
01100	Devonport Power Station (former)	47-49 Church Street, Devonport	PT ALLOT 17A SEC 2 PARISH OF TAKAPUNA; road reserve	B	Power station	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01102	Residence	16 Hastings Parade, Devonport	LOT 1 DP 166810	B		A,F,G	Refer to planning maps	Interior of building(s)		
01103	Takapuna Boating Club and saltwater swimming pool	17 Sir Peter Blake Parade, Bayswater	LOT 1 DP 20033; Lot 2 DP 20033; Part Lot 1 DP 17189; Pt Lot 1 DP 19921; road reserve; CMA	A*	Boating Club building	A,B,F,G	Refer to planning maps	Interior of building(s)		
01104	St Michael and All Angels Church (former)	159 Bayswater Avenue, Bayswater	Lot 1 DP 93090	B	Church	A,B,F,G,H	Refer to planning maps	Front boundary fence		Yes
01106	Elizabeth House	5 King Edward Parade, Devonport	PT ALLOT 19 SEC 2 PARISH OF TAKAPUNA	A	Elizabeth house	A,B,F,G,H	Refer to planning maps	Interior of building(s), except the main staircase and original dining room ceiling; four rear garages		
01107	Rockcliff	6A King Edward Parade, Devonport	Lot 1 DP 77570	A	Residence	A,F,G,H	Refer to planning maps	Interior of building(s); rear 1996 dwelling unit; swimming pool; pergola		

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01109	Lochiel	60 King Edward Parade, Devonport	Lot 1 DP 49902	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01110	Residence	62 King Edward Parade, Devonport	Pt Allot 13 Sec 2 Parish of TAKAPUNA	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01111	Takapuna Grammar School	Takapuna Grammar School, 210 Lake Road, Belmont	LOT 1 DP 18718	B	U-plan main block (1927-1938)	A,B,F,G,H	Refer to planning maps	Interior of building(s); post-1990 buildings and structures		
01112	Victoria Hall/Buffalo Hall	2 Lake Road 21 Albert Road, Devonport	Lot 2 DP 20511; SEC 1 SO 470272; SEC 2 SO 470272; road reserve	B	Hall	A,B,F,G	Refer to planning maps	Interior of building(s)		
01113	Mays' residence (former)	9 Mays Street, Devonport	LOT 4 DP 49550; LOT 6 DP 198; PT LOT 7 DP 198	A	Residence	A,F,G,H	Refer to planning maps	Interior of building(s)		
01114	Presbyterian Church (former)/Devonport Museum	Mount Cambria Reserve, R 33A Vauxhall Road, Devonport	LOT 2 DP 131812; PT LOT4 DP 131812; PT LOT 5 DP131812; LOT 1 DP 57112	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01115	First State house on the North Shore	27 Niccol Avenue, Narrow Neck	Lot 1 DP 122558	B	Residence	A,B,F,H	Refer to planning maps	Interior of building(s)		
01116	Residence	14 Takarunga Road, Devonport	Lot 1 DP 18326	B		A,F,G	Refer to planning maps	Interior of building(s)		
01117	Fort Takapuna (Operetu)/ Fort Cautley military complex R11_1723	Fort Takapuna Reserve, R170 Vauxhall Road, Narrow Neck	SEC 1 SO 355498; SEC 2SO 355498; SEC 3 SO355498; SEC 3 SO 69845;	A	All military associated installations including:1. Main Fort Takapuna complex and gun pits; 2. Observation posts; 3. Gun batteries; 4.Engine/ generator room; 5.Tunnel systems; 6.Officers Mess; 7.Two barracks; 8.Guard house/hut 9. Pillboxes	A,B,D,E,F,G,H	Refer to planning maps		Yes	
01118	St Paul's Presbyterian Church (former) and Mount Victoria Presbyterian and general cemetery	100A and 100B Victoria Road, Devonport	LOT 1 DP 464763; LOT 2 DP 464763	A	Church; graves	A,B,D,F,G,H	Refer to planning maps		Yes	
01119	St Frances de Sales and All Souls Catholic Church and cemetery	2A and 2B Albert Road, Devonport	LOT 1 DP 24804; Allot M26A Sec 2 Parish of TAKAPUNA	B	Church; graves	A,B,D,F,G,H	Refer to planning maps	Presbytery and accessory buildings on 2A Albert Road	Yes	
01120	Esplanade Hotel	1 Victoria Road, Devonport	SEC 2 SO 473763; road reserve	A	Hotel	A,B,F,G,H	Refer to planning maps	Interior of upper floors except for staircases; arched openings in halls and above doorways; toplight windows; fireplaces. Refer to diagram in Schedule 14.3 for ground floor exclusions		
01121	Devonport Post Office (former)/ Devonport Borough Council Building (former)	3 Victoria Road, Devonport	Pt Land On DP 737; road reserve	B	Building	A,B,H	Refer to planning maps	Verandah; interior of building(s), except public foyer and main stair, first floor offices fronting Victoria Road, Council Chamber, back stairs		
01122	Mays' Buildings	5-15 and 17-19 Victoria Road, Devonport	LOT 1 DP 30140; LOT 4 DP 44089; road reserve	A	Each of the three buildings that are collectively known as Mays' Buildings	A,F,G,H	Refer to planning maps	Interior of building(s), except for the arcade and rear alley		

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01123	Post Office (former)	10 Victoria Road, Devonport	LOT 1 DP 152818; road reserve	B	Post Office building	A,B,D,F,G,H	Refer to planning maps	Interior of building(s)		
01124	Bank of New Zealand (former)	14 Victoria Road, Devonport	Allot 77 Sec 2 Parish of TAKAPUNA; Allot 78 Sec 2 Parish of TAKAPUNA; road reserve	B	Bank building	A,B,F,H	Refer to planning maps	Interior of building(s)		
01125	Commercial building	16-18 Victoria Road, Devonport	ALLOT 76 SEC 2 PARISH OF TAKAPUNA; ALLOT 75 SEC 2 PARISH OF TAKAPUNA; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01126	Commercial building	25 Victoria Road, Devonport	Lot 2 DP 87483; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01127	Commercial building	33 and 37-39 Victoria Road, Devonport	Lot 1 DP 61110; LOT 2 DP 61110	B	Commercial building	A,H	Refer to planning maps	Interior of building(s)		
01128	Commercial building	38-40 Victoria Road, Devonport	Pt Lot 4 Allot 20A Sec 2 Parish of TAKAPUNA; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01129	Buchanan's Building	41 and 43 Victoria Road, Devonport	PT ALLOT 22 SEC 2 PARISH OF TAKAPUNA; LOT 2 DP 56269	B	Commercial building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01130	Johnstone & Noble Building	12 Clarence Street (also known as 49 Victoria Road), Devonport	PT ALLOT 21 SEC 2 DP20347; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01131	Verran's Building	53-55 Victoria Road, Devonport	Lot 2 Allot 21 Sec 2 Parish of TAKAPUNA; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01132	Victoria Theatre	48-56 Victoria Road, Devonport	Pt Lot 20A Deeds T12; road reserve	A	Theatre	A,B,D,E,F,G,H	Refer to planning maps	Interior of toilets and projection rooms		
01133	Victoria Arcade	57-59 Victoria Road, Devonport	Lot 1 DP 97920; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01134	Devonia Building	61 Victoria Road, Devonport	Land On DP 3720; road reserve	A	Devonia Building	F,G,H	Refer to planning maps	Interior of building(s)		
01135	Commercial building	69-71 Victoria Road, Devonport	Lot 6 DP 4986	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01136	Alisons' Buildings	73-79 Victoria Road, Devonport	LOT 7 DP 1972; PT LOT 8DP 1972; road reserve	B	Alisons' Buildings	G,H	Refer to planning maps	Interior of building(s)		
01137	Auckland Gas Company (former)	81 Victoria Road, Devonport	Pt Lot 8 Allot 21 Sec 2 Parish of TAKAPUNA; Pt Lot 8 DP 1972; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01138	Watkins' Buildings	83-85 Victoria Road, Devonport	Pt Allot 21 Sec 2 Parish of TAKAPUNA; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01140	Princess Buildings	95-103 Victoria Road, Devonport	PT ALLOT 21 DP 24905; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01141	Residence	112 Victoria Road, Devonport	Pt Allot 9 Sec 2 Parish of TAKAPUNA	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01142	Takapuna Dairy Company (former)	197 Victoria Road, Devonport	PT LOT 90 DP 195; road reserve	B	Dairy Company building	A,E	Refer to planning maps	Interior of building(s); garage		
01143	Earnscliffe	44 Williamson Avenue, Belmont	Lot 40 DP 37086	B	Residence	A,E	Refer to planning maps	Interior of building(s)		
01144	O'Neills Point Cemetery	O'Neill's Cemetery Park, R 122 Bayswater Avenue, Takapuna	Pt Allot 13 Sec 1 Parish of TAKAPUNA	A	Graves	A,B,F,H	Refer to planning maps		Yes	
01146	Memorial Drive	R 29 and 34 Lake Road, Devonport	LOT 1 DP 171325; LOT 2 DP 77578; SEC 3 BLK VI SD RANGITOTO; PT SEC 7 BLK IV SD RANGITOTO; RECLAIMED LAND DP 693; road reserve	B	69 memorial trees; 62 memorial plaques; four cross shaped garden beds	A,B,F,G	Refer to planning maps			
01147	Shell path	Queens Parade Reserve, Queens Parade and King Edward Parade, Devonport Waterfront	PART HARBOUR BED SO 20236; LOT 1 DP 22936; road reserve; CMA; PART HARBOUR BED SURVEY OFFICE PLAN 20236	A*	Shell path	A,H	Refer to planning maps			
01148	Mount Victoria mushroom vents	Mount Victoria, Devonport	SEC 1 SO 454608	A*	Vents	A,B,D,E,G,H	Refer to planning maps			
01149	Alison Clock	Marine Square, R 3 Queens Parade, Devonport	LOT 1 DP 22936; road reserve	B	Clock	A,B,D,G,H	Refer to planning maps			
01150	Hydrographic Survey Station and mast	Windsor Reserve, R 2 Victoria Road, Devonport	PT ALLOT 22C SEC 2 PARISH OF TAKAPUNA; CMA	A*	Survey Station; mast	A,H	Refer to planning maps			
01151	Devonport World War I Memorial	Windsor Reserve, corner of Victoria Road and King Edward Parade, Devonport	Road reserve	A	Memorial	A,B,F,G,H	Refer to planning maps			

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01153	Tainui Landing Monument	Torpedo Bay Reserve, R42 King Edward Parade, Devonport	ALLOT 40 SEC 2 PARISH OF TAKAPUNA; road reserve	A*	Monument	A	Refer to planning maps			Yes
01158	Watson Memorial Clock	Duders Beach, King Edward Parade (opposite Church Street), Devonport	PART HARBOUR BED SURVEY OFFICE PLAN20236; CMA; road reserve	A*	Clock	A,B,H	Refer to planning maps			
01159	Takarunga Pa R11_109 and Fort Victoria R11_1721	R 24 Kerr Street, Mount Victoria, Devonport	Pt Allot 42 Sec 2 Parish of Takapuna; PT ALLOT 46 SEC 2 PARISH OF TAKAPUNA; SEC 1 SO 454608; SEC 2 SEC 2 SO454608	A*	Fortification features and Pa	A,B,C,D,E,F,G,H	Refer to planning maps		Yes	
01160	Original Devonport Wharf site	King Edward Parade, Devonport		A*	Site of wharf and any physical remains; plaque	A,D	To be defined#		Yes	
01165	Mount Victoria Anglican Cemetery	Takarunga/Mount Victoria, Albert Road (also known as R 24 Kerr Street), Devonport	LOT 2 DP 24804	A	Graves	A,B,C,D,G,H	Refer to planning maps		Yes	Yes
01166	St Augustine's Memorial Church and Mission hall (former)↗	95A Calliope Road, Stanley Point	Pt Lot 68 DP 1055	B	Church; hall	A,B,F,G,H	Refer to planning maps			
01169	Boat repair yard complex (former)	Torpedo Bay, 64 King Edward Parade, Devonport	PT HARBOUR BED SO 8311A; PT HARBOUR BED SO 3052B; PT ALLOT 13A SEC 2 PARISH OF TAKAPUNA; PT HARBOUR BED SO 52566; PT ALLOT 13A SEC 2 PARISH OF TAKAPUNA; CROWN LAND SURVEY OFFICE PLAN 66979; CMA	B		A,B,C,D,E,H	Refer to planning maps	Interior of building(s)	Yes	
01170	Residence	24 Allenby Avenue, Devonport	Lot 1 DP 4405	B		A,F,G	Refer to planning maps	Interior of building(s)		
01171	Residence	7 Anne Street, Devonport	LOT 1 DP 101077	B		A,F,G	Refer to planning maps	Interior of building(s)		
01172	Skelton House	13 Bardia Street, Belmont	LOT 1 DP 461726	B	Residence	A,F,G	Refer to planning maps	Interior of building(s); carport		
01173	Residence	16 Beresford Street, Bayswater	Lot 133 DP 4787	B		A,F,G	Refer to planning maps	Interior of building(s)		
01174	Residence	13 Buchanan Street, Devonport	Lot 10 Allot 20A Sec 2 Parish of TAKAPUNA	B		A,F,G	Refer to planning maps	Interior of building(s)		
01175	Residence	18 Buchanan Street, Devonport	Lot 3 DP 30704	B		A,F,G	Refer to planning maps	Interior of building(s)		
01177	Dairy	31 Calliope Road, Devonport	LOT 1 DP 120859; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01178	Shop	1 Kiwi Road, Stanley Point	Lot 2 DP 92211; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01179	AMC Building (former)	86 Calliope Road, Stanley Point	PT LOT 18 DP 176; PT LOT 17 DP 176; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01180	Residence	126 Calliope Road, Stanley Point	LOT 1 DP 455779	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01181	Residence	115 Calliope Road, Stanley Point	Pt Lot 77 DP 1055	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01182	Shops and residence(former)/ Residence	152A Calliope Road, Stanley Point	Pt Lot 156 DP 2312	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01183	Residence	2 Cambria Road, Devonport	Lot 1 DP 130079	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01184	Oceanside Rest Home (former)	33 Cheltenham Road, Devonport	Pt Lot 4 DP 4168; LOT 4 DP 29476; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01186	Kiosk/restaurant	35 Cheltenham Road, Devonport	LOT 1 DP 210524; PART ENDOWMENT LAND DEPOSITED PLAN 1009; CMA; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01187	Residence	28 Church Street, Devonport	PT LOT 3 DP 5246	B		A,F,H	Refer to planning maps	Interior of building(s)		
01188	Residence	64 Church Street, Devonport	LOT 4 DP 2344	B		A,F,H	Refer to planning maps	Interior of building(s)		
01189	Telephone Exchange (former)	5 Clarence Street, Devonport	LOT 1 DP 29558; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01190	Residence	23 Clarence Street, Devonport	LOT 19 SEC 2 DEEDS T37; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		
01193	Residence	28 Ewen Alison Avenue, Devonport	PT LOT 50 DP 195	B		A,F	Refer to planning maps	Interior of building(s)		

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01194	Residence	4 Flagstaff Terrace, Devonport	ALLOT 73 SEC 2 PARISH OF TAKAPUNA	B		A,F,G	Refer to planning maps	Interior of building(s)		
01195	Residence	6 Flagstaff Terrace, Devonport	ALLOT 72 SEC 2 PARISH OF TAKAPUNA	B		A,F,G	Refer to planning maps	Interior of building(s)		
01196	Residence	14 Glen Road, Stanley Point	LOT 117 ALLOT 31 SEC 2 PARISH OF TAKAPUNA; PT LOT 118 ALLOT 31 SEC 2 PARISH OF TAKAPUNA	B		A,F,G	Refer to planning maps	Interior of building(s)		
01198	Salvation Army Hall	1 Hastings Parade, Devonport	LOT 12 DP 333; road reserve	B		A,B,F	Refer to planning maps	Interior of building(s)		
01199	Residence	14 Huia Street, Devonport	LOT 14 DP 249; LOT 16 DP249	B		A,F	Refer to planning maps	Interior of building(s)		
01200	Residence	18 Huia Street, Devonport	PT LOT 10 DP 249	B		A,F,G	Refer to planning maps	Interior of building(s)		
01201	Residence	5 Jubilee Avenue, Devonport	LOT 4 DP 33661	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01202	Residence	15 Jubilee Avenue, Devonport	LOT 24 DP 12834	B		A,F,H	Refer to planning maps	Interior of building(s)		
01203	Residence	17 Jubilee Avenue, Devonport	LOT 1 DP 34623	B		A,F,H	Refer to planning maps	Interior of building(s)		
01204	Residence	3 Kerr Street, Devonport	PT ALLOT 18 SEC 2 PARISH OF TAKAPUNA	B		A,F,G	Refer to planning maps	Interior of building(s)		
01205	Residence	4 Kerr Street, Devonport	LOT 41 ALLOT 17 SEC 2 PARISH OF TAKAPUNA	B		A,F	Refer to planning maps	Interior of building(s)		
01206	State houses	9A, 9B, 9C, 9D, 9Eand, 9F Kerr Street,Devonport	LOT 1 DP 197762; LOT 2 DP 197762; LOT 3 DP 197762; LOT 4 DP 197762; LOT 5 DP 197762; LOT 6 DP 197762; LOT 7 DP 197762	B	Each of the three pre- 1940 duplex residential structures	A,B,F	Refer to planning maps	Interior of building(s)		
01213	Residence	21 Kerr Street, Devonport	LOT 4 DP 669	B		A,F,G	Refer to planning maps	Interior of building(s)		
01214	Residence	25 Kerr Street, Devonport	PT LOT 20A DEEDS T12; LOT 6 DP 653; LOT 5 DP 653	B		A,F	Refer to planning maps	Interior of building(s)		
01215	Residence	21 Bayswater Avenue, Bayswater	LOT 84 DP 4787	B		A,F	Refer to planning maps	Interior of building(s)		
01217	Commercial building	33 King Edward Parade, Devonport	LOT 27 DP 287; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		
01218	Residence	37 King Edward Parade, Devonport	PT LOT 1 DP 459481; road reserve	B	Residence(s)	A,F,G	Refer to planning maps	Interior of building(s)		
01220	Residence	Devonport Domain, King Edward Parade (also known as 28 Vauxhall Road), Devonport	SEC 37 BLK VI SD RANGITOTO	B		A,F	Refer to planning maps	Interior of building(s)		
01221	Residence	Devonport Domain, King Edward Parade (also known as 28 Vauxhall Road), Devonport	SEC 37 BLK VI SD RANGITOTO	B		A,F	Refer to planning maps	Interior of building(s)		
01226	Residence	9 Matai Road, Devonport	LOT 7 DP 1791	B		A,G	Refer to planning maps	Interior of building(s)		
01227	Residence	15 Matai Road, Devonport	LOT 5 DP 1791	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01228	Residence	13A Kerr Street (also known as 34 Mays Street), Devonport	PT LAND ON DP 8122	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01229	Signalman's house, including outbuilding	Mount Victoria, R 24 Kerr Street, Devonport	SEC 2 SEC 2 SO 454608	B		A,B,F,G,H	Refer to planning maps			
01231	Residence	26 Norwood Road, Bayswater	LOT 55 DP 4787	B		A,F,G	Refer to planning maps	Interior of building(s)		
01233	Residence	57 and 57B Norwood Road, Bayswater	LOT 1 DP 317921; LOT 2DP 317921	B		A,F,G	Refer to planning maps	Interior of building(s)		
01234	Residence	63 Norwood Road, Bayswater	LOT 1 DP 48087; SEC 1 SO70681	B		A,F,G	Refer to planning maps	Interior of building(s)		
01235	State Houses	51, 53, 55, and 57Old Lake Road, Narrow Neck	LOT 1 DP 180465; LOT 2DP 180464	B	Residences	A,B,F,H	Refer to planning maps	Interior of building(s)		
01240	Residence	18 Queens Parade, Devonport	PT ALLOT 23A SEC 2 PARISH OF TAKAPUNA	B		A,F,G,H	Refer to planning maps	Interior of building(s)		

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01245	Kindergarten	1C Rosyth Avenue, Bayswater	LOT 1 DP 45140	B		A,E,F	Refer to planning maps	Interior of building(s)		
01246	Rotherham House	27A Rutland Road, Stanley Point	LOT 2 DP 327968	A	Residence	A,B,D,E,F,G,H	Refer to planning maps	Post-1968 interiors		
01248	Residence	30 Seacliffe Avenue, Belmont	PT LOT 1 DP 35044	B		A,E,F	Refer to planning maps	Interior of building(s)		
01249	Juriss House	15A Second Avenue, Stanley Point	LOT 2 DP 40929	B		A,E,F	Refer to planning maps	Interior of building(s)		
01250	Residence	15B Second Avenue, Stanley Point	LOT 1 DP 40929	B		A,E,F	Refer to planning maps	Interior of building(s)		
01251	Residence	27 Stanley Point Road, Stanley Point	PT LOT 7 DP 545	B		A,F,G	Refer to planning maps	Interior of building(s)		
01252	Residence	39 Stanley Point Road, Stanley Point	LOT 2 DP 207645	B		A,F,H	Refer to planning maps	Interior of building(s)		
01253	Residence	41 Stanley Point Road, Stanley Point	LOT 1 DP 207645	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01254	Residence	6 Summer Street, Stanley Point	LOT 1 DP 7416	B		A,F,H	Refer to planning maps	Interior of building(s)		
01255	Domain Dairy	7 Tainui Road, Devonport	LOT 1 DP 171672; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01256	Residence	47 Tainui Road, Devonport	LOT 9 DP 6646; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		
01257	Residence	11 Tudor Street, Devonport	LOT 1 DP 42623	B		A,F	Refer to planning maps	Interior of building(s)		
01260	Residence	57 Vauxhall Road, Devonport	LOT 1 DP 43756; LOT 2 DP43756	B		A,F	Refer to planning maps	Interior of building(s)		
01261	Cousins' residence (former)/Edgecliff	126 Vauxhall Road, Narrow Neck	LOT 2 DP 50680	B	Residence	F,G	Refer to planning maps	Interior of building(s); western entrance verandah; carport and shed		
01262	Residence	143 Vauxhall Road, Narrow Neck	LOT 1 DP 88190	B		A,F	Refer to planning maps	Interior of building(s)		
01263	Residence	64 Victoria Road, Devonport	LOT 1 DP 88534	B		A,F	Refer to planning maps			
01264	Shops	151 Victoria Road, Devonport	LOT 11 DP 333; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		
01265	Residence	157 Victoria Road, Devonport	LOT 96 DP 333; LOT 97 DP333	B		A,F,H	Refer to planning maps	Interior of building(s)		
01266	Residence	27 William Bond Street, Stanley Point	PT LOT 67 DP 1307	B		A,F	Refer to planning maps	Interior of building(s)		
01267	Commercial building	20 Wynyard Street, Devonport	PT LOT 1 DP 44089; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		
01268	Howick Redoubt/Stockade Hill R11_326	12R Mellons Bay Road, Mellons Bay	LOT 1 SBRS OF HOWICK; road reserve	B		A,D,G,H	Refer to planning maps		Yes	Yes
01269	Papahinu (Papahinaiu)/Chapel Point Pa R11_45	555 Puhinui Road, Papatoetoe	Allot 182 Parish of Manurewa; PART TIDAL LANDS OF MANUKAU HARBOUR SURVEY OFFICE PLAN 67474; CMA	B		C,D	Refer to planning maps		Yes	Yes
01270	Mill site R11_1633, site of water-powered mill, including water race and dam	Botanic Gardens Regional Park, 102 Hill Road, The Gardens	Lot 3 DP 59551	B	Entire extent of place	A,D,F	Refer to planning maps		Yes	
01271	St John's Redoubt site R11_534, including view shaft	19, 23 and 25 Redoubt Road, Manukau Central, and 13R Boeing Place, Goodwood Heights	Lot 2 DP 96631; Lot 65 DP183462; PART CLENDONSGRANT; SEC 1 SO 65987	B		A,D,G	Refer to planning maps and Schedule 11		Yes	Yes
01272	Group of stone structures R11_724	Ambury Park, 66 Wellesley Road, Mangere Bridge	Lot 3 DP 156421	B		C,D,H	Refer to planning maps		Yes	Yes
01273	Group of stone structures R11_697	Ambury Park, 66 Wellesley Road, Mangere Bridge	Lot 3 DP 156421	B		C,D,H	Refer to planning maps		Yes	Yes
01274	Settlement R11_819	Ambury Park, 66 Wellesley Road, Mangere Bridge	Lot 3 DP 156421	B		C,D,H	Refer to planning maps		Yes	Yes

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01275	Te Pane A Mataaho/Te Pane O Mataaho/Te Upoko o Mataaho/Mangere Mountain R11_26, R11_550	Mangere Mountain Historic Reserve, Mangere Domain, 17R Domain Road, Mangere Bridge	Section 1 SO 68568; Section 2 SO 68568; Section 3 SO 68568; Lot 1 DP 44558; Lot 29 DP 57347; Section 1 SO 40483; Lot 16 DP 42381; Lot 1 DP375635; Allot 270 PSH OF Manurewa; road reserve	B		C,D,H	Refer to planning maps		Yes	Yes
01276	Midden R11_1338, R11_1727	500 Island Road and 56 Ihumatao Quarry Road, Mangere Bridge	Lot 1 DP 156421; Lot 4 DP198546	B		C,D	To be defined#		Yes	Yes
01278	Midden R11_1763	500 Island Road and 56 Ihumatao Quarry Road, Mangere Bridge	Lot 1 DP 156421; Lot 4 DP198546	B		C,D	To be defined#		Yes	Yes
01280	Stone walls, mounds, middens R11_1762, R11_1761	500 Island Road and 56 Ihumatao Quarry Road, Mangere Bridge	Lot 1 DP 156421; Lot 3 DP198546	B		C,D	To be defined#		Yes	Yes
01281	Stone heaps and midden R11_1760	500 Island Road and 56 Ihumatao Quarry Road, Mangere Bridge	Lot 1 DP 156421; Lot 2 DP156421; Lot 3 DP 198546; Lot 5 DP 198546	B		C,D	To be defined#		Yes	Yes
01282	Stone heaps and middens R11_1759	500 Island Road and 56 Ihumatao Quarry Road, Mangere Bridge	Lot 1 DP 156421; Lot 3 DP198546	B		C,D	To be defined#		Yes	Yes
01283	Midden R11_1323	Oruarangi Esplanade Reserve, Oruarangi Road and 500 Island Road,	Pt Allotment 78A PSH OF Manurewa; Lot 1 DP 156421	B		C,D	To be defined#		Yes	Yes
01284	Shell midden R11_1327	Oruarangi Esplanade Reserve, Oruarangi Road, 500 Island Road	Pt Allotment 78A Parish of Manurewa; Lot 1 DP 156421	B		C,D	To be defined#		Yes	Yes
01285	Midden R11_1328	On Western bank of Oruarangi Creek, west of Oruarangi Road Bridge	Pt Allotment 78A PSH OF Manurewa	B		C,D	To be defined#		Yes	Yes
01286	Bridge site, including buttress foundations R11_2146	Oruarangi Creek, west of Oruarangi Road Bridge	Lot 1 DP 156421	B		A,D,G	To be defined#		Yes	
01287	Midden R11_1324	South end of Oruarangi Road Bridge, eastern side of creek bank	Road reserve	B		C,D	To be defined#		Yes	Yes
01288	Musick Point historic landscape, including Memorial Building, Emergency Radio Station, and Te Naupata Pa R11_23	Musick Point Esplanade Reserve, 20 Musick Point Road, Bucklands Beach	Lot 2 DP 158600; Lot 3 DP158600	A*	Memorial building; Radio Station building	A,B,C,D,E,F,G,H	Refer to planning maps		Yes	Yes
01289	Pakuranga Pa (Pigeon Mountain) R11_38	Pakuranga Domain Recreation Reserve, 68R Pigeon Mountain Road, Half Moon Bay	Lot 183 DP 988414; Sec 3SO 434440; Sec 6 SO434440	B		A,C,D,G	Refer to planning maps		Yes	Yes
01291	Omanawatere Pa S11_15	44R Maraetai Drive, Maraetai	Part Lot 1 DP 25802; CMA	B		D,G	Refer to planning maps		Yes	Yes
01292	Waiomanu (Maraetai) Pa S11_76	Waiomanu Reserve (Magazine Bay), 15R Maraetai Coast Road, Clevedon	Lot 1 DP 186245; road reserve	B		D,G	Refer to planning maps		Yes	Yes
01293	Pawhetau (Taupo) Pa S11_75	Waitawa Regional Park, 1168 Clevedon- Kawakawa Road, Clevedon	Lot 1 DP 45518; Part Waitawa Block; CMA	B		C,D,G	Refer to planning maps		Yes	Yes
01294	Pa site (Orere School) S11_69	775 Kawakawa- Orere Road, Clevedon	Part Lot 1 DP 9805	B		D,G	Refer to planning maps		Yes	Yes
01295	Tapapakanga stone structures S11_245	Tapapakanga Regional Park, 14 Deerys Road, Orere Point	Part Tapapakanga 1C Block	B		D,G	Refer to planning maps		Yes	Yes
01296	Pa site (Poutu Point) S11_107	914 Clevedon- Kawakawa Road, Papakura	Part Mataitai 1A1B BLOCK	B		D,G	Refer to planning maps		Yes	Yes
01297	Pa and midden S11_108	850, 852R, 854 and864B Clevedon- Kawakawa Road, Clevedon	MATAITAI 1A2B6 BLOCK; LOT 2 DP 164517; LOT 5DP 164517; LOT 7 DP164517; CMA	B		D,G	Refer to planning maps		Yes	Yes
01298	Pa site (sometimes known as Pehuwai) S11_54	795 North Road, Clevedon	LOT 1 DP 459078; CMA	B		D	Refer to planning maps		Yes	Yes
01299	Te Oue Pa S11_53	829 North Road, Clevedon	Lot 7 DP 31974	B		A,C,D,G	Refer to planning maps		Yes	Yes
01300	Whakakaiwhara Pa S11_120	Duder Regional Park, 933R North Road, Clevedon	Part Lot 6 DP 31974	B		A,C,D,G	Refer to planning maps		Yes	Yes
01301	Tapapakanga Pa S11_119	Tapapakanga Regional Park, 92 Deerys Road, Orere Point	Part Tapapakanga 1A Block	B		D,G	Refer to planning maps		Yes	Yes
01302	Pa site (Waimango Stream) S11_286	621 Orere- Matingarahi Road, Orere Point	Part Lot 6 DP 42113	B		D	Refer to planning maps		Yes	Yes
01303	Orere Pit site S11_445	676 Kawakawa- Orere Road, Clevedon	Lot 1 DP 406693	B		D	Refer to planning maps		Yes	Yes
01328	All Souls' Church	49 North Road, Clevedon	LOT 2 DP 192434	A*	Church	A,B,F,G,H	Refer to planning maps			

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01329	McNicol Homestead	12R McNicol Road, Clevedon	LOT 1 DP 89145	A*	Residence	A,B,F,G,H	Refer to planning maps			
01330	Meadowbrook	1 Kimptons Road, Brookby	LOT 1 DP 359073	B	Homestead	A,G,H	Refer to planning maps	Interior of building(s)	Yes	
01331	William Granger's Brick House	12 Trig Road, Whitford	LOT 1 DP 145743	A*	Residence	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01332	Clevedon Post Office	2 Papakura-Clevedon Road, Clevedon	LOT 1 DP 136566	B	Post Office	A,F,G	Refer to planning maps	Interior of building(s); water tank		
01333	Te Tokotoru Tapu Church and graveyard	909 and 923 Clevedon-Kawakawa Road, Clevedon	PART MATAITAI 1A1 BLOCK; LOT 1 DP 130731	A*	Church	A,B,F,G,H	Refer to planning maps	Interior of building(s)		Yes
01334	Brookby Unsectarian Church	367 Brookby Road, Brookby	PART ALLOT 190 PSH OF PAKURANGA	B		A,B,G	Refer to planning maps	Interior of building(s)		
01336	Duder Homestead	208 Maraetai Coast Road, Clevedon	Lot 4 DP 433370	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01337	Quinn's Cottage	109 Otau Mountain Road, Clevedon	LOT 2 DP 471301; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01338	Paton Homestead	240 McNicol Road, Clevedon	ALLOT 35 SBRS OF OTAU	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01339	Ashby Homestead	Tapapakanga Regional Park, 95 Deerys Road, Orere Point	PART TAPAPAKANGA 2 BLOCK	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01340	Ashby Graveyard	Tapapakanga Regional Park, 95 Deerys Road, Orere Point	PART WHAREKAWA 4B2A1A BLOCK; road reserve	B		A,E,H	Refer to planning maps			
01341	Stoddart House/Freshwater	1483 Clevedon- Kawakawa Road, Kawakawa Bay	PART LOT 1 DP 34878	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01342	Willowbank Cottage	12 William Woods Court, East Tamaki	LOT 327 DP 211678	A*	Residence	A,B,F,G	Refer to planning maps	Interior of building(s)		
01343	St John's Church and Hampton Park	Hampton Park, 328 and 334R East Tamaki Road, East Tamaki	LOT 1 DP 21936; LOT 1 DP 63604; LOT 2 DP 63604; LOT 3 DP 63604; LOT 4 DP 63604; LOT 5 DP 63604; LOT 6 DP 63604	A*	Church; cultural landscape	A,B,D,F,G,H	Refer to planning maps		Yes	Yes
01344	St Paul's Church	141 Chapel Road, Flat Bush	LOT 1 DP 168186	A*	Church	A,B,F,G,H	Refer to planning maps			
01346	War Memorial	East Tamaki Reserve, 244R East Tamaki Road, Otara	PART LOT 9 DP 9824	A*	Memorial	A,B,E	Refer to planning maps			
01347	Dilworth Agricultural School (former)	Manukau Institute of Technology North Campus, 53S Otago Road, Otago	PART LOT 17 DP 24310	A*	Building	A,B,F,G	Refer to planning maps	Interior of building(s)		
01349	Guy's Wharf and Quarry R11_1390	Burswood Esplanade Reserve, 23R Kenwick Place, East Tamaki	Lot 310 DP 156849; CMA	B		A,B,D,F	Refer to planning maps			
01350	Guy Homestead	47C Huntington Drive, East Tamaki	LOT 1 DP 474573	B	Residence	A,B,F,G,H	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature		
01351	Baverstock Road School/teacher's residence (former)	Murphys Bush Reserve, 160R Murphys Road, Flat Bush	PT LOT 1 DP 69592	B	Building	A,B,G	Refer to planning maps	Interior of building(s)		
01352	Dairy Factory Manager's Cottage	508 Chapel Road, East Tamaki	LOT 108 DP 201577	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01353	Stables	59 Alexander Crescent, Otago	LOT 1 DP 175327	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01354	Flat Bush School (former) and Murphy's homestead/teacher's residence (former)	Murphys Bush Reserve, 157R Flat Bush School Road and 160R Murphys Road, Flat Bush	LOT 500 DP 452465; PT LOT 1 DP 69592	B	School building; homestead/residence	A,B,F,G,H	Refer to planning maps	Interior of Murphy's homestead/teacher's residence; rear extension to Murphy's homestead/teacher's residence		
01355	Cryers Road stone walls	Barry Curtis Park, 163 Chapel Road, Flat Bush	LOT 1 DP 370733	B		A,B,F,H	Refer to planning maps			
01356	All Saints Church and graveyard	9 Selwyn Road, Howick	PART ALLOT 1 SEC 7 SM FMS NEAR HOWICK	A*	Church; graveyard	A,B,F,H	Refer to planning maps			
01358	St Andrew's Presbyterian Church and graveyard	7 Vincent Street, Howick	ALLOT 129 VILL OF HOWICK; ALLOT 130 VILL OF HOWICK	A*	Church; graveyard	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01360	Hawthorn Dene	Hawthorndene Grounds, 280 Botany Road, Howick	LOT 3 DP 166980	A*	Residence	A,F,G,H	Refer to planning maps	Interior of building(s)		

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01361	Keppoch Lodge and well	1 Tanglewood Place, Howick	LOT 1 DP 65426	A*	Residence	A,F,G,H	Refer to planning maps	Interior of building(s)		
01363	Shamrock Cottage and well	73R Selwyn Road, Howick	LOT 1 DP 52025	A*	Cottage	A,F,G	Refer to planning maps	Interior of building(s)		
01365	Pillboxes	Howick Beach, 110R Beach Road and 1/1 Marine Parade, Mellons Bay (two pillboxes – north and south ends of the beach)		A*	Pillboxes	A,H	Refer to planning maps			
01366	Howick Wharf site	Howick Beach, 110R Beach Road, Mellons Bay and 4R Granger Road, Howick	ALLOT 63 SEC 2 TN OFHOWICK; LOT 1 DP 26997; LOT 2 DP 26997; LOT 3 DP26997; ALLOT 5 SEC 6 TN OF HOWICK; ALLOT 6 SEC 6 TN OF HOWICK; ALLOT7 SEC 6 TN OF HOWICK; road reserve; CMA	A*	Wharf; steps; wall remnants	A,D	Refer to planning maps		Yes	
01367	Pillbox	181R Mellons Bay Road and 16 Page Point Road, Mellons Bay		A*	Pillbox	A,H	Refer to planning maps			
01368	Pillboxes	12R Shelly Beach Parade and 40R Tainui Road; 47R Shelly Beach Parade, Cockle Bay (two pillboxes – north and south ends of the beach)		A*	Pillboxes	A,H	Refer to planning maps			
01369	Owhanga/Windross House	Cockle Bay Reserve, 47R Shelly Beach Parade, Cockle Bay	LOT 3 DP 16751; LOT 4 DP16751	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01370	Fencible Cottage and well	34 Abercrombie Street, Howick	LOT 1 DP 318875	A*	Cottage	A,B,F,G	Refer to planning maps	Interior of building(s)		
01372	Our Lady Star of the Sea Church and cemetery	28 Picton Street, Howick	LOT 5 DP 48322	B	Church and cemetery	A,B,D,F,G,H	Refer to planning maps		Yes	
01373	Well	35 Cook Street, Howick	LOT 1 DP 91111	B	Well	A	Refer to planning maps; limited to the area containing the well			
01374	McInness Building	127 Picton Street, Howick	LOT 2 DP 166066	B		A,B,G,H	Refer to planning maps	Interior of building(s)		
01375	Steven's Homestead, including well and barn	185 Bleakhouse Road, Mellons Bay	LOT 7 DP 456956	B		A,G	Refer to planning maps	Interior of building(s)		
01376	McMillan Homestead	159 Bleakhouse Road, Mellons Bay	LOT 10 DP 44659	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01377	The Cliffs	13 Rangitoto View Road, Cockle Bay	LOT 6 DP 47315	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01378	Brickell Homestead	174 Ridge Road, Howick	LOT 1 DP 153913	B		A,F,G	Refer to planning maps	Interior of building(s)		
01379	Kelsey's Store/Homestead	1 Howe Street, Howick	LOT 2 DP 160739	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01380	Captain Irvine's Homestead	40 and 42 Ridge Road, Howick	LOT 1 DP 470623; LOT 2DP 470623	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01381	Star of the Sea Convent and Chapel	29 Granger Road, Howick	LOT 3 DP 188910	A*	Convent; chapel	A,B,F,G	Refer to planning maps	Interior of building(s) except Chapel		
01382	Marine Hotel (former)/Prospect of Howick Hotel	78 Picton Street, Howick	LOT 1 DP 164289	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01408	Old Pakuranga School House	500S Pakuranga Road, Pakuranga	PART ALLOT 3 SEC 4 SM FMS NEAR HOWICK	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01409	Edwin Robert's Homestead	65 Butley Drive, Farm Cove	LOT 70 DP 68949	B		A,B,G	Refer to planning maps	Interior of building(s)		
01410	Pakuranga Public Hall	Pakuranga Hall Grounds, 346 and 346R Pakuranga Road, Pakuranga	PART LOT 9 DEEDS 229; ALLOT 365 PSH OF PAKURANGA	B		A,B,G	Refer to planning maps	Interior of building(s)		
01411	Panmure Swing Bridge site, including abutments and swivel section R11_1708	Dayspring Way Esplanade Reserve, 26R Kerswill Place and 2R Pakuranga Road, Pakuranga	SEC 3 SO 66069;SEC 1 SO 66069; road reserve; CMA	B		A,B,E,F	Refer to planning maps		Yes	

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01412	Robert's Homestead	140S Pakuranga Road, Pakuranga	PART LOT 1 DP 37727	B		A,F,G	Refer to planning maps	Interior of building(s); 1960s accomodation building attached to east of homestead; detached brick and tile building to the west of homestead; detached garage; any other accessory buildings		
01413	St James Church and graveyard/urupa	27 Church Road, Mangere Bridge	LOTS 1-6 DEEDS PLAN 1233 AND PARTALLOTMENT 10 VILLAGE OF MANGERE	A*	Church; graveyard	A,B,F,G,H	Refer to planning maps			
01414	Abbeville farmhouse and Westney Road Methodist Church (former)	3 Nixon Road, Mangere	PART LOT 2 DP 12194	A*	Farmhouse; barn	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01415	Kauri Cottage	22 Mountain Road, Mangere Bridge	PART ALLOT 202 PSH OF MANUREWA	A*	Cottage	A,C,F,G	Refer to planning maps	Interior of building(s)		
01416	Rennie Homestead	619 Oruarangi Road, Mangere	ALLOT 177 PSH OF MANUREWA	A*	Buildings	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01417	Mangere Central School and schoolhouse (former)	Old School Reserve, 299R and 301 Kirkbride Road and 5R Naylor's Drive, Mangere	ALLOT 364 PSH OF MANUREWA; ALLOT 366 PSH OF MANUREWA; PART ALLOT 74 PSH OF MANUREWA; LOT 200 DP 321090	A*	Buildings	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01419	Mangere Presbyterian Church and graveyard	254 Kirkbride Road, Mangere	LOT 1 DP 110883	A*	Church; graveyard	A,B,E,F,G,H	Refer to planning maps			
01421	Paul Homestead	556 Oruarangi Road, Mangere	PART ALLOT 180 PSH OF MANUREWA	A*	Residence	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01422	Massey Homestead/Franklynne (former)	337R Massey Road, Mangere	LOT 3 DP 85624	A*	Former residence	A,B,F,G,H	Refer to planning maps			
01423	Selwyn Church	3 Hain Avenue, Mangere East	LOT 18 DP 20494	B	Church	A,F	Refer to planning maps	Hall attached to church		
01424	Rennie/Jones Homestead	198 Ihumatao Road, Mangere	Part Allot 163 PSH of Manurewa	B		A,B,F,H	Refer to planning maps; limited to building footprint	Interior of building(s)		
01425	Taylor residence (former)/Waterlea	14 and 16 Ambury Road, Mangere Bridge	LOT 4 DP 68846; LOT 7 DP76851	A*	Residence; barn	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01427	Barrow House	49 Church Road, Mangere Bridge	LOT 2 DP 74479	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01428	The Oaks	84 Wallace Road(known as 100 Wallace Road), Mangere Bridge	LOT 1 DP 70195	B		A,B	Refer to planning maps	Interior of building(s)		
01429	Ambury Cottage	8 Wallace Road, Mangere Bridge	LOT 1 DP 31626	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01430	Fischer's Store (former)	25 Wallace Road, Mangere Bridge	LOT 6 DP 19852	B		A,B,F	Refer to planning maps	Interior of building(s)		
01431	Residence	32 McIntyre Road, Mangere Bridge	LOT 1 DP 35981	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01432	Shenstone Cottage	65 Mountain Road, Mangere Bridge	LOT 1 DP 133525	B	Cottage	A,F,G	Refer to planning maps	Interior of building(s); garage		
01433	Residence	140 Coronation Road, Mangere Bridge	LOT 12 DP 385464	B		A,F,G	Refer to planning maps	Interior of building(s)		
01434	Residence	128 Coronation Road, Mangere Bridge	LOT 1 DP 48572	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01435	Residence	40 Oruarangi Road, Mangere	LOT 1 DP 65677	B		A,B,F,G	Refer to planning maps	Interior of building(s); accessory buildings		
01436	Residence	2 Gray Avenue, Mangere East	PT LOT 7 DP 2989; PT LOT 18 DP 20742; PT LOT 19 DP 20742	B	Residence	A,B,F,G	Refer to planning maps	Interior of building(s); outbuildings		
01438	Margetts' House	5 Domain Lane, Mangere Bridge	LOT 1 DP 375635	B		B,G	Refer to planning maps	Interior of building(s)		
01439	Topping House	164 Coronation Road, Mangere Bridge	LOT 2 DP 201552	B		B,G,H	Refer to planning maps	Interior of building(s)		
01440	McBurney House	18 Boyd Avenue, Mangere Bridge	LOT 2 DP 209009	B		B,F,G	Refer to planning maps	Interior of building(s)		
01441	Cottage	43 Church Road, Mangere Bridge	LOT 2 DP 209009	B		A,F,G	Refer to planning maps	Interior of building(s)		

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01442	Residence	290 Massey Road (also known as 292 Massey Road), Mangere East	LOT 2 DP 30808	B		F,G	Refer to planning maps	Interior of building(s)		
01443	Whare Koa (former)/Mangere Community House	Mangere Central Park, 141R Robertson Road, Mangere	PART LOT 1 DP 41206	B		B,G	Refer to planning maps	Interior of building(s)		
01444	Metro Theatre (former)/Mangere East Hall	Walter Massey Park, 362 and 372R Massey Road, Mangere East	PT LOT 6 DEEDS PLAN 65; PT LOT 6 DEEDS BLUE 65	B	Hall	A,B,G	Refer to planning maps			
01445	Residence	64 Coronation Road, Mangere Bridge	PART LOT 9 DP 13324; ALLOT 66 VILL OF MANGERE	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01446	Residence	51 McIntyre Road, Mangere Bridge	LOT 2 DP 51695	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01447	Nathan Homestead and gardens	David Nathan Park, 68R and 72 Hill Road, Hill Park	Lot 148 DP 51561; LOT 209 DP 52269; LOT 210 DP 52269; LOT 211 DP 52269	A	Homestead; gardens; water tower	A,B,D,F,G,H	Refer to planning maps	Interior of building(s); all buildings and structures constructed after 1961		
01448	Beaufords Reception Centre	Totara Park, 90R Wairere Road, The Gardens	LOT 1 DP 54627	A*	Main building	A,B,G,H	Refer to planning maps	Interior of building(s)		
01449	Manurewa War Memorial gates and cenotaph	Manukau Central Primary School, 4S Hill Road, Hill Park	PART CLENDONS GRANT BLOCK XIV OTAHUHU SURVEY DISTRICT; road reserve	A*	Gates; cenotaph	A,B,E	Refer to planning maps			
01450	St David's Church and graveyard	813 Great South Road, Manukau Central	LOT 1 DP 141153	A*	Church	A,B,F,G	Refer to planning maps			
01451	St Luke's Church	1 Russell Road, Manurewa	PART LOT 3 DP 4436	A*	Church	A,B,G,H	Refer to planning maps	Interior of building(s)		
01452	Manurewa Children's Home (former)	25 and 35 Montilla Place, Manurewa	LOT 1 DP 443366; LOT 2DP 443366	A*	Main Building	A,B,G	Refer to planning maps	Interior of building(s)		
01453	Dutch prefabricated house	56 Gloucester Road, Manurewa	LOT 1 DP 391150	B	Residence	A,F	Refer to planning maps	Interior of building(s)		
01454	Chapman-Taylor House	188 Ranfurly Road, Alfriston	PART CLENDONS GRANT	A*	Residence	B,F,G,H	Refer to planning maps			
01455	Gibbons House	21 Gibbons Road, Weymouth	LOT 6 DP 73183	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01456	Orford Lodge	8 and 10 Earls Court, Hill Park	LOT 2 DP 185045; LOT 14 DP 51276	B	Residence	A,B,G,H	Refer to planning maps	Interior of building(s)		
01457	Finlayson House	Mountfort Park, 25R Dr Pickering Avenue (also known as 190 Weymouth Road), Manurewa	LOT 2 DP 115625	B		A,B,F,G	Refer to planning maps			
01458	Howick Historical Village	Lloyd Elsmore Park, 2R Bells Road, Pakuranga	PART ALLOT 420 PSH OF PAKURANGA; LOT 2 DP 60358; SEC 1 SO 67536; SEC 1 SO 69037; SEC 2SO 67536; ALLOT 15 SEC 3 SM FMS NEAR HOWICK	A*	Buildings	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01459	All Saints Church	517A Weymouth Road, Weymouth	PART ALLOT 38 VILL OF WEYMOUTH	B		A,B	Refer to planning maps	Interior of building(s)		
01460	Farmhouse (former)/Clendon Park Community House	Finlayson Community House Reserve, 60R Finlayson Avenue, Manurewa	PART LOT 210 DP 83570	B	Residence	A,B,F,G,H	Refer to planning maps	Interior of building(s); childcare building		
01464	Military Milepost - 10 mile	Papatoetoe Museum, 91 Cambridge Terrace, Papatoetoe		A*	Milepost structure	A,B,H	Refer to planning maps#			
01465	Military Milepost - 11 mile	Papatoetoe Museum, 91 Cambridge Terrace, Papatoetoe		A*	Milepost structure	A,B,H	Refer to planning maps#			
01466	St Saviour's Chapel and Papatoetoe Orphan's Home and School (former)	80 Wyllie Road, Papatoetoe	LOT 1 DP 149864	A	Chapel; Administration block; three residential dormitories	A,B,D,F,G,H	Refer to planning maps	All buildings, structures and features built after 1962; covered structures between residential dormitories and administration block; interior of buildings except for interior of St Saviour's Chapel		
01468	Papatoetoe Town Hall	35 St George Street, Papatoetoe	PART LOT 3 DP 7551; PART LOT 4 DP 7551; road reserve	A*	Town Hall	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01469	Cambria House	250 Puhinui Road, Papatoetoe	LOT 1 DP 184348	A*	Residence	A,B,F,G,H	Refer to planning maps	Interior of building(s)		

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01470	Memorial Gates	Papatoetoe Central School, 317S Great South Road, Papatoetoe	PT ALLOT 37 PARSH OF MANUREWA; road reserve	B	Memorial structure	A,B,F,G	Refer to planning maps			
01471	St John's Presbyterian Church and graveyard	120 Great South Road, Papatoetoe	LOT 2 DP 64503; PARTLOT 7 DP 45423	A*	Building; graveyard	A,B,E,F,G,H	Refer to planning maps	Interior of building(s)		
01473	Papatoetoe Railway Station	1 St George Street, Papatoetoe	ALLOT 544 PSH OFMANUREWA; railway reserve; road reserve	A*	Station building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01475	O'Laughlen House	40 Wallace Road, Papatoetoe	LOT 35 DP 47245	B		B,G	Refer to planning maps	Interior of building(s)		
01477	Residence	95 Wallace Road, Papatoetoe	LOT 28 DP 20291	B		B,G	Refer to planning maps	Interior of building(s)		
01478	Watson Homestead	6 Watson Place, Papatoetoe	LOT 2 DP 41827	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
01480	Residence	47 Kolmar Road, Papatoetoe	LOT 1 DP 83803	B		F,G	Refer to planning maps	Interior of building(s)		
01481	Dilkusha House	5 Scott Road, Papatoetoe	LOT 3 DP 58145	B	Residence	A,B,G,H	Refer to planning maps	Interior of building(s); garage; garden shed; detached rear flat		
01482	Residence	128 Gray Avenue, Papatoetoe	LOT 1 DP 90834	B		B,G,H	Refer to planning maps	Interior of building(s)		
01483	Papatoetoe Central Theatre (former)	77 St George Street, Papatoetoe	LOT 3 DP 21394; road reserve	B	Theatre	A,B,G	Refer to planning maps	Interior of building(s)		
01484	Residence	89 Kolmar Road, Papatoetoe	LOT 1 DP 124452	B		F,G	Refer to planning maps	Interior of building(s)		
01485	Dingwall Trust Children's Home	8 Dingwall Place, Papatoetoe	LOT 1 DP 108952	A*	Main building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01486	Woodside Methodist Cemetery and memorial	10 Manukau Station Road, Manukau Central	LOT 1 DP 87801; PARTLOT 1 DP 51122; road reserve	A*	Memorial; cemetery	A,B,G	Refer to planning maps			
01487	Military milepost	88 Great South Road, Manurewa	PART LOT 2 DP 12461	A*	Milepost structure	A,B,D,G	Refer to planning maps		Yes	
01499	Methodist Church (former)	53 Paparata Road, Bombay	LOT 1 DP 445055	B		A,F	Refer to planning maps	Interior of building(s)		
01500	Church of Saint Peter in the Forest and graveyard	150 Bombay Road, Bombay	LOT 1 DP 127925	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01501	Wesley Methodist Church	53 Queen Street, Waiuku	LOT 1 DP 57337	B		A,B,C,F,G,H	Refer to planning maps	Interior of building(s)		
01502	Pukekohe East Presbyterian Church	95 Runciman Road, Pukekohe	PART ALLOT 29 PSH OF PUKEKOHE; PART ALLOT 7 PSH OF PUKEKOHE	B		A,B,C,D,F,G,H	Refer to planning maps	Interior of building(s)	Yes	
01504	St Brides Anglican Church, graveyard and stockade	Findlay Road, Pukekohe (also known as Patumahoe)	PART ALLOT E98 PSH OF WAIUKU EAST	A		A,B,D,F,G,H	Refer to planning maps		Yes	
01505	Holy Trinity Anglican Church	2 Victoria Avenue, Waiuku	LOT 1 DP 112712	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01506	Courthouse (former)	Massey Park, Belgium Street, Waiuku	ALLOT 321 PSH OF WAIUKU EAST	B		A,B,F	Refer to planning maps	Interior of building(s)		
01507	Kentish Hotel	5 Queen Street, Waiuku	LOT 9 DP 11645; LOT 10DP 11645; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01508	Hartmann House (former)	15-17 King Street, Waiuku	LOT 2 DP 24653	B		A,F	Refer to planning maps	Interior of building(s)		
01509	Waiuku lock-up (former)	Tamakae Reserve, adjacent to 15-17 King Street, Waiuku	PART TIDAL LAND SURVEY OFFICE PLAN 47282	B		A,B,D,F	Refer to planning maps	Interior of building(s)	Yes	
01510	Warriston Homestead	5 and 7 Warriston Avenue, Waiuku	LOT 1 DP 74246; LOT 2 DP74246	B		F,G	Refer to planning maps	Interior of building(s)		
01511	Pioneer Cottage	Roulston Park, 9 Stadium Drive, Pukekohe	PART ALLOT 12 PSH OF PUKEKOHE	B		A,B,D,F	Refer to planning maps	Interior of building(s)	Yes	
01512	Residence	25 East Street, Pukekohe	PART ALLOT 12 PSH OF PUKEKOHE	B		F,G,H	Refer to planning maps	Interior of building(s)		
01513	Residence	27 East Street, Pukekohe	LOT 1 DP 181058	B		A,F,H	Refer to planning maps	Interior of building(s)		
01514	Residence	2 Dublin Street, Pukekohe	LOT 3 DP 50499	B		A,F,G	Refer to planning maps	Interior of building(s)		
01515	Residence	24 Dublin Street, Pukekohe	PART LOT 13 DP 16253	B		A,F	Refer to planning maps	Interior of building(s)		

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01516	Residence	12 Harrington Avenue, Pukekohe	LOT 2 DP 117297; PARTLOT 17 DP 7278	B		A,F	Refer to planning maps	Interior of building(s)		
01518	Residence	309 Anzac Road, Pukekohe	LOT 1 DP 131370	B		F,H	Refer to planning maps	Interior of building(s)		
01519	Residence	18 Carlton Road, Pukekohe	PART LOT 1 DP 36578	B		A,F,G	Refer to planning maps	Interior of building(s)		
01520	O'Connor's Building	3 West Street, Pukekohe	LOT 1 DP 312584; road reserve	B		F,G,H	Refer to planning maps	Interior of building(s)		
01521	F Perkins & Co Building	1 King Street, Pukekohe	LOT 2 DP 52950; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01522	Franklin Electric Power Board (former)	99 and 103 Manuaku Road, Pukekohe	LOT 2 DP 143671; LOT 1DP 143671	B		A,F	Refer to planning maps	Interior of building(s)		
01523	Beatty & Marshall's Building	113 King Street, Pukekohe	LOT 2 DP 158971	B		A,F,H	Refer to planning maps	Interior of building(s)		
01524	Lodge's Building	45 Edinburgh Street, Pukekohe	PART LOT 1 DP 48132; road reserve	B		F,H	Refer to planning maps	Interior of building(s)		
01525	Fire Station (former)	27 Edinburgh Street, Pukekohe	LOT 13 DP 7997	B		A,F,G	Refer to planning maps	Interior of building(s)		
01526	Central Buildings	164 King Street, Pukekohe	LOT 1 DP 59297; road reserve	B		A,B,H	Refer to planning maps	Interior of building(s)		
01527	Maioiro School building (former)	Tamakae Reserve 15 King Street, Waiuku	PART LOT 1 DP 24653	B		A,D,F	Refer to planning maps	Interior of building(s)	Yes	
01528	Thornhill Cottage	101 Waitangi Falls Road, Glenbrook	LOT 1 DP 97820	B		F,G	Refer to planning maps	Interior of building(s)		
01529	Pollok Church	2104 Awhitu Road, Pollok	PART ALLOT 23 PSH OF WAITARA	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01531	Wilson Homestead (former)	64E Moumoukai Road, Papakura	LOT 12 DP 125201	B		A,H	Refer to planning maps	Interior of building(s)		
01532	Brook Homestead historic landscape, including Brook Bach and all pre-1971 plantings within Pt Lot 2 DP 27021	Awhitu Regional Park, 216 Brook Road, Waiuku	PART LOT 2 DP 27021	B		A,D,F,H	Refer to planning maps		Yes	
01537	Bishop Selwyn cairn	Adjacent to SH 1, Bombay	PART ALLOT 254 PSH OF MANGATAWHIRI; PART LOT 3 DP 6559; PART LOTB DP 6559; road reserve	B		B,H	Refer to planning maps			
01538	Kitchener Road railway bridge	Corner of Kitchener Road and James Bright Lane, Waiuku	PT ALLOT 352 PARISH WAIUKU EAST DISTRICT; road reserve	B		A,H	Refer to planning maps			
01539	First Presbyterian Church plaque	Adjacent to 70 Nelson Street, Pukekohe		B		B	Refer to planning maps#			
01540	St Andrew's Anglican Church plaque	Corner Fair Oaks and Wellington Street, Pukekohe		B		B	Refer to planning maps#			
01541	Kohekohe Presbyterian Church (former) and plaque	1185 and 1189 Awhitu Road, Waiuku	PT ALLOT 220 PARISH WAIPIPI DISTRICT; LOT 4 DP 435353; road reserve	B	Former church building	A,G	Refer to planning maps	Exterior door; interior features of pulpit, doors and plastic circuit breaker		
01542	Wesleyan Mission Station plaque	Adjacent to 288 Orua Bay Road, Waiuku		B		B	Refer to planning maps#			
01547	Buckland Cenotaph	Opposite 567 Buckland Road, Buckland	Road reserve; railway reserve	B		B,G	Refer to planning maps			
01549	Franklin Remembers plaque	Adjacent to 40 Paparata Road, Bombay		B		B	Refer to planning maps#			
01550	Maori War and Pioneers Cemetery monument	Lower Mauku\Glenbrook Road Esplanade Reserve, adjacent to 891 Glenbrook Road, Pukekohe		B		A,B	Refer to planning maps#			
01551	Waiau Pa War Memorial monument	Waiau Pa School, 571 Waiau Pa Road, Pukekohe		B		B	Refer to planning maps#			
01552	Awhitu Park Opening Day plaque	Awhitu Regional Park, 216 Brook Road, Waiuku		B		B	Refer to planning maps#			

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01555	Tamakae Reserve	Tamakae Reserve, 15 King Street, Waiuku	Pt Lot 1 DP 24653	B		D	Refer to planning maps		Yes	Yes
01557	Rooseville Park	Rooseville Park, Ngahere Road, Pukekohe	Lot 5 DP 56804; LOT 8 DP56804	B		D	Refer to planning maps	Existing buildings and structures	Yes	
01558	Hickeys Recreation Reserve	Hickeys Recreation Reserve, Paerata Road, Pukekohe	Lot 6 DP 39558	B		D	Refer to planning maps		Yes	
01559	Te Pae o Kai waka Pa/Waiuku Stockade Pa and stockade site	3-7 Court Street, 53 Queen Street, and 24 Bowden Street, Waiuku	Lot 2 DP 384808; Lot 1 DP57337; Lot 3 DP 26708	B		C,D	To be defined#		Yes	Yes
01560	Shepherds Bush Redoubt site	1388 and 1390 Great South Road, Drury and 16 Cooper Road, Waiuku	Pt Lot 1 DP 46150; Pt Lot 2 DP 46150; Lot 3 DP 381557	B		D	To be defined#		Yes	Yes
01565	Headland pa site (Te Pane O Horoiwi) R11_94, R11_357, R11_95 and Maori settlement sites R11_355, R11_356, R11_1173, R11_2256	Cliff Road Reserve and Glover Park (between Achilles Point and West Tamaki Point), 10A and 12 The Rise, St Heliers	LOT 1 DP 92301; LOT 1 DP188215; LOT 1 DP 62498; LOT 2 DP 62498; LOT 1 DP115999; road reserve	B		A,D,G	Refer to planning maps		Yes	Yes
01566	Auckland Domain/Pukekaroa/Pukekawa Hill Pa site R11_105, including pits, terraces, midden, house sites, structures, memorials, water supply site, ponds, roads, gardens and plantings	Auckland Domain, 20 Park Road and 100 Stanley Street, Grafton, and 20-24 Nicholls Lane, Parnell	PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 13; PART SEC 98 SBRS OF AUCKLAND; LOT 2 DP 414484; PART AUCKLAND DOMAIN DEPOSITED PLAN 21515; PART ALLOT 1 SEC 18 SBRS OF AUCKLAND; PART ALLOT 1 SEC 99 SBRS OF AUCKLAND; PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 924	B		A,D,G	Refer to planning maps		Yes	Yes
01567	Big King/Te Tātua/Te Tātua O Ruikiutu pa R11_18	Big King Reserve, 113A Duke Street, Three Kings	SEC 1 SO 34827	B		A,D,G	Refer to planning maps		Yes	Yes
01568	Pits, terraces and midden site R11_1089	Dingle Dell Reserve, 29 Dingle Road, St Heliers	LOT 10A DP 410	B		A,D,G	Refer to planning maps		Yes	Yes
01569	Savage Memorial and Fort Bastion R11_1719, including gun emplacements, artillery battery, observation posts, searchlight emplacements, tunnels, underground rooms, and earthwork defences	Michael Joseph Savage Memorial, 19 Hapimana Street, Whenua Rangitira, and 2-56 Kitemoana Street, Orakei	SEC 1 SO 63319; SEC 1 SO 65657; SEC 2 SO65657; SEC 2 SO 446761	A	Entire designed landscape; memorial structures	A,B,D,F,G,H	Refer to planning maps		Yes	
01570	Fort Resolution site R11_1718	158 St Stephens Avenue, Point Resolution, Parnell	PART ALLOT 23 SEC 2 SBRS OF AUCKLAND; PART AUCKLAND HARBOUR BOARD GRANT	B		A,D,G	Refer to planning maps		Yes	Yes
01572	Hamlins Hill/Mutukaroa Pa site R11_142	10-18 Sylvia Park Road, and 1014 Great South Road, Mount Wellington	PART LOT 5 DP 20687; PART LOT 2 DP 120402; LOT 1 DP 38773; LOT 1 DP45017; PART LOT 5 DP20687; LOT 1 DP 75757; LOT 2 DP 75757; PART HAMLINS GRANT	B		A,C,D,G	Refer to planning maps		Yes	Yes
01573	Settlement site R11_1177, R11_1178, R11_1179, R11_1180, R11_1181, R11_1182, R11_1183, R11_1184, R11_1185, R11_1186	105-111 Kapa Road, Orakei	SEC 2 SO 445650	B		A,D,G	Refer to planning maps		Yes	Yes
01574	Stonework R11_1637	Stonefields, 8 Tidey Road, Mount Wellington	LOT 2 DP 315817	B		A,D,G	Refer to planning maps		Yes	Yes
01575	Melanesian Mission R11_1706, including Norfolk pine tree	40-44 and 48-56 Tamaki Drive, Mission Bay	LOT 1 DP 22640; LOT 2 DP 22640; LOT 3 DP 22640; LOT 4 DP 22640; LOT 5 DP 22640; PART LOT 7 DP 22640	A	Mission House	A,B,D,F,G,H	Refer to planning maps		Yes	Yes
01576	Mount Albert/Owairaka R11_20	Owairaka Domain, Owairaka Volcanic Landscape, 27 Summit Drive, Mount Albert	SEC 1 SO 454869	A*		A,D,G	Refer to planning maps		Yes	Yes
01577	Mount Eden/Maungawhau R11_17	Mangawhau/Eden, 250 a Mount Eden Mount Eden	SEC 1 SO 454833; SEC 2 SO 454833; LOT 1 DP131932	A*		A,D,G	Refer to planning maps		Yes	Yes
01578	Mount Hobson/Remuera R11_16	Mount Hobson Domain, 181-225 Remuera Road, Remuera	SEC 1 SO 454849; PART ALLOT 2 SEC 11 SBRS OF AUCKLAND	A*		A,D,G	Refer to planning maps		Yes	Yes
01579	Mount Richmond/Otahuhu R11_13	Mount Richmond Domain, 1110 Great South Road, Mount Wellington	SEC 1 SO 454943; LOT 2 DP 106110	A*		A,D,G	Refer to planning maps		Yes	Yes
01580	Mount Roskill/Puketapapa R11_19	Winstone Park, 1109 Dominion Road, Mount Roskill	SEC 1 SO 454876	A*		A,D,G	Refer to planning maps		Yes	Yes

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01581	Mount St John/Te Kopuke R11_15	Mount St John Domain, 35, 39, 41, 43, 47A and 51A Mount St John Avenue, 11A Ranfurly Road, 28B and 30 Halifax Avenue, 12 Warborough Avenue, and 16A Belvedere Street, Epsom	SEC 1 SO 454980; LOT 2 DP 35331; LOT 13 DP 20564; LOT 1 DP 334602; LOT 2 DP 413830; PART ALLOT 17 SEC 11 SBRS OF AUCKLAND; LOT 2 DP 40391; LOT 1 DP 25811; PART LOT 23 DEEDS BLUE 52; LOT 2 DP 50836; LOT 1 DP 359371; LOT 1 DP 366545; LOT 4 DEEDS S 117; LOT 5 DEEDS S 117	A*		A,D,G	Refer to planning maps		Yes	Yes
01582	Mount Wellington/Maungarei R11_12	Mount Wellington Domain, 32-66 Mountain Road and 6-10 Homestead Drive, Mount Wellington	SEC 1 SO 454947; LOT 9DP 97274	A*		A,D,G	Refer to planning maps		Yes	Yes
01583	Oakley Creek historic landscape, including stone walls, mill site, historic bridge, Maori occupation site, and karaka trees	Oakley Creek Walkway, to east of Great North Road, south of North Western Motorway, between Cowley Street and Fir Street, Waterview	Sec 350 SO 434446; Sec352 SO 434446; Sec 355SO 434446; Sec 357 SO434446; Lot 3 DP 144585	B		A,D,G	Refer to planning maps		Yes	Yes
01584	Te Umuponga Pa site R11_91	Orakei Domain, 11 Tamaki Drive Orakei and 2-56 Kitemoana Street, Orakei		B		A,D,G	Refer to planning maps		Yes	Yes
01585	One Tree Hill /Maungakiekie R11_14	One Tree Hill Domain, Cornwall Park, 670 ManukauRoad, 197-211Green Lane West, Epsom	SEC 1 SO 454862; PART ALLOT 8A SEC 12 SBRS OF AUCKLAND; PART ALLOT 9 SEC 12 SBRS OF AUCKLAND; PART ALLOT 10 SEC 12 SBRS OF AUCKLAND; PART ALLOT 11 SEC 12 SBRS OF AUCKLAND; PART ALLOT 12 SEC 12 SBRS OF AUCKLAND; PART ALLOT 13 SEC 12 SBRS OF AUCKLAND	A*		A,D,G	Refer to planning maps	Post 1944 buildings	Yes	Yes
01586	Headland pa site R11_87	Orakei Basin West Reserve, 191-215 and 217- 219 Orakei Road, Remuera	LOT 1 DP 24664; LOT 2 DP 24664; LOT 3 DP 24664; LOT 4 DP 24664; LOT 5 DP 24664; LOT 6 DP 24664; LOT 7 DP 24664; LOT 8 DP 24664; LOT 9 DP 24664; LOT 10 DP 24664; LOT 11 DP 24664; LOT 12 DP 24664; LOT 13 DP 24664; PART LOT 33 DP 24664; LOT 1 DP 121862; ALLOT 286 SEC 16 SBRS OF AUCKLAND	B		A,D	Refer to planning maps		Yes	Yes
01587	Te Kōpua Kai a Hiku/Panmure Basin, including Mokoia pā site, terrace/midden, and middens R11_98, R11_1255, R11_1377, R11_1384, R11_1385, R11_2158 R11_2263, R11_2264, R11_2265, R11_2266	100, 100A, 156 and 160 Ireland Road, Tide Close, 29 Lagoon Drive, 18A, 18B and 18C Watene Road, 10, 2/10 and 3/10 Peterson Road, Panmure	LOT 13 DP 103106; LOT 5 DP 38031; LOT 16 DP 39257; LOT 1 DP 163060; LOT 4 DP 38031; LOT 11 DP 39257; LOT 1 DP 63153; LOT 26 DP 187852; LOT 1 DP 163061; LOT 1 DP 136102; LOT 128 DP 23141; LOT 129 DP 19438; LOT 1 DP 18016; LOT 2 DP 18016; LOT 3 DP 18016; PT LOT 4 DP 18016; PT ALLOT 64 SEC 2 VILLAGE PANMURE; PT ALLOT 77 SEC 2 VILLAGE PANMURE; PT ALLOT 63 SEC 2 VILLAGE PANMURE; LOT 40 DP 43120; LOT 41 DP 43120; PT ALLOT 21 SEC 4 VILLAGE PANMURE; LOT 5 DP 44717; ALLOT 23 SEC 4 SMALL LOTS PANMURE; road reserve; CMA	B	Entire extent of place	A,C,D	Refer to planning maps	All buildings and structures	Yes	Yes
01588	Tahuna Torea Sandspit site R11_220, R11_827, R11_830, including fish traps	Tahuna Torea Nature Reserve, 340 West Tamaki Road and Roberta Reserve, 20-22 Roberta Avenue, Glendowie	LOT 156 DP 41926; LOT 30DP 42881; ALLOT 65 DIST OF TAMAKI; ALLOT 208 DIST OF TAMAKI; ALLOT 209 DIST OF TAMAKI; ALLOT 374 DIST OF TAMAKI; CMA	B		A,C,D,G, H	Refer to planning maps		Yes	Yes
01589	Takaparawha Pa R11_92	Takaparawha Point, 2-56 Kitemoana Street, Orakei	SEC 2 SO 446761	B		A,D,G	Refer to planning maps		Yes	Yes
01590	Orakei World War II heavy anti-aircraft gun battery R11_1720	Takaparawha Point, 2-56 Kitemoana Street, Orakei	SEC 2 SO 446761	A*		A,D,F,G,H	Refer to planning maps		Yes	

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01591	Taylor's Hill/Taurere R11_96, including karaka trees	Taylor's Hill Reserve, 46 Crossfield Road, 250 West Tamaki Road, and 51 Cranbook Place, Glendowie	LOT 27 DP 45088; LOT 103 DP 19506; LOT 104 DP 19506; LOT 105 DP 19506; LOT 106 DP 19506; LOT 107 DP 19506; LOT 108 DP 19506; LOT 109 DP 19506; LOT 110 DP 19506; LOT 111 DP 19506; LOT 124 DP 19506; LOT 2 DP 45876; LOT 1 DP 171105	B		A,C,D,G	Refer to planning maps		Yes	Yes
01592	Headland pa site (Te Whau Pa) R11_102, R11_441, R11_958, R11_442, including karaka trees	Blockhouse Bay Beach Reserve, 69-79 Endeavour Street, Blockhouse Bay	ALLOT 727 PSH OF WAIKOMITI; road reserve; PART TIDAL LANDS MANUKAU HARBOUR SURVEY OFFICE PLAN 53502; CMA	B		A,D,G	Refer to planning maps		Yes	Yes
01593	Pollen's brickworks/Wright's pottery site R11_1509	Whau River, Patiki Reserve, 2 and 2A Patiki Road, Avondale	LOT 1 DP 351484; LOT 4 DP 136572; CMA	B		A,D,F,G,H	Refer to planning maps		Yes	
01595	Mount Albert Grammar School	Mount Albert Grammar School, 36 Alberton Avenue, Mount Albert	PART ALLOT 41 PSH OF TITIRANGI	B		A,B,F,G	Refer to planning maps			
01596	St Benedict's Catholic Church and Presbytery	5 Alex Evans Street (also known as 1 St Benedicts Street), Newton	LOT 30 DEEDS 1332; LOT 31 DEEDS 1332; LOT 32 DEEDS 1332; LOT 33 DEEDS 1332; LOT 34 DEEDS 1332; PART LOT 35 DEEDS 1332; LOT 36 DEEDS 1332; LOT 37 DEEDS 1332; road reserve	A	Church; presbytery	A,B,F,G,H	Refer to planning maps	Interior of presbytery; accessory buildings; car parking areas and gardens		
01597	Stoneleigh (former)/Epworth (former)	4 Alexis Avenue, Mount Albert	LOT 1 DP 481269	B	Residence	F,G	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature		
01598	Stone garage and fences	14, 16, 18 and 20 Alexis Avenue, Mount Albert	LOT 5 DP 21190; LOT 1 DP 59317; LOT 2 DP 59317; LOT 1 DP 47311; Lot 1 DP 67672; road reserve	B		F,H	Refer to planning maps	Interior of building(s)		
01599	Onehunga Railway Station (former)	38 Alfred Street, Onehunga	LOT 1 DP 37335	B		A,B,F	Refer to planning maps	Interior of building(s)		
01600	Rannoch House	77 Almorah Road, Epsom	PART LOT 6 DP 10257	B		A,B,F,G	Refer to planning maps			
01601	Hanna House	11 Arney Road, Remuera	Lot 3 DP 49896	B		A,F,H	Refer to planning maps	Interior of building(s)		
01602	Residence	27 Arney Road, Remuera	Lot 5 DP 419720	B		A,F,G,H	Refer to planning maps			
01603	St Aidan's Church	3-9 Ascot Avenue, Remuera	Lot 13 DP 279; Lot 21 DP 15262; PT Lot 22 DP 15262; PT Lot 23 DP 15262; Lot 32 DP 15262	B	1905 church; lych gate; war memorial	A,B,F	Refer to planning maps	Church hall; Social lounge; Parish office; Gathering space; interior of basement in 1905 church		
01604	Kinder House	2 Ayr Street (also known as 482 Parnell Road), Parnell	Lot 1 Deeds 582; Part Lot 2 Deeds 582	A	Residence	A,F,G	Refer to planning maps			
01605	Ewelme Cottage and grounds	14 Ayr Street, Parnell	Lot 2 DP 39658	A	Residence	A,F	Refer to planning maps		Yes	
01606	Residence	15 Bassett Road, Remuera	Lot 1 DP 413746, Lot 1 DP 369241	B		F,G	Refer to planning maps	Interior of building(s)		
01607	Awatea/Fairley	39 Bassett Road, Remuera	LOT 1 DP 199657	B		F,H	Refer to planning maps			
01608	Bray's Landing	Onehunga Bay Reserve, 71-91 Beachcroft Avenue, Onehunga	LOT 1 DP 126904	B		A,D	Refer to planning maps			
01609	St Michael's Catholic Church	6 Beatrice Road, Remuera	LOT 1 DP 209735	B	Church	A,B,F,G	Refer to planning maps	Interior of Parish House		
01610	Auckland Gas Company offices and store (former)	20 Beaumont Street, Freemans Bay	Lot 1 DP 211749; LOT 11 DP 211749	B		A,F	Refer to planning maps			
01611	Knox Church	4B Birdwood Crescent, Parnell	LOT 18 DP 1967; LOT 19 DP 1967; LOT 20 DP 1967	B		A,F,G	Refer to planning maps			
01612	Green Bay Mission(former)/Blockhouse Bay Baptist Church	504 Blockhouse Bay Road, Blockhouse Bay	LOT 2 DP 61718; LOT 73 DP 41822; LOT 74 DP 41822; LOT 75 DP 41822	B	Hall	A,B,G	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature		
01613	Residence	10A Bourne Street, Mount Eden	Lot 3 DP 81615	B		F	Refer to planning maps			

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01614	Residence	19 Brighton Road, Parnell	LOT 2 DP 100305	B		A,F	Refer to planning maps			
01615	Burrows House	4 Burrows Avenue, Parnell	LOT 2 DP 28969	B		A,F,G	Refer to planning maps			
01616	Royal Oak Hotel	1 Campbell Road, One Tree Hill	PT LOT 1 DP 11710; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01617	Residence	36 Carlton Gore Road, Newmarket	LOT 60 DP 3862	B		F,G,H	Refer to planning maps	Interior of building(s)		
01618	Oakley Hospital Main Building	1 Carrington Road, Mount Albert	LOT 5 DP 314949	A	Refer to Schedule 14.3 for the area of the Oakley Hospital Main Building that is identified as the primary feature that must be the used in applying rules relating to demolition or destruction	A,B,F,G,H	Refer to planning maps and Schedule 14.3	All buildings and structures constructed after 1905, whether attached to the Oakley Hospital Main Building or freestanding; all vegetation within the extent of place; all post 1905 modifications to the interior of the Oakley Hospital Main Building		
01619	Residence	2 Castle Drive, Epsom	LOT 2 DP 50252	B	Residence	A,F,G	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature		
01620	Church of the Assumption, including graveyard, presbytery, and gateposts	130 Church Street and 89-97 Galway Street, Onehunga	LOT 1 DP 321652; LOT 2 DP 321652	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01621	St Peter's Church tower and churchyard	184 Onehunga Mall, Onehunga	ALLOT 9 SEC 9 VILL OF ONEHUNGA	B		A,H	Refer to planning maps	Interior of building(s)		
01622	Anglican Church (former) site/Anglican cemetery	22-24 Church Street, Otahuhu	LOT 2 DP 29900	B		A,B	Refer to planning maps			
01623	Marire	37 Claude Road, Epsom	Lot 1 DP 9494; Lot 2 DP 9494; Lot 3 DP 9494	B		A,F	Refer to planning maps			
01624	Claybrook Cottage	6 Claybrook Road, Parnell	PART ALLOT 33A SEC 3 SBRS OF AUCKLAND	B		A,F	Refer to planning maps			
01625	Whare Tane	26 Clive Road, Mount Eden	LOT 2 DP 18407	A	Residence; garage	A,F	Refer to planning maps			
01626	Residence, including garage and gatehouse	2 Coles Avenue, Mount Eden	LOT 1 DP 15082	B		F,G,H	Refer to planning maps			
01627	Suffolk Hotel (former)/Cavalier Tavern	68 College Hill, Freemans Bay	LOT 14 ALLOT 19 SEC 8 SUBURBS AUCKLAND; LOT 15 ALLOT 19 SEC 8 SUBURBS AUCKLAND; road reserve	B	Building	A,G	Refer to planning maps	Interior of building(s); modern covered deck/extension; window awnings; garage		
01628	Acacia Cottage	Cornwall Park, 197-211 Green Lane West, Epsom	PART ALLOT 11 SEC 12 SBRS OF AUCKLAND	A	Cottage	A,B,F,G,H	Refer to planning maps	The rules in Chapter D17 Historic Heritage Overlay relating to relocation of Primary feature Category A place do not apply. Relocation within Cornwall Park must be treated as a discretionary activity		
01629	Sir Logan Campbell statue and fountain	Cornwall Park, 6 Campbell Crescent, Epsom	PART ALLOT 19 SEC 11 SBRS OF AUCKLAND	A	Fountain; statue; circular pathway	A,B,F,G,H	Refer to planning maps			

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01630	Te Mauri (Te Toka Tu Whenua)	Cornwall Park, 197-211 Green Lane West, Epsom	PART ALLOT 10 SEC 12 SBRS OF AUCKLAND	A	Obelisk	A,B,C	Refer to planning maps	The rules in Chapter D17 Historic Heritage Overlay relating to relocation of Primary feature Category A place do not apply. Relocation within Cornwall Park must be treated as a discretionary activity		Yes
01631	Residences	6-8 Cracroft Street, Parnell	SEC 28 SBRS OF AUCKLAND	B		F,G,H	Refer to planning maps			
01632	Residences	10-12 Cracroft Street, Parnell	LOT 23 DP 31615	B		F,H	Refer to planning maps			
01633	Residences	14-16 Cracroft Street, Parnell	LOT 24 DP 31615	B		H	Refer to planning maps			
01634	Dilworth Terrace Houses	1-8 Dilworth Terrace, Parnell	LOT 1 DP 97009	A	Each of the eight terrace houses	A,F,G,H	Refer to planning maps	Interior of building(s); carports and garages; gate posts on driveway entrance to Dilworth Terrace; modern skylights; French doors in rear elevation entrances of 1, 2 and 8 Dilworth Terrace		
01635	Auckland Domain Bandstand	Auckland Domain, 20 Park Road, Grafton	PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 13	B		B,G	Refer to planning maps			
01636	Auckland Domain Grandstand	Auckland Domain, 20 Park Road, Grafton	PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 13	A	Grandstand	A,B,F,G	Refer to planning maps			
01637	Auckland Domain Kiosk	Auckland Domain, 20 Park Road, Grafton	PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 13	B		A,F,G,H	Refer to planning maps			
01638	Auckland Domain Wintergarden	Auckland Domain, 20 Park Road, Grafton	PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 13	A	Entire extent of place	A,F,G,H	Refer to planning maps			
01639	Statue of Robert Burns	Auckland Domain, 20 Park Road, Grafton	PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 13	B		B,G,H	Refer to planning maps			
01640	Auckland War Memorial Museum and Cenotaph	Auckland Domain, 20 Park Road, Grafton	PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 13	A	Museum; cenotaph; parade grounds; Court of Honour steps	A,B,C,D,E,F,G,H	Refer to planning maps		Yes	Yes
01642	Dominion Road Methodist Church	426 Dominion Road, Mount Eden	PT LOT 1 DP 1699; PT LOT 9 DP 4293; PT LOT 10 DP 4293	B	Church	A,F,G,H	Refer to planning maps			
01643	St Albans Church	443 Dominion Road, Mt Eden	PART ALLOT 132 SEC 10 SBRS OF AUCKLAND	B		A,F,G,H	Refer to planning maps			
01644	Capitol Theatre	602-616 Dominion Road, Balmoral	Lot 1 DP 59284	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01645	Foresters Hall (former)/Maori Hall	5 Edinburgh Street, Newton	PART ALLOT 10 SEC 7 SBRS OF AUCKLAND	B		A,B,C,G	Refer to planning maps			Yes
01646	Residence	Blockhouse Bay Beach Reserve, 69-79 Endeavour Street, Blockhouse Bay	LOT 6 DP 29584; ALLOT 727 PSH OF WAIKOMITI	B		A,H	Refer to planning maps			
01647	Blockhouse Bay sea wall	Blockhouse Bay Beach Reserve, 69-79 Endeavour Street, Blockhouse Bay	PART TIDAL LANDS MANUKAU HARBOUR SURVEY OFFICE PLAN 53502; CMA	B		B,H	Refer to planning maps			
01648	Kohia Terrace School perimeter wall	Kohia Terrace School, 74 Epsom Avenue, Epsom	SEC 2 SO 67900; road reserve	B		A,F	Refer to planning maps			
01649	Residence	55 Esplanade Road, Mount Eden	LOT 1 DP 192966	B		A,F	Refer to planning maps			
01650	Moses Exler's House	1 Exler Place, Avondale	LOT 2 DP 89283	B		A,F,G	Refer to planning maps	Interior of building(s)		
01651	Otahuhu Methodist Church and School	498 Great South Road, Otahuhu	PT ALLOT 9 SEC 4 VILL OF OTAHUHU; road reserve	B		A,F,G	Refer to planning maps			

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01652	Stonemason's house	27-29 Falcon Street, Parnell	LOT 1 DP 194955; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		
01653	Worker's residence	15 Findlay Street, Ellerslie	LOT 1 DP 63800; road reserve	B	Residence	A,H	Refer to planning maps	Interior of building(s)		
01654	Worker's residence	23 Findlay Street, Ellerslie	SEC 53 LAWRY SETT; road reserve	B		A,H	Refer to planning maps	Interior of building(s)		
01655	Worker's residence	32 Findlay Street, Ellerslie	LOT 1 DP 177803; road reserve	B	Residence	A,H	Refer to planning maps	Interior of building(s)		
01656	Worker's residence	36 Findlay Street, Ellerslie	Lot 1 DP 316187; road reserve	B		A,H	Refer to planning maps	Interior of building(s)		
01657	Worker's residence	72 Franklin Road, Freemans Bay	LOT 15 ALLOT 18 SEC 8 SBRS OF AUCKLAND	B		F,G	Refer to planning maps			
01658	Rob Roy Hotel (former)/The Birdcage	123-133 Franklin Road, Freemans Bay	SEC 2 SO 461131; road reserve	B	Hotel	A,F,G	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature including extensions; motorway		
01659	Ford House (former)	4 Garden Road, Remuera	PT LOT 1 DP 17964	B		A,F,G,H	Refer to planning maps			
01660	Highwic	40 Gillies Avenue, Epsom	Lot 1 DP 28262	A	House; outbuildings	A,D,F,G	Refer to planning maps		Yes	
01661	Alfred Kidd House	74 and 76 Gillies Avenue, Epsom	Lot 1 DP 313509; LOT 2 DP313509; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		
01662	Rocklands	187 Gillies Avenue, Epsom	Lot 11 DP 14375	B		A,F	Refer to planning maps	Interior of building(s)		
01663	Pumping station and works depot (former)/Epsom Community Centre	200-206 Gillies Avenue, Epsom	LOT 2 DP 24459; PART LOT 3 DP 24459; road reserve	B		A,F,H	Refer to planning maps			
01664	Melville Park stone walls, posts and steps	Melville Park, 249-259 Gillies Avenue, Epsom	ALLOT 182 SEC 10 SBRS OF AUCKLAND	B	Stone walls; stone posts and pillars; stone steps	A,F	Refer to planning maps	Buildings and structures that are not the primary feature		
01665	Queen Victoria School	27 Glanville Terrace, Parnell	LOT 24 DP 21631	B		A,B,C	Refer to planning maps			Yes
01666	Kings College historic campus, including Main Block, King's College Memorial Chapel, and Charles T. Major Statue	41 Golf Avenue, Otahuhu	PART LAND CLAIM 269A FAIRBURNS GRANT	A	Chapel	B,F,G,H	Refer to planning maps	Canopy at the south end of the dining hall		
01669	Residence	123 Grafton Road, Grafton	Pt Lot 1 DP 77051	B		A,F,G	Refer to planning maps			
01670	Trinity Methodist Theological College (former)	136 Grafton Road, Grafton	LOT 1 DP 194379	B		A,F,G	Refer to planning maps			
01671	St Sepulchre's Church (former)	132 Grange Road, Mount Eden	PT LOTS 1 2 3 4-DP 1648	B		A,F,G	Refer to planning maps	Interior of building(s)		
01672	Tram shelter (former)	805 Great North Road, Grey Lynn	Lot 1 DP 88398; road reserve	B	Tram shelter	A,F	Refer to planning maps	Buildings and structures that are not the primary feature, including fences		
01673	Bakery	335A Great North Road, Grey Lynn	LOT 1 BLOCK 10 DP 329; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01675	St Joseph's Catholic Church and Bell Tower	456-470 Great North Road, Grey Lynn	Lot 1 DP 134414; road reserve	B		A,B,E,F,G,H	Refer to planning maps			
01676	Grey Lynn Public Library	474 Great North Road, Grey Lynn	PT LOT 2 DP 31852; PT LOT 3 DP 31852	B	Library	A,F,G	Refer to planning maps			
01677	Terrace Houses	495-503 Great North Road, Grey Lynn	LOT 2 DP 4926	B		A,F,G	Refer to planning maps	Interior of building(s)		
01678	Pumphouse	805 Great North Road, Grey Lynn	Lot 1 DP 88398	A	Pumphouse	A,B,D,E,F,G	Refer to planning maps	Buildings and structures that are not the primary feature	Yes	

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01679	Engineer's House	805 Great North Road, Western Springs	Lot 1 DP 88398	B	Engineer' s House	A,F	Refer to planning maps	Interior glass partitions of Engineer's House; buildings and structures that are not the primary feature; vegetation		
01680	Ambassador Theatre	1218-1220 GreatNorth Road, Point Chevalier	PT LOT 2 DP 21452 PT LOT 1 DP 9064; road reserve	B		A,F,G	Refer to planning maps			
01681	Church of Christ (former)/Avondale Lions Hall	1650 Great North Road, Avondale	PART ALLOT 345 PSH OF TITIRANGI	B		B,G	Refer to planning maps			
01682	War Memorial and Nixon Monument	2A Piki Thompson Way, Otahuhu	PT LOT 13 DP 19310; road reserve	A	War Memorial Monument; Nixon Monument and headstone; sundial	A,F,G,H	Refer to planning maps			
01684	Remuera Railway Station and signal box	Adjacent to 130 Great South Road, Remuera	Railway reserve	A	Railway station; signal box	A,B,F,G	Refer to planning maps			
01685	Simpson House	260 Great South Road, Remuera	LOT 48 DP 21896	B		A,F	Refer to planning maps	Interior of building(s)		
01686	Alexandra Park walls, gates and ticket booths	Alexandra Park, 354-378 Manukau Road and 223C Green Lane West, Epsom	LOT 2 DP 497761; LOT 3DP 492870; road reserve	B		A,F,H	Refer to planning maps			
01687	Greenlane Hospital historic campus, including Costley Blocks and Building 5	210 Green Lane West, Epsom	LOT 1 DP 204601		Costley Block - A; Building 5 - B	A,B,F,G,H	Refer to planning maps	Interior of building(s); eastern 1970's addition; lift tower; all vegetation		
01688	Huia Lodge	Cornwall Park, 197-211 Green Lane West, Epsom	PART ALLOT 11 SEC 12 SBRS OF AUCKLAND	B		A,F,G,H	Refer to planning maps	Car park area		
01690	Presbyterian Church	317 Onehunga Mall, Onehunga	Lot 1 DP 131091	B		A,B,F,G	Refer to planning maps			
01691	Residence	35 Grey Street, Onehunga	PT LOT 5 DP 14032	B		F,H	Refer to planning maps	Interior of building(s)		
01692	Anglican Vicarage	57 Grey Street, Onehunga	Lot 1 DP 87929	B		A,F,H	Refer to planning maps	Interior of building(s)		
01693	Kemp House (former)/Pleasant Villa	177 Grey Street, Onehunga	LOT 2 DP 35200	B		F,G,H	Refer to planning maps	Interior of building(s)		
01694	Residence	7-9 Heather Street, Parnell	LOT 27 DP 31615	B		F,G,H	Refer to planning maps			
01695	Pah Homestead and stables	Monte Cecilia Park, 72 and 72A Hillsborough Road, Hillsborough	SEC 1 SO 310206; SEC 2SO 310206; LOT 1 DP 380498; PART LOT 2 DP 380498; LOT 2 DP 399421; LOT 3 DP 327333	A	Homestead	A,B,D,F,G	Refer to planning maps	Interior of Stables	Yes	Yes
01697	Residence	14 Horoeka Avenue, Mount Eden	Lot 1 DP 373540	B		A,F	Refer to planning maps	Interior of building(s)		
01698	Beresford Street School (former)	Auckland Girls' Grammar School, 14-16 Howe Street, Freemans Bay	ALLOT 1 SEC 52 AUCKLAND CITY	B		A,F,G	Refer to planning maps	Interior of building(s)		
01699	Auckland Girls' Grammar School	Auckland Girls' Grammar School, 14-16 Howe Street, Freemans Bay	PART SEC 55 AUCKLAND City	B		A,F,G	Refer to planning maps	Interior of building(s)		
01700	Huntly House (former)	16-18 Huntly Avenue, Newmarket	Lot 2 DP 23627	B		F,G,H	Refer to planning maps			
01701	Catholic Cemetery	68 Hutton Street, Otahuhu	ALLOT 7 SEC 11 VILL OF OTAHUHU	B		A,B	Refer to planning maps			
01702	Ponsonby Baptist Church and Chapel/hall	43 Jervois Road, Herne Bay	LOT 6 ALLOT 13 SEC 8 SUBURBS AUCKLAND; LOT 7 ALLOT 13 SEC 8 SUBURBS AUCKLAND	A	Church	A,B,F,G,H	Refer to planning maps			
01703	St Stephen's Church	65 Jervois Road, Herne Bay	LOT 1 DP 155740	B		A,B,F,G,H	Refer to planning maps			
01704	Stichbury Apartments	89-95 Jervois Road, Herne Bay	LOT 1 DP 93988	B		A,F,G	Refer to planning maps			
01705	Residences	104-106 Jervois Road, Herne Bay	LOT 1 DP 90715	B		A,F,G	Refer to planning maps	Interior of building(s)		
01706	Bayfield Primary School (former)	272 Jervois Road, Herne Bay	LOT 1 DP 201632; LOT 2DP 201632	B		A,F,G	Refer to planning maps	Interior of building(s)		

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01707	St Stephen's Chapel and cemetery	12 Judge Street, Parnell	PART ALLOT 3 SEC 2 SBRS OF AUCKLAND	A	Chapel; cemetery	A,B,C,D,F,G	Refer to planning maps		Yes	Yes
01708	Parnell Baths	158 St Stephens Avenue, Parnell	PART ALLOT 23 SEC 2 SUBURBS OF AUCKLAND; PART AUCKLAND HARBOUR BOARD GRANT	B		A,F	Refer to planning maps			
01709	Holy Sepulchre Church and hall	2-10 Burleigh Street, Grafton	PART ALLOT 2 SEC 6 SBRS OF AUCKLAND	A	Church; hall	A,B,F,G,H	Refer to planning maps			
01710	Seccombe's Well	269 Khyber Pass Road, Epsom	LOT 1 DP 49270	B	Well	A,E	Refer to planning maps; limited to area within a one metre radius of well	Buildings and structures that are not the primary feature	Yes	
01711	Excelsior Building	465-475 Khyber Pass Road, Newmarket	Lot 2 DP 22145	B		A,F,H	Refer to planning maps			
01712	Kent's Building	481-487 Khyber Pass Road, Newmarket	LOT 1 DP 22145	B		A,F,H	Refer to planning maps			
01713	Carlton Club Hotel (former)	489 Khyber Pass Road, Newmarket	PART ALLOT 15 SEC 16 SBRS OF AUCKLAND	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01714	Residence	1 Kingsley Street, Westmere	Lot 1 DP 312257	B		F,G,H	Refer to planning maps	Interior of building(s)		
01715	Residence	2 Kingsley Street, Westmere	LOT 1 A 938; LOT 2 A 938; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01716	Residence	5 Kingsley Street, Westmere	Lot 1 DP 311785	B		F,H	Refer to planning maps	Interior of building(s)		
01717	Mary Atkin Cottage	Mary Atkin Reserve, 65, 71, and 73Kohimarama Road, Kohimarama	LOT 1 DP 28945; LOT 1 DP426169; LOT 2 DP 426169	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01718	Residence	177 Kohimarama Road, Kohimarama	LOT 27 DP 27807	B		A,F,H	Refer to planning maps			
01719	Christ Church and The Vicarage	167 and 169 Ladies Mile, Ellerslie	LOT 1 DP 190942; LOT 2DP 145627	B		A,B,F,G	Refer to planning maps			
01721	Mount Eden Prison	1 Lauder Road, Mount Eden	SEC 1 SO 441360; SEC2SO 441360; SEC 3 SO441360	A	Prison building; basalt perimeter wall	A,D,F,G	Refer to planning maps	Interior of building(s)	Yes	
01722	Gun emplacement	Chamberlain Park, 46A Linwood Avenue, Mount Albert	ALLOT 267 SEC 10 SBRS OF AUCKLAND	A	Gun emplacement	A,D,E	Refer to planning maps			
01723	Clay residence (former)/Lyndhurst	39 Lloyd Avenue, Mount Albert	LOT 1 DP 44143	B		A,F,G	Refer to planning maps			
01724	Spicer residence	24 Mainston Road, Remuera	LOT 5 DP 49950	B		A,F	Refer to planning maps			
01725	Otahuhu College	74 Mangere Road, Otahuhu	PART LOT 3 DP 4948; PART LOT 3 DP 2854	B		A,B,F,G	Refer to planning maps			
01726	School House	Diocesan School for Girls, 44 Margot Street, Epsom	LOT 1 DP 393716	B	School house	A,B,F,G	Refer to planning maps	Buildings and structures that are not the primary feature		
01727	St Barnabas's Chapel	Diocesan School for Girls, 44 Margot Street, Epsom	LOT 1 DP 393716	A	19th century chapel	A,B,F	Refer to planning maps	1922 extension, known as the Chapel of Our Glorified Lord; modern portico entrance, including interior; interior of the Chapel of Our Glorified Lord up to and including the colonnade and any surfaces on the shared wall that lines the interior of the 1922 chapel		
01728	Caughey House "Rahiri" (former)/Auckland Karitane Hospital (former)	1-3 McLean Street, Mount Albert	LOT 1 DP 95136	B	Caughey House	A,F,G	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature		

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01729	Auckland Grammar Custodian's House	Auckland Grammar School, 55-85 Mountain Road, Epsom	PART ALLOT 106 SEC 6 SBRS OF AUCKLAND	B		F,H	Refer to planning maps			
01730	Stoneways/William Henry Gummer's House (former)	46 Mountain Road, Epsom	LOT 2 DP 60602	A	Residence	A,F,G,H	Refer to planning maps			
01731	Auckland Grammar historic campus, including Main Building and War Memorial	Auckland Grammar School, 55-85 Mountain Road, Epsom	PART ALLOT 106 SEC 6 SBRS OF AUCKLAND	A	Main Building; war memorial	A,B,F,G,H	Refer to planning maps			
01732	Auckland Grammar Auditorium, pool, and library complex	Auckland Grammar School, 55-85 Mountain Road, Epsom	PART ALLOT 106 SEC 6 SBRS OF AUCKLAND	B		A,F,H	Refer to planning maps			
01734	Allendale/Edward Allen's House (former)	1 Mount Albert Road, Mount Albert	Lot 1 DP 42090	B		A,F	Refer to planning maps	Interior of building(s)		
01735	Phillipps' House	18 Mount Albert Road, Mount Albert	LOT 2 DP 33926	B		A,F	Refer to planning maps	Interior of building(s)		
01736	Alberton/Allan Kerr Taylor's House (former)	100 Mount Albert Road, Mount Albert	LOT 3 DP 51530	A	House	A,B,D,F,G,H	Refer to planning maps		Yes	
01737	Ranfurly Veterans' Home	539 Mount Albert Road, Three Kings	LOT 1 DP 204207	B		A,B	Refer to planning maps			
01738	Tram shelter	Bridgman Reserve, adjacent to 333 Mount Eden Road, Mount Eden	LOT 1 DP 40757; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
01739	Grafton Library (former)	2 Mount Eden Road, Grafton	LOT 1 DP 154109; road reserve	B		A,E,F,G	Refer to planning maps			
01740	Pumphouse	230-250 Symonds Street (also known as 4 Mount Eden Road), Grafton	LOT 2 DP 57654	B		A,F	Refer to planning maps			
01741	Marino Gardens Apartments	145-147 Mount Eden Road, Mount Eden	PT 1 DP 25650	B	Apartment building	A,F,H	Refer to planning maps	Interior of building(s), except for common spaces		
01742	Woods and Company Grocers (former)	151-161 Mount Eden Road, Mount Eden	PT LOT 1 DEEDS 1355; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01743	St Barnabas' Church	283 Mount Eden Road, Mount Eden	LOT 2 DEEDS BLUE 9; LOT 3 DEEDS BLUE 9; PART LOT 4 DEEDS BLUE 9; PART LOT 5 DEEDS BLUE 9	A	Church	A,B,F,G,H	Refer to planning maps			
01744	Residence	358 Mount Eden Road, Mount Eden	PT ALLOT 52 SEC 6 SBRS OF AUCKLAND	B		F,G,H	Refer to planning maps			
01745	Cucksey's Buildings	426 and 428-434 Mount Eden Road, Mount Eden	PART LOT 4 DP 19873; PART LOT 3 DEEDS S 21; PART ALLOT 11 SEC 6 SBRS OF AUCKLAND; road reserve	B		A,F,G,H	Refer to planning maps			
01746	Ambury's Dairy (former)	447 Mount Eden Road, Mount Eden	PT LOT 1 DP 38713; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01747	Crystal Palace Theatre	537 Mount Eden Road, Mount Eden	Lot 6 DP 21614; road reserve	B	Theatre	A,F	Refer to planning maps			
01748	Greyfriars Church	546 Mount Eden Road, Mount Eden	PT ALLOT 68 SEC 10 SBRS OF AUCKLAND	B		A,B,F,G	Refer to planning maps			
01749	Champtaloup House	621 Mount Eden Road, Mount Eden	LOT 11 DP 7650	B		A,F,H	Refer to planning maps			
01750	Upper Hampton	1A Watling Street, Mount Eden	LOT 1 DP 20205; LOT 2 DP 20205; LOT 3 DP 20205; LOT 4 DP 20205; LOT 5 DP 20205; LOT 6 DP 20205; LOT 7 DP 20205; LOT 13 DP 20205	B		A,F,H	Refer to planning maps	Interior of building(s)		
01751	Blinkbonnie Residence/Coldicutt House	753 Mount Eden Road, Mount Eden	LOT 1 DP 24810; LOT 2 DP 24810	A	House	A,F,H	Refer to planning maps			
01752	Tram shelter and public toilets	250 Mount Eden Road, Mount Eden	SEC 2 SO 454833; road reserve	B		A,F,G,H	Refer to planning maps			
01753	Prospect	27 Mount St John Avenue, Epsom	LOT 6 DP 17185	B		A,F,H	Refer to planning maps			
01754	Van Dammes Cottage	136A Mount Wellington Highway, Mount Wellington	Lot 3 DP 55508	B		A,F	Refer to planning maps	Interior of building(s)		

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01755	Waikaraka Grounds and cemetery, including military cemetery	Waikaraka Park and Waikaraka Cemetery, 175-243 Neilson Street and 21 Waikaraka Road, Te Papapa	PART LOT 1 DP 25356; PART ALLOT N61 SM LOTS NEAR ONEHUNGA; PART ALLOT N44 SM LOTS NEAR ONEHUNGA; PART ALLOT N45 SM LOTS NEAR ONEHUNGA; PART ALLOT N46 SM LOTS NEAR ONEHUNGA; PART ALLOT N47 SM LOTS NEAR ONEHUNGA; PART ALLOT N48 SM LOTS NEAR ONEHUNGA; PART ALLOT N86 SM LOTS NEAR ONEHUNGA; ALLOT 96 SM LOTS NEAR ONEHUNGA; PART ALLOT 80 SM LOTS NEAR ONEHUNGA; ALLOT 87 SM LOTS NEAR ONEHUNGA; PART MANUKAU HARBOUR BED; ALLOT M61 SM LOTS NEAR ONEHUNGA; ALLOT S44 SM LOTS NEAR ONEHUNGA; LOT 6 DP 25356; ALLOT S45 SM LOTS NEAR ONEHUNGA; ALLOT S46 SM LOTS; road reserve	B		A,B,H	Refer to planning maps	Post-1970s buildings; power pylons; buildings along Captain Springs Road on the street side of the 1930s park wall	Yes	
01756	Onehunga Woollen Mills	273 Neilson Street, Te Papapa	Pt Lot 1 DP 99052	B	Four 19th century brick buildings (V1-4) grouped centrally to the Neilson Street frontage (refer to Schedule 14.3)	A,F	Refer to planning maps and Schedule 14.3	Interior of building(s); gate pier not attached to building V4; buildings that are not the Primary Feature		
01757	Page's Building	460-466 New North Road, Kingsland	LOT 1 DP 51582; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01758	Portland Buildings	463-475 New North Road, Kingsland	Lot 1 DP 457345; Lot 2DP457345; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01759	Page's Grain and Forage Store	468-472 New North Road, Kingsland	Lot 2 DP 51582; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
01760	Kingsland Post Office (former)	478 New North Road, Kingsland	LOT 1 DP 123174	B		A,F,G,H	Refer to planning maps			
01761	St Lukes Church and cemetery	704A New North Road, Saint Lukes	PART ALLOT 170 SEC 10 SBRS OF AUCKLAND	A	Church; cemetery	A,B,F,G,H	Refer to planning maps			
01762	Ferndale House	Ferndale Park, 830 New North Road, Mount Albert	PART ALLOT 40 PSH OF TITIRANGI	B		A,B,F,G,H	Refer to planning maps			
01763	Mount Albert Methodist Church	837 New North Road, Mount Albert	PART LOT 40 DEEDS S132A	B		A,B,F,G,H	Refer to planning maps			
01764	St Mary's Chapel and the Stella Maris Building	3-9 New Street, Ponsonby	PART ALLOT 14 SEC 8 SBRS OF AUCKLAND	A	Chapel	A,B,F,G,H	Refer to planning maps			
01766	Bishop's House	30 New Street, Ponsonby	LOT 1 DP 20314	A	Bishop's House, excluding attached cottage	A,B,F,G,H	Refer to planning maps	Interior of attached cottage; the interior and exterior of attached modern buildings		
01767	Orange Ballroom	141-149 Newton Road, Eden Terrace	LOT 1 DP 477607	B	Ballroom building	A,F,G	Refer to planning maps			
01768	Residence	Arthur Curry Reserve, 37 New Windsor Road, Avondale	Lot 1 DP 166931	B		A,F	Refer to planning maps			
01771	Residence	70 Normans Hill Road, Onehunga	LOT 4 DP 155135	B		A,F	Refer to planning maps			
01772	Oakfield	9 Oakfield Avenue, Mount Albert	Lot 1 DP 396262	B		A,F	Refer to planning maps			
01773	Bramcore Residence (former)/Florence Court	6 Omana Avenue, Epsom	LOT 8 DP 26251	A	House	A,F,G,H	Refer to planning maps			
01774	Sir John Logan Campbell's grave and One Tree Hill obelisk	One Tree Hill Domain, 670 Manukau Road, Epsom	SEC 1 SO 454862	A	Grave; obelisk	A,B,D,F,G,H	Refer to planning maps		Yes	Yes
01776	Post Office (former)	120 Onehunga Mall, Onehunga	ALLOT 50 SEC 17 VILL OF ONEHUNGA	A	Post Office	A,F,G,H	Refer to planning maps			
01777	Onehunga Club	303 Onehunga Mall, Onehunga	ALLOT 3 SEC 5 VILL OF ONEHUNGA	B		A,B	Refer to planning maps	Interior of building(s)		

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01778	Residence	79 Orakei Road, Remuera	PART ALLOT 120 SEC 16 SUB OF AUCKLAND	B		A	Refer to planning maps			
01779	Kent's Bakery (former)	2-8 Osborne Street, Newmarket	Lot 1 DP 22146; Lot 2 DP 22146; road reserve	B	Bakery building	A,F,H	Refer to planning maps	Interior of building(s)		
01780	Residence	57 Owens Road, Epsom	LOT 1 DP 67190	B		A,F,G	Refer to planning maps			
01781	Auckland Domain Grafton Gateway	Auckland Domain, 20 Park Road, Grafton	PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 13	B		A,F,G,H	Refer to planning maps			
01782	Residence	189 Park Road, Newmarket	PART LOT 4 DP 2169; PT LOT 5 DP 2169; PT LOT 5 DP 2169	B	Residence	F,G	Refer to planning maps	Interior of building(s); modern extension		
01783	Parnell Rail Bridge	Parnell Rise, Parnell	LOT 1 DP 151550; road reserve; railway reserve	A	Bridge; piers; viaduct	A,F,G,H	Refer to planning maps			
01784	Horse hitching post	Adjacent to 439 Parnell Road, Parnell	LOT 4 DP 103838; road reserve	A	Post	A,F,H	Refer to planning maps; limited to area within a one metre radius of post			
01785	Old Coffee House	46 Parnell Road, Parnell	LOT 1 DP 483177; road reserve	B		F,G	Refer to planning maps			
01786	Mayfair Flats	75 Parnell Road, Parnell	LOT 19 DP 31615	B		A,F,H	Refer to planning maps			
01787	Exchange Tavern	99-101 Parnell Road, Parnell	Lot 2 DP 314705; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
01788	Windsor Castle Hotel (former)	144 Parnell Road, Parnell	LOT 10 DP 2339	B		A,F,H	Refer to planning maps	Interior of building(s)	Yes	
01789	St John the Baptist Church and Convent	212 Parnell Road, Parnell	LOT 6 ALLOT 73 SEC 1 SBRS OF AUCKLAND; LOT 7 ALLOT 73 SEC 1 SBRS OF AUCKLAND; LOT 8 ALLOT 73 SEC 1 SBRS OF AUCKLAND; LOT 9 ALLOT 73 SEC 1 SBRS OF AUCKLAND; road reserve	A		A,F	Refer to planning maps	Interior of convent building		
01790	Whitby Lodge (former)	330 Parnell Road, Parnell	Lot 1 DP 28795	B		A,F	Refer to planning maps			
01791	Hulme Court	350 Parnell Road, Parnell	LOT 3 DP 30020; road reserve	A	Residence	A,F	Refer to planning maps		Yes	
01792	Parnell Library and hall (former)	390 and 394 Parnell Road, Parnell	LOT 1 DP 173062; LOT 2 DP 173062; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
01793	St Mary's Church	446 Parnell Road, Parnell	LOT 1 DP 93398; road reserve	A	Church	A,B,F,G	Refer to planning maps			
01794	Royal New Zealand Foundation for the Blind office and workshops (former)	545 Parnell Road, Parnell	LOT 2 DP 362696; Lot 3 DP 362696; LOT 8 DP 362696; road reserve	A	Former office; former workshop	A,B,F,G,H	Refer to planning maps	Interior of workshop building		
01796	Penrose Farm House (former)	79 Penrose Road, Mount Wellington	PART LOT 1 DP 23256	A	House	A,F,H	Refer to planning maps	Interior of building(s)		
01797	Newton Police Station (former)	1 Ponsonby Road, Freemans Bay	LOT 5 DP 81579	B		A,F,G,H	Refer to planning maps			
01798	Unitarian Church	1A Ponsonby Road, Freemans Bay	LOT 43 DEEDS CITY 44	B		A,F,H	Refer to planning maps			
01799	Gas lamp	Adjacent to 8 Ponsonby Road, Ponsonby	Road reserve	A	Lamp	A,F,H	Refer to planning maps; limited to area within a two metre radius of pole			
01800	Allendale	50-52 Ponsonby Road, Ponsonby	LOT 1 BLOCK 27 DP 242; LOT 2 BLOCK 27 DP 242; road reserve	B		F,G,H	Refer to planning maps			
01801	Shop and residence	78-86 Ponsonby Road (also known as 86 Ponsonby Road), Ponsonby	LOT 12 SEC 27 SUBURBS AUCKLAND; road reserve	B		F,H	Refer to planning maps	Interior of building(s)		
01802	Commercial building	118-126 Ponsonby Road, Ponsonby	LOT 4 BLOCK 67 DP 242; LOT 5 BLOCK 67 DP 242; road reserve	B		A,F,H	Refer to planning maps			
01803	Shop and residence	179-181 Ponsonby Road, Freemans Bay	PART LOT 31 DP 3270; road reserve	B		F,H	Refer to planning maps	Interior of building(s)		
01804	Shop	183-189 Ponsonby Road, Freemans Bay	PART ALLOT 20 SEC 8 SBRS OF AUCKLAND	B		F,G,H	Refer to planning maps	Interior of building(s)		

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01805	Holmdene	195 Ponsonby Road, Freemans Bay	LOT 68 DP 30; PART LOT69 DP 30; PART LOT 70 DP30; road reserve	B		F,G	Refer to planning maps	Interior of building(s)		
01806	Terrace houses	203-209 Ponsonby Road, Freemans Bay	LOT 2 DP 18603; LOT 3 DP18603; LOT 4 DP 18603; LOT 5 DP 18603; LOT 6 DP18603; LOT 7 DP 18603; road reserve	B		F,G,H	Refer to planning maps	Interior of building(s)		
01807	Shops and residences	218-224 Ponsonby Road, Ponsonby	PT LOT 4 ALLOT 30 SEC 8 SUBURBS AUCKLAND; road reserve	B		F,H	Refer to planning maps	Interior of building(s)		
01808	St John's Church	229A Ponsonby Road and 32 Arthur Street, Freemans Bay	Lot 1 DP 588770; Lot 2 DP 588770	B	Church	A,B,F,G	Refer to planning maps	Post-1977 additions		
01809	Letholite Factory (former)	239 Ponsonby Road, Freemans Bay	LOT 1 DP 186993	B		A,F,H	Refer to planning maps	Interior of building(s)		
01810	Shops	256-262 Ponsonby Road, Ponsonby	ALLOT 68 SEC 8 SUBURBS AUCKLAND; road reserve	B	Circa 1910 shop buildings	F,H	Refer to planning maps	Interior of building(s)		
01811	Shops	264-272 Ponsonby Road, Ponsonby	DP 17456; road reserve	B	Building	F,H	Refer to planning maps	Interior of building(s)		
01812	Britannia Theatre (former)	283 Ponsonby Road, Freemans Bay	LOT 2 DP 3987; PT LOT 3 DP 3987; LOT 4 DP 3987; LOT 5 DP 3987; PT LOT 42 DP 4804; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
01813	Shops	286-292 Ponsonby Road, Ponsonby	LOT 1 DP 48986; road reserve	B	Building	A,H	Refer to planning maps	Interior of building(s)		
01814	Wharema	34 Portland Road, Remuera	LOT 2 DP 476894	B		F,G,H	Refer to planning maps			
01815	War Memorial, including pillars, gates and stone walls	Auckland Normal Intermediate School, Poronui Street, Mount Eden	SEC 1 SO 67900; SEC 2SO 67900; SEC 2 SO63307; road reserve	B		A,B,H	Refer to planning maps			
01816	Ninnis Building	19 Princes Street, Onehunga	LOT 1 DP 25555; road reserve	B	Building	A,E,F,G,H	Refer to planning maps	Interior of building(s)		
01817	Carnegie Library (former)	55 Princes Street, Onehunga	PART LOT 15 DP 33447; road reserve	A	Library building	A,F,G,H	Refer to planning maps			
01818	Laishley House	Jellicoe Park, 1 Park Gardens (corner Quadrant Road and Grey Street), Onehunga	PART ALLOT 14 SEC 36 VILL OF ONEHUNGA	B		A,F,H	Refer to planning maps			
01819	Blockhouse	Jellicoe Park, 1 Park Gardens (corner Quadrant Road and Grey Street), Onehunga		A	Blockhouse building	A,F,H	Refer to planning maps			
01820	Panmure Tavern	163 Queens Road, Panmure	LOT 3 DP 111900	B		F,H	Refer to planning maps	Interior of building(s)		
01821	Mount Wellington Stone Cottage	1 Kings Road, Panmure		A	Cottage	A,H	Refer to planning maps			
01822	St George's Church	19 Ranfurly Road, Epsom	LOT 2 DP 122506; road reserve	B		A,F,H	Refer to planning maps			
01823	Marivare	60 Ranfurly Road, Epsom	LOT 1 DP 193674	A	Residence	A,H	Refer to planning maps	Interior of building(s)		
01824	St Mark's Church and cemetery	93 Remuera Road, Remuera	PART ALLOT 2 SEC 11 SBRS OF AUCKLAND; road reserve	A	Sanctuary building; cemetery	A,B,F,H	Refer to planning maps			
01825	Residence	229 Remuera Road, Remuera	LOT 1 DP 167345	B		F,H	Refer to planning maps			
01826	Kings School Chapel/stables (former)	Kings School, 258 Remuera Road, Remuera	ALLOT 26 SEC 16 SBRS OF AUCKLAND	B	Chapel	F,H	Refer to planning maps			
01827	Remuera Public Library	431-435 Remuera Road, Remuera	PART LOT 2 DP 17675	A	Main building	A,F,G,H	Refer to planning maps			
01828	McLaren Service Station (former)	586-592 Remuera Road, Remuera	PART ALLOT 189 SEC 16 SBRS OF AUCKLAND	B		A,B,F,G,H	Refer to planning maps			

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01829	Renall Street Houses	1, 3, 5, 7, 9, 11, 13,15, and 17 and 2, 4,6, 8, 10, 12, 14, 16,18, 20, 22, and 24Renall Street, Freemans Bay	LOT 30 ALLOT 19 SEC 8 SUBURBS AUCKLAND; LOT 31 ALLOT 19 SEC 8 SUBURBS AUCKLAND; LOT 32 DP 533; LOT 33 ALLOT 19 SEC 8 SUBURBS AUCKLAND; PT ALLOT 19 SEC 8 SUBURBS AUCKLAND; LOT 35 DP 10653; LOT 36 DP 10653; LOT 37 DP 10653; LOT 38 DP 13648; LOT 39 DP 13648; LOT 40 DP 13648; LOT 41 DP 13648; LOT 23 DP 96; LOT 24 DP 96; LOT 25 DP 96; LOT 26 DP 96; LOT 27 DP 96; LOT 28 DP 96; LOT 29 DP 96; LOT 1 DP 189335; PT LOT 21 DP 96; PT LOT 22 DP 96; road reserve	A	Residences	A,F,G,H	Refer to planning maps			
01830	Costley Training Institute (former)/Carlile House	84-88 Richmond Road, Ponsonby	LOT 1 DP 134533	A	Main building	A,F,H	Refer to planning maps			
01831	Residence	334 Richmond Road, Grey Lynn	PART LOT 1A A 938	B		F,G,H	Refer to planning maps			
01832	Residence	350 Richmond Road, Grey Lynn	LOT 2A A 938	B		F,G,H	Refer to planning maps			
01833	Richmond Building	401-413 Richmond Road, Grey Lynn	PART LOT 108 DP 322; PART LOT 109 DP 322; PT LOT 109 ALLOT 3SEC 9 SUBURBS AUCKLAND; PART LOT 110 DP 322; PT ALLOT 5 SEC 9 SUBURBS AUCKLAND; road reserve	B		F,G,H	Refer to planning maps	Interior of building(s)		
01834	Residence	439 Riddell Road, Glendowie	LOT 2 DP 118021	B		F,G	Refer to planning maps			
01835	Kulka House	52 Roberta Avenue, Glendowie	PART LOT 1 DP 44209	B		F,G	Refer to planning maps			
01836	Rockwood House	3 Rockwood Place, Epsom	LOT 2 DP 75574	B		A,F,H	Refer to planning maps			
01838	Thom House (former)	7 Sainsbury Road, Mount Albert	LOT 2 DP 41382	B		F,G	Refer to planning maps			
01839	Residence	85 Sarsfield Street, Herne Bay	LOT 1 DP 470317; road reserve	B		F,G	Refer to planning maps			
01840	Residence	7 Selby Square, Ponsonby	LOT 3 DP 20579	B		A,F	Refer to planning maps			
01841	Onehunga Primary School (former)	83 Selwyn Street, Onehunga	LOT 1 DP 189657	A	School building	A,B,F,G	Refer to planning maps			
01842	Chateau Lafite	119 Selwyn Street, Onehunga	LOT 1 DP 176408	B		A,H	Refer to planning maps	Interior of building(s)		
01843	Roselle House and grounds	Saint Kentigern Boys' School, 74-84 Shore Road, Remuera	ALLOT 92 SEC 16 SBRS OF AUCKLAND	B	Roselle House	A,F,H	Refer to planning maps			
01844	Pumphouse	2 Spring Street, Onehunga	LOT 1 DP 147935	A	Pumphouse	A,F,H	Refer to planning maps	Interior of building(s)		
01845	St Andrew's Church	92-98 St Andrews Road, Epsom	PART ALLOT 61 SEC 10 SBRS OF AUCKLAND	A	Church	A,B,F,G,H	Refer to planning maps			
01847	The Stables	30 St Benedicts Street, Newton	LOT 1 DP 32276	B		A,E,F,H	Refer to planning maps			
01848	Residence	1 St Georges Bay Road, Parnell	LOT 3 DP 93399	B		F,G	Refer to planning maps			
01849	Melmerly College	42 St Georges Bay Road, Parnell	PART ALLOT 75 SEC 1 SBRS OF AUCKLAND	B		A,B,F	Refer to planning maps			
01850	Carmichael House	66 St Georges Bay Road, Parnell	LOT 1 DP 177914	B		A,F	Refer to planning maps			
01851	St Ninian's Church and cemetery	17-19 St Georges Road, Avondale	LOT 1 DP 122863	B		A,H	Refer to planning maps			
01852	Whau Hall (former)/City Council Library (former)	18 St Georges Road, Avondale	LOT 2 DP 151889	B		A,B,F	Refer to planning maps	Interior of building(s)		
01853	Hollywood Theatre/Grosvenor Theatre (former)/Avondale Town Hall (former)	20 St Georges Road, Avondale	LOT 2 DP 151889	B		A,B,F	Refer to planning maps	Interior of building(s)		
01854	St Heliers Bay Library	32 St Heliers Bay Road, St Heliers	LOT 7 BLOCK II DP 410	B		B,F,G	Refer to planning maps			

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01855	Glen Orchard	91 St Heliers Bay Road, St Heliers	LOT 1 DP 77709	B		A,F,H	Refer to planning maps	Interior of building(s)		
01856	Blumenthal/Mondrian House	317 St Heliers Bay Road, St Heliers	LOT 2 DP 43574	B		A,F,H	Refer to planning maps			
01857	St John's College historic campus	188-226 St Johns Road, Meadowbank	LOT 1 DP 487854	A	Chapel; Dining Hall/Waitoa Room	A,B,D,F,G,H	Refer to planning maps		Yes	
01860	St Jude's Church and hall	27 St Jude Street, Avondale	PART ALLOT 164 PSH OFTITIRANGI; road reserve	B		F,G,H	Refer to planning maps			
01861	Ponsonby Post Office	1-3 St Marys Road, Ponsonby	LOT 1 DP 123175	A	Post Office	A,F,G,H	Refer to planning maps			
01862	Fire Brigade Building (former)	13 St Marys Road, Ponsonby	LOT 3 ALLOT 17 SEC 8 SUBURBS AUCKLAND; road reserve	B	Fire station building	A,F,H	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature		
01863	Leys Institute Gymnasium and Public Library	20 St Marys Road, Ponsonby	PART ALLOT 13 SEC 8 SBRS OF AUCKLAND; LOT 11 DEEDS BLUE F; LOT 1DP 120395; road reserve	A	Gymnasium; library	A,B,F,G,H	Refer to planning maps			
01865	Pompallier House	57 St Marys Road, Ponsonby	LOT 4 DP 20314; road reserve	A	Pompallier House	A,F,G,H	Refer to planning maps			
01866	Residence	58 St Marys Road, Ponsonby	SEC 1 SO 475686; SEC 2SO 475686	B		A,F	Refer to planning maps	Interior of building(s)		
01867	Selwyn Court and Library	6-10 St Stephens Avenue, Parnell	LOT 2 DEEDS S 100; LOT 3DEEDS S 100; road reserve	A	Building	A,B,F,G,H	Refer to planning maps			
01868	Neligan House	12 St Stephens Avenue, Parnell	Lot 2 DP 36022	A	Residence	A,F,G,H	Refer to planning maps	Interior of building(s)		
01869	Old Deanery	17 St Stephens Avenue, Parnell	Lot 2 DP 93400	A	Residence	A,B,F,G,H	Refer to planning maps			
01870	Paykel House	42 St Stephens Avenue, Parnell	Lot 1 DP 388224	B		A,F,G,H	Refer to planning maps			
01871	St Paul's Methodist Church	12 St Vincent Avenue, Remuera	Lot 2 DP 15262	B		F,G,H	Refer to planning maps			
01872	Newman House/Cotter House/Oaklands	2 St Vincent Avenue, Remuera	Lot 2 DP 41384	B		A,F	Refer to planning maps	Interior of building(s)		
01873	Swan Hotel (former)	2 Stanley Street, Parnell	Part Sec 11 City of Auckland; Allot 3 Sec 11Auckland City; Allot 4 Sec 11 Auckland City; road reserve	B		A,B,F,H	Refer to planning maps			
01874	Residence	29 Stilwell Road, Mount Albert	Lot 2 DP 16922	B		A,F,G	Refer to planning maps			
01875	Residence	9 Summer Street, Ponsonby	Lot 6 DP 23908	B		A,F	Refer to planning maps			
01876	Residence	4 Takutai Street, Parnell	Lot 2 Deeds 669	A	Residence	A,F,H	Refer to planning maps			
01877	Drinking fountain	Vellenoweth Green, 353-359 Tamaki Drive, Saint Heliers		B		A,F,H	Refer to planning maps			
01879	Kohimarama Beach Changing Rooms	Kohimarama Beach Reserve, 72 Tamaki Drive, Kohimarama	Lot 69 Deeds 326; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
01880	Trevor Moss Davis Memorial Fountain	Selwyn Reserve, 48-56 Tamaki Drive, Mission Bay	Part Lot 7 DP 22640	B		F,G,H	Refer to planning maps			
01883	Okahu Bay Changing Rooms	Okahu Bay Reserve, 14 Tamaki Drive, Okahu Bay, Orakei	Sec 24 Block VIII Rangitoto SD; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
01884	St Heliers Changing Rooms	St Heliers Bay Beach Reserve, 384 Tamaki Drive, St Heliers	Road reserve; CMA	B		A,F,H	Refer to planning maps	Interior of building(s)		
01885	Pumping Station (former)	19 Tamaki Drive, Orakei	Part Lot 1 DP 45244; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
01887	Garden Court Flats	105 Tamaki Drive, Mission Bay	Lot 36 DP 20244	B		F,G,H	Refer to planning maps			
01888	Auckland Electric Power Board Substation	62-66 The Drive, Epsom	Lot 1 DP 316321	B		A,F	Refer to planning maps	Interior of building(s)		
01889	New Zealand Loan and Mercantile Wool Store (former)	121-125 The Strand, Parnell	Lot 1 DP 318725; road reserve	B		A,F,G,H	Refer to planning maps			
01890	St Matthias Anglican Church and cemetery	5 Thompson Road, Panmure	Lot 16 DP 49462	A	Church	A,F,H	Refer to planning maps			

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01891	Pumphouse (former)	Three Kings Reserve, Grahame Breed Drive, Three Kings	PART ALLOT 85B SEC 10 SBRS OF AUCKLAND; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
01892	Pearson House	10 Titoki Street, Parnell	LOT 7 DP 362696; LOT 8DP 362696	A	Building	A,F,G	Refer to planning maps	Interior of building(s)		
01893	Emerald Lodge	4 Tohunga Crescent, Parnell	Lot 1 DP 392387	A	Residence	A,F	Refer to planning maps			
01894	Residence	4 Upland Road, Remuera	Lot 1 DP 92959	B		F,G,H	Refer to planning maps and Schedule 14.3			
01895	Mount Eden Borough Council and Fire Station (former)	64 Valley Road, Mount Eden	Lot 1 DP 24821; Lot 2 DP24821; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01896	War Memorial Gates	Mount Eden Normal Primary School, 73 Valley Road, Mount Eden	Part Lot 1 13 DP 1; road reserve	B		B,F,G,H	Refer to planning maps			
01897	Mitchelson House, Stables and Duchesne Building	Baradene College, 235-237 Victoria Avenue, Remuera	Part Lot 14 DP 44273; road reserve	B	Mitchelson House; stables; Duchesne Building	A,B,F,G,H	Refer to planning maps			
01898	Fencible Cottage (former)	111 Victoria Street, Onehunga	Lot 4 DP 7208	A	Cottage	A,F,H	Refer to planning maps			
01899	St James Church and hall (former)	31 Esplanade Road, Mount Eden	Part Lot 16 Deeds 1355; Part Lot 17 Deeds 1355; road reserve	B		B,F,G,H	Refer to planning maps			
01900	Residence	37 Wairakei Street, Greenlane	Part Allot 7 Sec 12 Sbrs of Auckland	B		A,F,G,H	Refer to planning maps			
01901	Residence	58 Wallace Street, Herne Bay	Part Lot 3 DP 2335	B		F,G	Refer to planning maps			
01902	Shera House	9 Wharua Road, Remuera	Part Lot 8 DP 30408	B		F,G	Refer to planning maps	Interior of building(s)		
01903	Grey Lynn Council Offices (former)	1 Williamson Avenue, Grey Lynn	Lot 11 Block 28 DP 242	B		A,F,G	Refer to planning maps			
01904	Residence	40 Wood Street, Freemans Bay	Lot 1 DP 76388	B		A,F,G	Refer to planning maps	Interior of building(s)		
01905	Residence	10 Woodward Road, Mount Albert	Lot 9 DP 16800; Part Lot 10 DP 16800; road reserve	B		F,G	Refer to planning maps			
01906	Albert Street basalt wall, including gate, fence, lamp and toilets	Albert Street (Durham Street West intersection), Auckland Central	Road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01907	Tram pole	Road reserve, adjacent to 2 Emily Place, Auckland Central	Road reserve	B		A,D,F	Refer to planning maps		Yes	
01908	Churton Memorial	25 Emily Place, Auckland Central		A	Memorial structure	B,F,G	Refer to planning maps			
01909	Original foreshore sea wall	Behind 108-114 Fanshawe Street, Auckland Central	LOT 1 DP 66463; LOT 2 DP66463; LOT 3 DP 7913; PART ALLOT 9 SEC 20 SBRS OF AUCKLAND; road reserve	B		A,G,H	Refer to planning maps			
01910	Grafton Bridge	Grafton Bridge, between Symonds Street and Grafton Road, Grafton	Road reserve	A	Bridge	A,B,E,F,G	Refer to planning maps			
01911	Wesleyan Chapel/Court entrance (former), including stairs and railings	Freyberg Place, adjacent to 42D High Street, Auckland Central	Lot 1 DP 183581; road reserve	B		A,C,F	Refer to planning maps			
01914	Albert Barracks Wall	University of Auckland, 22 Princes Street (also known as 16-24 Princes Street), Auckland Central	Allot 3 Sec 6 Auckland City; Allot 3 Sbrn Sec 2 Sec 13 Auckland City; Allot 9 Sbrn Sec 2 Sec 13 Auckland City	A	Remnant wall	A,D,F,G,H	Refer to planning maps and Schedule 14.3		Yes	
01915	Auckland Harbour Board Fence	Quay Street, between Lower Hobson Street and Britomart Place, Auckland Central	LOT 17 DP 131565; LOT 3DP 179758; PART LOT 37DP 131568; LOT 14 DP131564; road reserve	A	Entire fence including panels, pylons, handrails, and gates	A,F,G,H	Refer to planning maps			
01916	Wind Tree	49-63 Jellicoe Street, Wynward Quarter	Sec 6 SO 415995; road reserve	B		A,F,G,H	Refer to planning maps			
01917	Horse trough	Road reserve, adjacent to corner of Sturdee Street Market Place, Auckland Central	Road reserve	B		A,F,H	Refer to planning maps			
01918	Victoria League Statue and New Zealand Wars Memorial	51A Symonds Street, Wakefield Street Reserve, Auckland Central	Lot 2 DP 86367	B		A,F,G,H	Refer to planning maps			
01919	Greer Twiss sculpture	Grafton Cemetery West, 105-107Symonds Street, corner of Karangahape Road, Auckland Central	Part Lot 1 DP 18958; road reserve	B		A,F	Refer to planning maps			

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01920	Lamp stands	Road reserve, adjacent 2 Drake Street and 3 Vernon Street, Auckland Central	Road reserve	B		F,G,H	Refer to planning maps			
01921	Airedale Street Cottages	30-32 Airedale Street, Auckland Central	Lot 2 DP 93721	B		A,F	Refer to planning maps	Interior of building(s)		
01922	Ara Lodge	87 Airedale Street, Auckland Central	Part Allot 65 Sec 36 Auckland City; Part Allot 66 Sec 36 Auckland City	B		A,F	Refer to planning maps			
01923	West Plaza	3 Albert Street, Auckland Central	Lot 2 DP 355664	B		A,F,G	Refer to planning maps	Interior of building(s)		
01924	Yates Building	13 Albert Street, Auckland Central	Lot 2 DP 316685	B		A,F	Refer to planning maps	Interior of building(s)		
01925	Shakespeare Hotel	61 Albert Street, Auckland Central	Part Lot 1 Sec 18 DP 1870	B		A,F	Refer to planning maps	Interior of building(s)		
01926	Residence (former)	University of Auckland, 4 Alfred Street, Auckland Central	Lot 1 DP 1151178; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01927	Student Union Building	University of Auckland, 8 Alfred Street, 30-38 Princes Street, Auckland Central	Lot 1 DP 151178; SO 44422	B		F,G,H	Refer to planning maps			
01928	Residence (former)	University of Auckland, 5 Alten Road, Auckland Central	Lot 1 DP 89603	B		A,D,H	Refer to planning maps and Schedule 14.3		Yes	
01929	Residence (former)	University of Auckland, 23 Alten Road, Auckland Central	Lot 9 DP 27319	A	House	A,D,F	Refer to planning maps		Yes	
01930	Berrisville Flats	152 Anzac Avenue, Auckland Central	Lot 92 DP 14125	B		A,F,G	Refer to planning maps	Interior of building(s)		
01931	Cottage	10 Bankside Street (also 9 Princes Street), Auckland Central	PT ALLOT 16 SEC 4 AUCKLAND CITY	A	Cottage	A,E,F	Refer to planning maps			
01932	Pitt Street Fire Station (former)	1 Beresford Square, Auckland Central	Lot 1 DP 178433; road reserve	A	Fire station	A,D,E,F,G,H	Refer to planning maps		Yes	
01933	St James Church (former)	15-27 Beresford Square, Auckland Central	Lot 1 DP 178434; road reserve	A	Church	B,D,E,F,G	Refer to planning maps		Yes	
01934	Worralls Building (former)	23 Britomart Place, Auckland Central	Lot 1 DP 382501	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01935	Chancery Chambers	2-8 Chancery Street, Auckland Central	Lot 7 DP 15927	B		A,F,G	Refer to planning maps			
01936	Auckland Magistrates Court (former)	1 Courthouse Lane, Auckland Central	Lot 1 DP 183581	A	Former courthouse	A,B,F,G,H	Refer to planning maps			
01937	Barrington Building (Customs Street frontage only)	10-12 Customs Street East, Auckland Central	LOT 1 DP 361575	B		A,F,H	Refer to planning maps	Interior of building(s)		
01938	Columbus House (former)/Old Sofrana House (Customs Street frontage only)	14-18 Customs Street East, Auckland Central	LOT 1 DP 361575	B		A,F,H	Refer to planning maps	Interior of building(s)		
01939	Excelsior Block (Customs Street frontage only)	22-28 Customs Street East, Auckland Central	LOT 1 DP 400096	B		A,H	Refer to planning maps	Interior of building(s)		
01940	Stanbeth House	22-28 Customs Street East, Auckland Central	LOT 1 DP 400096	B	Building	A,F,H	Refer to planning maps	Interior of building(s)		
01941	Masonic Club/Buckland Building	30-34 Customs Street East, Auckland Central	Lot 3 DP 373915	B		A,F,H	Refer to planning maps	Interior of building(s)		
01942	Entrican Building (former)/Australis	36 Customs Street East, Auckland Central	LOT 1 DP 371807	A	Building	A,F,G,H	Refer to planning maps			
01943	Nathan Building	42 Customs Street East, Auckland Central	LOT 1 DP 371807	A	Building	A,F,H	Refer to planning maps			
01944	Commercial building	55 Customs Street East, Auckland Central	Allot 28 Sec 2 Auckland City	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01945	Britomart Hotel (former)	69 Customs Street East, Auckland Central	Allot 35 Sec 2 Auckland City	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
01946	Old Customs House (former)	12-14 Customs Street West, Auckland Central	Lot 1 DP 105830; road reserve	A	Building	A,B,F,G,H	Refer to planning maps			
01947	Tepid Baths	86-102 Customs Street West, Auckland Central	Lot 2 DP 184176	A	Building	A,B,E,F	Refer to planning maps			
01948	Freeman's Hotel (former)	2 Drake Street, Auckland Central	Lot 1 DP 403436; Lot 2 DP403436	B		A,B,F,G	Refer to planning maps			

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01949	Bluestone Store (former)	9-11 Durham Lane, Auckland Central	Lot 2 DP 201029	A	Building	A,B,F,G	Refer to planning maps			
01950	Eden Hall (former)	3 Eden Crescent, Auckland Central	Lot 9 DP 311654	B		A,B,F,G	Refer to planning maps			
01951	Hotel Cargen (former)	10 Eden Crescent, Auckland Central	Lot 2 DP 209839; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01952	Smith and Caughey - Mahoney Building This schedule recognises continued use of the exiting Elliot Street vehicular access location	253-261 Queen Street, Auckland Central	Part Allot 9 Sec 15 Auckland City; Part Allot 11 Sec 15 Auckland City	B		A,B,F,H	Refer to planning maps	Interior of building(s) above the ground floor		
01953	Brooklyn Flats	66-70 Emily Place, Auckland Central	Lot 18 DP 12881	B	Apartment building	A,F,G,H	Refer to planning maps	Interior of building(s), except all common spaces including lobbies, stairwells and corridors, and original spatial planning and design features, including balconies, door and window detailing, and ceiling and wall features		
01954	Foster & Co. Building	30, 32 and 34-36 Fanshawe Street, Auckland Central	PT DP 3765; LOT 1 DP 193476; LOT 1 DP 193477; road reserve	B	Building	A,B,F,G,H	Refer to planning maps			
01955	Auckland Timber Company	104 Fanshawe Street, Auckland Central	Lot 2 DP 66463	A	Building	A,C,D,F,H	Refer to planning maps		Yes	
01956	Hampton Court	182 Federal Street, Auckland Central	Lot 1 DP 22238	B		A,F,G	Refer to planning maps			
01957	Imperial Hotel	4 Fort Street, Auckland Central	Part Allot 1 Sec 2 Auckland City; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
01958	Wright's Buildings	16-20 Fort Street, Auckland Central	Allot 50 Sec 2 Auckland City; road reserve	B		A,F,G,H	Refer to planning maps			
01959	Northern Roller Mills	71 Fort Street, Auckland Central	Lot 3 DP 354309; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		
01960	Pioneer Women's and Ellen Melville Memorial Hall, including James Bowie sculpture	2 Freyberg Place, Auckland Central	Lot 3 DP 19507; Lot 4 DP 19507; Part Allot 4 Sec 4 Auckland City; Part Allot 5 Sec 4 Auckland City; road reserve	B		A,B,F,G	Refer to planning maps			
01961	House	8 Grafton Road, Auckland Central	Allot 27 Sec 9 Auckland City; road reserve	B		F,G,H	Refer to planning maps; extends from the outside edge of the steps to the edge of the retaining wall or the extent shown on the planning maps in the absence of these structures			
01962	Commercial building	9 Grafton Road (also known as 20-26 Symonds Street), Auckland Central	Allot 30 Sec 34 Auckland City; Lot 1 DP 152888; Part Lot 1 DP 1747; road reserve	B		D,F,G,H	Refer to planning maps and Schedule 14.3	Interior of building(s)	Yes	
01963	Bayreuth	10 Grafton Road, Auckland Central	Allot 26 Sec 9 Auckland City; Allot 27 Sec 9 Auckland City; Sec 1 SO 53511	B		A,F,H	Refer to planning maps			
01964	Greys Avenue Flats/State Flats	95-113 Greys Avenue, Auckland Central	Part Allot 52 Sec 28 Auckland City; Part Allot 53 Sec 28 Auckland City; Part Allot 54 Sec 28 Auckland City; Part Allot 55 Sec 28 Auckland City; Allot 56 Sec 28 Auckland City; Part Allot 57 Sec 28 Auckland City; Lot 2 DP 30999	A	Apartment building	A,F	Refer to planning maps	Interiors of all buildings, except all common spaces within the primary feature, including lobbies stairwells and corridors		

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01965	Auckland Synagogue and community centre	108-116 Greys Avenue, Auckland Central	Lot 2 DP 45093; Lot 2 DP 44754; ALLOT 57 SEC 29 AUCKLAND CITY; ALLOT 58 SEC 29 CITY AUCKLAND	B	Building and courtyard	A,B,E	Refer to planning maps	Post 1968 extensions to primary feature; interior of building except: 1. Basement stairwell 2. Ground floor minor synagogue, cafe (former library),stairwell, foyer, original entrance columns, and void space of entrance 3. First floor gymnasium and raised adjoining space (former social hall), stairwell, foyer, and balconies		
01966	A. Cleave and Co. Building (former)	18 High Street, Auckland Central	Part Allot 5 Sec 4 Auckland City	B		F,G,H	Refer to planning maps	Interior of building(s)		
01967	Commercial building	35-37 High Street, Auckland Central	Lot 4 DP 21158	B		E,F,G	Refer to planning maps			
01968	Canterbury Arcade annexe	166-174 Queen Street (also known as 47 High Street), Auckland Central	ALLOT 37 SEC 4 CITY AUCKLAND; LAND ON DP 3305; LAND ON DP 814; road reserve	B		F,G,H	Refer to planning maps	Interior of building(s)		
01969	Auckland Harbour Board Workshops (former)	204 Quay Street, Auckland Central	Lot 1 DP 183125	B		A,F,G	Refer to planning maps and Schedule 14.3	Interior of building(s)		
01970	Albion Hotel	119 Hobson Street, Auckland Central	Part Allot 10 Sec 23 Auckland City	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01971	St Matthew-in-the-City	132 Hobson Street, Auckland Central	Lot 1 DP 184578	A	Sanctuary building	A,B,F,G,H	Refer to planning maps			
01972	Prince of Wales Hotel (former)	201-203 Federal Street, Auckland Central	Part Allot 17 Sec 30 Auckland City; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		
01973	Auckland Trades Hall (former)	157 Hobson Street, Auckland Central	Lot 1 DP 318861	B		A,E,F,G	Refer to planning maps			
01974	Thomas Doo Building	164-168 Hobson Street, Auckland Central	Lot 1 DP 348651	B	1885 commercial building	A,F	Refer to planning maps	Buildings and structures that are not the primary feature		
01975	Bank of New South Wales (former)	111 Karangahape Road, Auckland Central	Lot 1 DP 15721	B		F,G,H	Refer to planning maps	Interior of building(s)		
01976	St Kevins Arcade	183 Karangahape Road, Auckland Central	Lot 2 DP 118752; road reserve	B		B,F,G,H	Refer to planning maps			
01977	Rendells Building (former)	184 Karangahape Road, Newton	Part Lot 10 DP 3909	B		F,G,H	Refer to planning maps	Interior of building(s)		
01978	Pitt Street Buildings	211-235 Karangahape Road, Auckland Central	Lot 31 Deeds Red U; Lot 32 Deeds Red U; Lot 33 Deeds Red U; road reserve	B		F,G,H	Refer to planning maps	Interior of building(s)		
01979	George Courts Department Store (former)	238 Karangahape Road, Newton	Lot 1 DP 174920	A	Building	A,F,G,H	Refer to planning maps	Interior of building(s), except for the stairwell and associated oak panelling		
01980	Naval and Family Hotel	243 Karangahape Road, Auckland Central	DP 1395	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01981	Hallenstein Brothers Building	246-254 Karangahape Road, Newton	SECT 16 SO 470830	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
01982	King's Theatre entrance (former)/Norman Ng Building	256 Karangahape Road, Newton	Lot 1 DP 59384	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01983	Auckland Art Gallery	1 Kitchener Street, Auckland Central	Allot 14 Sec 13 Auckland City; Sec 1 SO 374931; Sec 2 SO 374931; Sec 3 SO 374931	A	Historic section of building	A,B,F,G	Refer to planning maps			
01984	Rutland Building/Housing Corporation Building (former)	66-68 Lorne Street, Auckland Central	ALLOT 1 SEC 13 CITY AUCKLAND; ALLOT 62 SEC 32 CITY AUCKLAND; ALLOT 63 SEC 32 CITY AUCKLAND; road reserve	B	Building	A,B,F,G	Refer to planning maps	Interior of building(s); verandah		

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01985	Public Trust Building	11 Mayoral Drive, Auckland Central	Lot 4 DP 4059	B		A,E,F,G	Refer to planning maps			
01986	King's Theatre (former)	9 Mercury Lane, Newton	Part DP 7095	A	Theatre	A,F,G	Refer to planning maps			
01987	Berlei Factory (former)	52 Nelson Street, Auckland Central	Lot 2 DP 198988	B		F,G	Refer to planning maps	Interior of building(s)		
01988	Alliance Assurance Company (former)	5 O'Connell Street, Auckland Central	Part Lot 5 DP 18808	B		F,G	Refer to planning maps			
01989	Alverstone/Windsor Towers	3 Parliament Street, Auckland Central	Part Allot 12 Sec 7 Auckland City	B		F,G,H	Refer to planning maps	Interior of building(s)		
01990	Westminster Court	5 Parliament Street, Auckland Central	Lot 1 DP 95644	B		F,G,H	Refer to planning maps	Interior of building(s)		
01991	Braemar	7 Parliament Street, Auckland Central	Sec 4 SO 62300	B	Apartment building	B,D,F,G,H	Refer to planning maps	Interior of building(s), except all common spaces including lobbies, stairwells and corridors, and original spatial planning and design features, including balconies, door and window detailing, and ceiling and wall features	Yes	
01992	Middle Courtville	9 Parliament Street, Auckland Central	Sec 3 SO 62300	B	Apartment building	A,B,F,G,H	Refer to planning maps	Interior of building(s), except all common spaces including lobbies, stairwells and corridors, and original spatial planning and design features, including balconies, door and window detailing, and ceiling and wall features		
01993	Courtville	11 Parliament Street, Auckland Central	Sec 1 SO 62300	B	Apartment building	A,B,E,F,G,H	Refer to planning maps	Interior of building(s), except all common spaces including lobbies, stairwells and corridors, and original spatial planning and design features, including balconies, door and window detailing, and ceiling and wall features		
01994	Supreme Court (former)	12-30 Parliament Street, Auckland Central	Allot 11 Sec 12 Auckland City; Allot 12 Sec 12 Auckland City; Allot 13 Sec 12 Auckland City	A	Courthouse	A,B,F,G,H	Refer to planning maps	1991 additions		
01995	Wesleyan Chapel (former)	8A Pitt Street, Auckland Central	Lot 1 DP 67021	A	Chapel	A,B,D,E,F,G	Refer to planning maps		Yes	
01996	Central Fire Station (former)	1 Beresford Square, Auckland Central	Lot 1 DP 178433	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
01997	Central Fire Station	50-60 Pitt Street, Auckland Central	LOT 36 DP 102572	B	Fire Station	A,B,E,F	Refer to planning maps	Interior of building(s), except the fire engine bays		

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01998	Pitt Street Wesleyan Church (former)	78 Pitt Street, Auckland Central	Lot 33 Deeds Red U; Lot 34 Deeds Red U	B		F,G,H	Refer to planning maps			
01999	Albert Park historic landscape, including subsurface features, possible pa site, World War II air raid tunnels and slit trenches, barracks site including associated buildings and enclosing wall, and park keeper's cottage	Albert Park, 33-43 Princes Street, Auckland Central	SEC 1 SO 374931; SEC 4 SO 374931; LOT 1 DP 114585; LOT 2 DP 114585; LOT 3 DP 114585; PART SEC 13 AUCKLAND CITY; PART SEC 6 AUCKLAND CITY; LOT 1 DP 129618; LOT 2 DP 129618; LOT 3 DP 129618; LOT 1 DP 10249; road reserve	A	Entire park	A,B,C,D,F,G,H	Refer to planning maps		Yes	Yes
02000	Residence (former)/Scout House	5 Princes Street, Auckland Central	LOT 2 DP 330500	B		F,H	Refer to planning maps	Interior of building(s)		
02001	Masonic Hall (façade)	9 Princes Street, Auckland Central	PART ALLOT 16 SEC 4 AUCKLAND CITY	B	Façade	A,F,G,H	Refer to planning maps; limited to façade	Interior of building(s)		
02002	Grand Hotel (façade)	9 Princes Street, Auckland Central	DP 595	B	Façade	A,F,G,H	Refer to planning maps; limited to façade	Interior of building(s)		
02004	Old Government House and gate keeper's cottage (former)	University of Auckland, 12 Princes Street (also known as 16-24 Princes Street), Auckland Central	PART ALLOT 1 SEC 6 AUCKLAND CITY	A	Old Government House	A,B,F,G,H	Refer to planning maps and Schedule 14.3		Yes	Yes
02005	Maclaurin Chapel	University of Auckland, 18 Princes Street (also known as 16-24 Princes Street), Auckland Central	PART ALLOT 1 SEC 6 AUCKLAND CITY	B		A,F,G,H	Refer to planning maps and Schedule 14.3			
02006	Northern Club	19 Princes Street, Auckland Central	LOT 1 DP 64556	A	1867-1884 lodge buildings	A,B,F,G,H	Refer to planning maps			
02007	Synagogue (former)	19A Princes Street, Auckland Central	LOT 1 DP 10249; LOT 2 DP 10249; road reserve	A	Sanctuary building	A,F,G	Refer to planning maps			
02008	Merchant House (former)	21 Princes Street, Auckland Central	LOT 1 DP 114585	A	Building	A,B,D,F,G	Refer to planning maps		Yes	
02009	Old Arts Block	University of Auckland, 22 Princes Street (also known as 16-24 Princes Street), Auckland Central	PART ALLOT 1 SEC 6 AUCKLAND CITY; PART ALLOT 2 SEC 6 AUCKLAND CITY; LOT 1 DP 16122; LOT 2 DP 16122	A	Arts Block buildings	A,F,G,H	Refer to planning maps and Schedule 14.3			
02010	Merchant House (former)	23 Princes Street, Auckland Central	LOT 3 DP 129618	A	Former residence	A,D,F,G,H	Refer to planning maps		Yes	
02011	Alfred Nathan House/Merchant House (former)	24 Princes Street (also known as 16-24 Princes Street), Auckland Central	ALLOT 3 SBRN SEC 2 SEC13 AUCKLAND CITY	A	Former residence	A,D,F,G,H	Refer to planning maps and Schedule 14.3		Yes	
02012	Merchant House (former)	27 Princes Street (also known as 23-27 Princes Street), Auckland Central	LOT 1 DP 129618	A	Former residence	A,D,F,H	Refer to planning maps		Yes	
02013	Merchant House - Hamurana (former)	29 Princes Street, Auckland Central	LOT 2 DP 114585	A	Former residence	A,D,F,G,H	Refer to planning maps		Yes	
02014	Merchant House - Pembridge (former)	31 Princes Street, Auckland Central	LOT 3 DP 114585	A	Former residence	A,F,H	Refer to planning maps			
02016	Ferry Building	99 Quay Street, Auckland Central	LOT 1 DP 109673; PART LOT 37 DP 131568; road reserve; CMA	A	Ferry building	A,B,F,G,H	Refer to planning maps			
02017	Colonial Sugar Refining Company New Zealand Head Office and Wharf Police Station (former)	102 Quay Street, Auckland Central	LOT 1 DP 366067	B		A,F,H	Refer to planning maps			
02018	Public shelters (former)	109-111 QuayStreet, Auckland Central	LOT 15 DP 131565; PART LOT 37 DP 131568; road reserve	B		A,F,G,H	Refer to planning maps			
02019	Marine Workshops (former)	116-118 QuayStreet, Auckland Central	LOT 2 DP 369895	B		A,F,H	Refer to planning maps			
02020	The Northern Steamship Co. Ltd.	122-124 QuayStreet, Auckland Central	LOT 1 DP 361222	B		A,F,H	Refer to planning maps	Interior of building(s)		
02021	Chief Post Office (former)	12 Queen Street, Auckland Central	LOT 100 DP 323395; road reserve	A	Post Office building	A,B,F,G,H	Refer to planning maps	Underground buildings and structures		
02022	Dilworth Building	22-32 Queen Street, Auckland Central	LOT 2 DP 18673	A	Building	A,F,G,H	Refer to planning maps			
02023	Queen's Arcade	34-40 Queen Streetand 17-21 Customs Street East, Auckland Central	PART ALLOT 4 SEC 2 AUCKLAND CITY; LOT 1 DP 7493; road reserve	B		A,F,G,H	Refer to planning maps			

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02024	Imperial Building	44 and 48 Queen Street, Auckland Central	PART ALLOT 3 SEC 2 AUCKLAND CITY; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02025	Smeeton's Building (former)	75 Queen Street, Auckland Central	ALLOT 10 SEC 17 AUCKLAND CITY	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02026	Blackett's Building	90-92 Queen Street, Auckland Central	PART ALLOT 1 SEC 4 AUCKLAND CITY	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02027	Dingwall Building	87-93 Queen Street, Auckland Central	LOT 1 DP 29150	B		A,D,F,G,H	Refer to planning maps	Interior of building(s)		
02028	Craig's Building	100 Queen Street, Auckland Central	LOT 1 DP 38461; road reserve	B		F,H	Refer to planning maps	Interior of building(s)		
02029	New Zealand Guardian Trust	101-107 Queen Street, Auckland Central	LOT 1 DP 323548	B		F,G,H	Refer to planning maps			
02030	Vulcan Building	118 Queen Street, Auckland Central	LOT 2 DP 17887	B		F,G,H	Refer to planning maps			
02031	Bank of New Zealand (façade)	125 Queen Street, Auckland Central	LOT 1 DP 100238	B	Façade	A,F,G,H	Refer to planning maps; limited to façade	Interior of building(s)		
02032	Ellison Chambers (front portion)	138-146 Queen Street, Auckland Central	LOT 1 DP 1095	B		F,G,H	Refer to planning maps; limited to front portion of building between 5 and 7 metres back from Queen Street frontage	Interior of building(s)		
02033	Premier Buildings	182-184 Queen Street, Auckland Central	PART ALLOT 36 SEC 4 AUCKLAND CITY	B		F,G,H	Refer to planning maps			
02034	Whitcombe and Tombs Ltd. Building	186 Queen Street (corner of Durham Street East), Auckland Central	LOT 1 DP 195649; road reserve	B	Building	F,G,H	Refer to planning maps	Interior of building(s); High Street verandah		
02035	Auckland Electric Power Board Building	187-189 Queen Street, Auckland Central	LOT 4 DP 329897; road reserve	A	Building	A,F,G,H	Refer to planning maps			
02036	Lewis Eady Building	192 Queen Street, Auckland Central	LOT 1 DP 195649; road reserve	B	Building	A,F,H	Refer to planning maps	High Street verandah		
02037	John Court's Building (former)	210 Queen Street, Auckland Central	LOT 2 DP 195649; road reserve	B	Building	A,F,G,H	Refer to planning maps	Interior of building(s)		
02038	Strand Arcade	233-237 Queen Street, Auckland Central	LOT 1 DP 317828	A	Building	A,F,G,H	Refer to planning maps			
02039	Auckland Savings Bank Headquarters (former)	256-260 Queen Street, Auckland Central	LOT 1 DP 67786	B		A,C,F,G,H	Refer to planning maps			
02040	Civic Theatre	269-287 Queen Street, Auckland Central	LOT 1 DP 199399; road reserve	A	Theatre building; retail storefronts	A,B,F,G,H	Refer to planning maps			
02041	Civic House and Fergusson Building	291-297 Queen Street, Auckland Central	LOT 2 DP 199399; road reserve	B	Building	A,F,G,H	Refer to planning maps	Interior of Fergusson Building		
02043	Auckland Town Hall	301 317 Queen Street, Auckland Central	LOT 1 DP 200296; ALLOT 57 SEC 29 AUCKLAND CITY; PART ALLOT 1 SEC 29 AUCKLAND CITY; PART ALLOT 2 SEC 29 AUCKLAND CITY; PART ALLOT 3 SEC 29 AUCKLAND CITY; PART ALLOT 56 SEC 29 AUCKLAND CITY; LOT 2 A 4110; LOT 3 A 4110; LOT 9A 4110; LOT 10 A 4110; LOT 11 A 4110; LOT 12 A 4110; road reserve	A	Town Hall	A,F,G,H	Refer to planning maps			
02044	St James Theatre	304-328 Queen Street, Auckland Central	LOT 3 DP 20762; LOT 4 DP20762; LOT 2 DP 22134	A	Theatre	A,F,G	Refer to planning maps			
02045	Auckland Sunday School Union Building	323-327 Queen Street, Auckland Central	PT ALLOT 6 SEC 29 AUCKLAND CITY; PT ALLOT 7 SEC 29 AUCKLAND CITY; road reserve	B	Building	A,F,G	Refer to planning maps			
02046	MLC Assurance Co. Ltd. Building	380 Queen Street, Auckland Central	PART LOT 1 DP 37656	B		A,F,G,H	Refer to planning maps	Interior of building(s)		

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02048	Myers Park historic landscape, including trees and caretaker's cottage R11_2195 and R11_2669	381 Queen Street and 72 Greys Avenue, Auckland Central	LOT 9 DP 16124; LOT 2 DP 326131; LOT 1 DP 44754; LOT 16 DP 2816; PART LOT 15 DP 2816; LOT 2 DP 9036; LOT 3 DP 84867; PART ALLOTS 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52 SEC 29 AUCKLAND CITY; ALLOT 15 SEC 29 AUCKLAND CITY; ALLOT 15A SEC 29 AUCKLAND CITY; ALLOT 68 SEC 29 AUCKLAND CITY	A	Kindergarten building; landscape	A,D,F,G,H	Refer to planning maps	Interior of cottage	Yes	
02049	Baptist Tabernacle	429 Queen Street, Auckland Central	ALLOT 23 SEC 29 CITY OF AUCKLAND; ALLOT 24 SEC 29 CITY OF AUCKLAND	B		A,F,G,H	Refer to planning maps			
02050	Terrace of shops	456-486 Queen Street, Auckland Central	LOT 1 DP 173799	A	Shop buildings	A,F,G,H	Refer to planning maps			
02051	South British Insurance Co. Ltd. Building (former)	7 Shortland Street (also known as 3-13 Shortland Street), Auckland Central	LOT 1 DP 20508	B		F,G,H	Refer to planning maps			
02052	General House	29-33 Shortland Street, Auckland Central	LOT 1 DP 75278	B		F,G,H	Refer to planning maps			
02053	1YA Radio Station Building (former)	74 Shortland Street, Auckland Central	LOT B DP 874; PART ALLOT 12 SEC 3 AUCKLAND CITY	A	Station building; radio tower	A,F,G,H	Refer to planning maps			
02054	St Patricks Cathedral complex	1 St Patricks Square, Auckland Central	ALLOT 33 SEC 18 AUCKLAND CITY; ALLOT 34 SEC 18 AUCKLAND CITY; ALLOT 35 SEC 18 AUCKLAND CITY; SEC 1 SO 352517; St Patricks Square; road reserve	A	Cathedral	A,F,G,H	Refer to planning maps			
02055	Bus shelter and public toilets	Grafton Cemetery, Symonds Street, adjacent to Grafton Bridge, Grafton	PART LOT 2 DP 18958; road reserve	B		F,G,H	Refer to planning maps	Interior of building(s)		
02056	St Andrew's Presbyterian Church	2 Symonds Street, Auckland Central	LOT 2 DP 120508	A	Church	A,F,G,H	Refer to planning maps			
02057	Old Choral Hall	University of Auckland, 7 Symonds Street (also known as 16- 24 Princes Street), Auckland Central	ALLOT 3 SEC 6 AUCKLAND CITY; PART ALLOT 2 SEC 6 AUCKLAND CITY; road reserve	A	Corner building	A,F,H	Refer to planning maps and Schedule 14.3			
02058	Residence (former)	16 Symonds Street, Auckland Central	ALLOT 33 SEC 9 AUCKLAND CITY; road reserve	B	Residence	F,H	Refer to planning maps	Interior of building(s)		
02059	Belgrave	12 Symonds Street, Auckland Central	ALLOT 35 SEC 9 CITY AUCKLAND; road reserve	B	Residence	F,H	Refer to planning maps	Interior of building(s)		
02060	Residence (former)	14 Symonds Street, Auckland Central	ALLOT 34 SEC 9 AUCKLAND CITY; road reserve	B	Residence	F,H	Refer to planning maps	Interior of building(s)		
02061	Endean terrace houses	25-29 Symonds Street, Auckland Central	Lot 1 DP 334048	B		F,G,H	Refer to planning maps	Interior of building(s)		
02062	St Paul's Church	28 Symonds Street, Grafton, Auckland Central	PART ALLOT 8 SEC 15 SBRS OF AUCKLAND	A	Church	F,G,H	Refer to planning maps			
02063	State flats	44 Symonds Street, Grafton	Lot 1 DP 30193	A	Apartment building	A, F, G	Refer to planning maps	Interior of all building except all common spaces within the primary feature, including lobbies, stairwells and corridors		
02064	Doctors' rooms and residence (former)/Rationalist House	64 Symonds Street, Grafton	Lot 18 DP 318	B		A,F,H	Refer to planning maps			
02065	First Church of Christ Scientist (former)	116 Symonds Street, Grafton	Lot 10 DP 24454	B		A,F,H	Refer to planning maps			
02066	Symonds Street Cemetery	Grafton Cemetery West and Grafton Cemetery East, 105-107 and 120 Symond Street, Grafton	Part Lot 1 DP 18958; Part Lot 2 DP 18958	A	Entire cemetery	A,G,H	Refer to planning maps		Yes	
02067	Auckland Railway Station and gardens (former)	26-46 Te Taou Crescent, Auckland Central	LOT 50 DP 189217; LOT 28 DP 177231; LOT 9 DP 182061; LOT 25 DP 189961; road reserve	A	Original Railway Station building	A,G,H	Refer to planning maps			

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02068	Western Viaduct liftbridge, abutments and control shed	Western Viaduct, 210 Quay Street, Auckland Central	Lot 4 DP 153316; Part Lot37 DP131568; CMA	B		A,D,E,F,G,H	Refer to planning maps	The rules in the Historic Heritage overlay column in Chapter F2, Coastal – General Coastal Marine Zone, Activity Tables F2.19.3 and F2.19.4;existing pontoons		
02069	Lister Building	9 Victoria Street East, Auckland Central	PART ALLOT 21 SEC 14 AUCKLAND CITY	B		F,H	Refer to planning maps			
02070	Sargood, Son and Ewen Building (façade)	19-25 Victoria Street West (also known as 22 Durham Street West), Auckland Central	LOT 5 DP 450987	B	Façade	F,G	Refer to planning maps; limited to façade	Interior of building(s)		
02072	Empire Hotel	137 Victoria Street West, Auckland Central	Lot 2 DP 23885; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
02073	Campbell Free Kindergarten	203-271 Victoria Street West, Auckland Central	LOT 23 DEEDS CITY 37; PART FREEMANS BAY RECLAMATION DEEDS PLAN CITY 37; PART AUCKLAND HARBOUR BOARD GRANT SURVEY OFFICE PLAN 46845; PART LOT 24 DEEDS CITY 37; PART LOT 25 DEEDSCITY 37	A	Kindergarten building	A,F,H	Refer to planning maps	Interior of building(s), except the front room and Arts and Crafts staircase; viaduct		
02074	City Destructor Buildings (former), including boiler room, depot perimeter buildings, generator room, battery house, chimney, stables, and destructor building	210-218 Victoria Street West, Auckland Central	Lot 1 DP 440201	A	Destructor building; chimney	A,F,G,H	Refer to planning maps	Interior of building(s), except destructor building and stables		
02079	Occidental Hotel	6-8 Vulcan Lane, Auckland Central	Part Allot 3 SEC 4 Auckland CITY	B		F,H	Refer to planning maps			
02080	Queen's Ferry Hotel	12 Vulcan Lane, Auckland Central	PART ALLOT 3 SEC 4 AUCKLAND CITY	B		F,H	Refer to planning maps			
02081	Gifford's Building	25-31 Vulcan Lane, Auckland Central	LOT 4 DP 22467; LOT 5 DP22467; LOT 2 DP 2601	B		F,H	Refer to planning maps	Post-1930 additions		
02082	Fitzroy Hotel (former)	75-77 Wakefield Street, Auckland Central	Lot 1 DP 44312	A	Building	A,F,H	Refer to planning maps			
02083	Merchant House - Newman Hall	16 Waterloo Quadrant, Auckland Central	Lot 1 DP 438677	A	Building; basement	A,F,H	Refer to planning maps and Schedule 14.3	Addition to rear of building		
02084	Wellesley Street Telephone Exchange (former)	18-26 Wellesley Street East, Auckland Central	Lot 1 DP 5237; Part Lot 2DP 5237	B		A,F,H	Refer to planning maps	Interior of building(s)		
02085	YMCA/Auckland Hospital Board Building (former)	28-36 Wellesley Street East, Auckland Central	Lot 3 DP 5237	B		A,F,H	Refer to planning maps	Interior of building(s)		
02086	Auckland Technical College (former)	63 Wellesley Street East, Auckland Central	PART LOT 5 DP 24741; PART ALLOT 12 SEC 13 AUCKLAND CITY; road reserve	B		F,G,H	Refer to planning maps	Interior of building(s)		
02087	Smith and Caughey - Lippincott Building	253-261 Queen Street, Auckland Central	PART ALLOT 11 SEC 15 AUCKLAND CITY	A	Building	A,F,G,H	Refer to planning maps			
02088	Archibald Clark and Sons Warehouse (former)	15-31 Wellesley Street West, Auckland Central	LOT 1 DP 21425	B		A,F,G,H	Refer to planning maps			
02089	Cintra Flats	7, 11 and 13 Whitaker Place, Grafton	Lot 2 DP 26181; Lot 3 DP26181; Lot4 DP 26181	B		F,H	Refer to planning maps			
02090	Blackstone Chambers	14 Wyndham Street, Auckland Central	PART ALLOT 2 SEC 16 AUCKLAND CITY	B		A,F,H	Refer to planning maps			
02091	Gas Company Building (former)	26 Wyndham Street, Auckland Central	PART ALLOT 3 SEC 16 AUCKLAND CITY; PART ALLOT 4 SEC 16 AUCKLAND CITY; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		

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02108	Waitemata Flour Mill/Riverhead Paper Mill site R10_721, including water race and holding ponds, and fig tree	Riverhead Historic Mill Esplanade Reserve; Elliot Street, Riverhead	Riverhead Historic Mill Esplanade Reserve; PT ALLOT 16 PSH OF PAREMOREMO DP 23128; Pt Lot 1 DP 23128; Pt Lot 2 DP 23128; PT LOT 6 DP 23128; Lot 7 DP 23128; Lot 8 DP 23128; Lot 1 DP 194652; Lot 11 DP 23128; Lot 12 DP 23128; CMA	A	Mill site and remains; sea wall; scow platform	A,D,E,H	Refer to planning maps		Yes	
02109	Whangaparapara Whaling Station site S09_117	Whangaparapara Harbour, Great Barrier Island	CMA	B		A,B,D,E	Refer to planning maps		Yes	
02113	Cryer's Wharf R11_949	Stonedon Drive Esplanade Reserve, Pakuranga Creek, 54R Stonedon Drive, East Tamaki	Lot 17 DP 119678; Lot 12DP 129134; CMA	B		A,G	Refer to planning maps			
02114	McCallum's Wharf and Quarry R11_1263	262 Ti Rakau Drive, East Tamaki	PART TE WHARAU BLOCK; CMA	B		A,D	Refer to planning maps		Yes	
02117	Thomas's Flour Mill/Star Mill and Garret Bro.'s tannery R11_2191, including sea wall	Oakley Creek, 15 Cowley Street, Waterview	PART LOT 1 DP 37119; PART ALLOT 19 PSH OF TITIRANGI; PART LOT C DP 348; PART BED AUCKLAND HARBOUR SURVEY OFFICE PLAN 67015; CMA	B		A,C,D,E,G,H	Refer to planning maps		Yes	
02119	Paremoremo Wharf	Attwood Reserve, Attwood Road, Paremoremo	CROWN LAND; CMA	A	Wharf	A,F,H	Refer to planning maps			
02120	Calliope Graving Dock and Pump House	Devonport Naval Base, Queens Parade, Stanley Bay	PT HARBOUR BED SURVEY OFFICE PLAN 61856; PT HARBOUR BED DEPOSITED PLAN 26859	A	Graving dock; pump house	A,E,F,H	Refer to planning maps			
02121	Beach Haven Wharf	Beach Haven Road, Beach Haven	CMA; road reserve	B		A,E,H	Refer to planning maps			
02122	Bayswater Wharf, causeway and sea wall	O'Neills Point, RA 23- 27 Sir Peter Blake Parade, Bayswater	Lot 1 DP 50556; Lot 2 DP 50556; Lot3 DP 50556; Lot 1 DP 309604; CMA	B		A,B,F	Refer to planning maps			
02123	Commemorative sea wall	King Edward Parade and Queen's Parade, Devonport	Road reserve; CMA	A	Sea wall and railing; King Edward VII Coronation Memorial; Commemoration Stone of Peace	A,B	Refer to planning maps			
02124	Tiller's Wharf site	King Edward Parade, Devonport, North Shore, Waitemata Harbour	CMA	B		A,D	To be defined#		Yes	
02125	Calliope Sea Scouts Hall	King Edward Parade, Devonport	PART HARBOUR BED SURVEY OFFICE PLAN20236; CMA; road reserve	B		A,F,H	Refer to planning maps			
02128	Bean Rock Lighthouse	Bean Rock, Waitemata Harbour	CMA	A	Lighthouse	A,C,F,G	Refer to planning maps			
02129	Kauri Timber Company saw mill/Whangaparapara saw mill site S09_48	Whangaparapara, Great Barrier Island	CMA	B		A,D,G	Refer to planning maps		Yes	
02130	Rangitoto Beacon	Rangitoto Reef, Rangitoto Island	CMA	B		A,C,F,G	Refer to planning maps			
02132	Hobson Bay boat sheds, including ramps and jetties	Hobson Bay, Ngapipi Road, Orakei, Waitemata Harbour	PART BED HARBOUR OF AUCKLAND SURVEY OFFICE PLAN 67456; CMA; road reserve	B		F,G,H	Refer to planning maps			
02134	Miners Head Copper Mine and Battery site S08_298	Miner's Head, Great Barrier Island	CMA	B		A,D,E,G	To be defined#		Yes	
02135	Kaiaraara Mill stone sea wall S08_71	Kaiaraara Bay (also known as Kaiaraara Bay), Great Barrier Island	CMA	B		A	To be defined#		Yes	
02136	Scow Rahiri	Blackpool Beach, Waiheke Island	CMA	B		A,D,E,F	Refer to planning maps		Yes	
02137	Huia landing	Huia Bay, 601-609 Huia Road, Parau	Pt Allotment 27 Psh of Karangahape; CMA	B		A,F	Refer to planning maps			
02140	Panmure ferry landing	Tamaki River, 2 Riverview Road, Panmure	CMA; Lot 1 DP 19408	B		A,D	Refer to planning maps		Yes	
02141	Rangitoto saltwater swimming pool, including sea wall	Rangitoto Wharf, Rangitoto Island	CMA	B		B,F,G,H	To be defined#			
02143	Kennedy's Bay oyster farm S11_822	Putiki Bay, Waiheke Island	CMA	B		A	Refer to planning maps			

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02146	Pukapuka brickworks R09_922, including landing site	Pukapuka Inlet, 196 Pukapuka Road, Mahurangi West	Pt Huawai Blk; CMA	B		A,D	Refer to planning maps		Yes	
02147	Waiwera Bathhouse site	Waiwera Beach, 37 Waiwera Place, Waiwera	Lot 1 DP 46560; CMA	B		A,C,D	Refer to planning maps		Yes	Yes
02148	Hulks of SS Rotomahana, steam tug Karori, schooner Clio, and scow Rover S11 764	McCallum Bay, Pakihi Island (Sandspit Island), Hauraki Gulf	PART PAKIHI IS; CMA	A	Entire site	A,D,E	Refer to planning maps		Yes	
02149	Hulks of barque Rewa and schooner Otimai R09_672	Moturekareka Island, Hauraki Gulf	Pt Moturekareka Island SO 33121; CMA	A	Entire site	A,D,F,G	Refer to planning maps		Yes	
02150	Herald Island hulks, including schooner America, barque Killarney, schooner Retriever, barque Leon, and barque Principe du Ligudio	Christmas Beach, Herald Island, Upper Waitemata Harbour	CMA	A	Entire site	B,D,H	To be defined#		Yes	
02151	Whatipu Wharf site	Paratutae Island, Waitakere Ranges Regional Park, Whatipu	Paratutae Island Survey Office Plan 1383C; CMA	A	Entire site	A,D,H	Refer to planning maps		Yes	
02153	Manukau Timber Company Mill site Q11 472	Hinge Bay, 1322 Huia Road, Huia	Pt Allot 28 DP 3191 Karangahape; CMA	A	Entire site	A,D,E,H	Refer to planning maps		Yes	
02154	Piha tramway - Karekare to Whatipu section Q11 488	Karekare-Whatipu, Waitakere Ranges		A	Entire site	A,B,D,H	To be defined		Yes	
02155	David McKay Darroch's shipyard site R09 705	Birdsall Road, Whangateau Harbour	CMA; Lot 2 DP 450297	A	Entire site	A,D,H	Refer to planning maps		Yes	
02156	Hellyers Creek water supply site R10 773	Lynn Reserve, Hellyers Creek, Glendhu Road, Bayview	CMA; road reserve	A	Entire site	A,D	Refer to planning maps		Yes	
02157	Administration Bay stone working area R10 138	Administration Bay, Motutapu Island	CMA	A	Entire site	A,C,D,E	Refer to planning maps		Yes	Yes
02158	Browne's spar station site R09_43, R09_433, including associated settlements, accessway and burials	Brownes Bay, 700 Pukapuka Road, Pukapuka and Grants Island, Mahurangi River	ALLOT 127 PSH OF MAHURANGI SO 850C; CMA	A	Entire site	A,B,C,D,F,H	Refer to planning maps		Yes	Yes
02160	Royal Tar wreck site R10_701	Shearer Rock (east of Tiritiri Matangi Island)	CMA	A	Entire site	A,D,H	Refer to planning maps		Yes	
02161	Rangitoto ships' graveyard R10_704, R10_706, R10_707	North-east coastline of Rangitoto Island, including Wreck Bay and Boulder Bay	SEC 3 SO 455194; CMA	A	Entire site	A,D	Refer to planning maps		Yes	
02163	Puhinui fish traps R11_911	Puhinui Reserve, Puhinui Creek, 108 Prices Road, Manukau Central	CMA; Lot 100 DP 432020; Lot 1 DP 45662; Lot 25 DP 344377	A	Entire site	A,C,D,H	Refer to planning maps		Yes	Yes
02164	Sunde site R10_25	West Point Beach, Motutapu Island	SEC 10 BLOCK V RANGITOTO SD; CMA	A	Entire site	A,C,D,H	Refer to planning maps		Yes	Yes
02165	Nagle Cove shipyard site S08 296	Nagle Cove, Great Barrier Island	CMA	A	Entire site	A,D	To be defined#		Yes	
02166	SS Wairarapa wreck site	Miner's Head, Great Barrier Island	CMA	A	Entire site	A,B,D,H	To be defined#		Yes	
02167	SS Wiltshire wreck site T09_201	North of Rosalie Bay, Great Barrier Island	CMA	A	Entire site	A,B,D	To be defined#		Yes	
02168	Motukorea fish trap R11_568	Browns Island (Motukorea), Hauraki Gulf	CMA	A	Entire site	A,C,D,H	Refer to planning maps		Yes	Yes
02169	John Darrach's shipyard site R09 816	Te Kapa River, Mahurangi East	CMA	A	Entire site	A,D	To be defined#		Yes	
02172	Riverhead Portage/Te Toanga Waka	19 Kent Terrace, Riverhead	CMA	A	Entire site	A,C,D	Refer to planning maps		Yes	Yes
02173	Slippery Creek Wharf/Commissariat Redoubt wharf site R12_756	Esplande Reserve, 51 Bremner Road, Drury	PART TIDAL LANDS OF MANUKAU HARBOUR; Lot 2 DP 106093; CMA	A	Entire site	A,D,H	Refer to planning maps		Yes	
02174	Matakana shark factory site R09_1185	Matakana River, Hauraki Gulf	CMA	A	Entire site	A,C,D	Refer to planning maps		Yes	
02177	HMS Orpheus wreck site	Between Orwell and Outer Banks, Manukau Heads, Manukau Harbour	CMA	A	Entire site	A,D,H	To be defined#		Yes	
02179	Home Bay stone working area R10_709	Home Bay, Rakino Island, Hauraki Gulf	CMA	A	Entire site	A,C,D	Refer to planning maps		Yes	Yes
02180	Motukorea stone working area/midden R11_565	Browns Island (Motukorea), Hauraki Gulf	Motukorea Island Deposited Plan 16315; CMA	A	Entire site	A,C,D,H	Refer to planning maps		Yes	Yes
02181	Richard Smith's shipyard site S09_153	Smiths Bay, Schooner Bay Road, Great Barrier Island	CMA	A	Entire site	A,D	To be defined#		Yes	
02182	John Stubbs salt ponds and manufacturing works site	Saltpan Flat, McKenzie Bay, Rangitoto Island, Hauraki Gulf	Section 7 Blk XI Rangitoto SD; CMA	A	Entire site	A	To be defined#		Yes	

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02184	Shell quarry site R11_2504, including processing plant and tramway causeway	Pollen Island, Avondale	Allotment 93 Psh of Titirangi; CMA	A	Entire site	A,E	Refer to planning maps		Yes	
02185	Whitaker's copper smelter and jetty site R09_728, including fig trees	Motuketekete Island, Martins Bay	Motuketekete Island; CMA	A	Entire site	A,C,D,H	Refer to planning maps		Yes	
02187	White Ford	Turanga Creek, 58 Whitford Park Road, 55 Trig Road, Whitford	Lot 1 DP 175870; Lot 2 DP55753; road reserve; CMA	A	Entire site	A,B,C	Refer to planning maps			
02188	Marwell wreck site	North-west of Tiritiri Matangi Island	CMA	A	Entire site	A,D	To be defined#		Yes	
02189	Ngataranga Bay careening area	Ngataranga Bay, North Shore, Waitemata Harbour	CMA	A	Entire site	D	Refer to planning maps		Yes	
02190	Te Tereti/slate quarry S08_327	Katherine Bay, Motairehe, Great Barrier Island	CMA; Motairehe 2B1 and 4B1	A	Entire site	A,C,D	To be defined#		Yes	Yes
02191	Whangaparapara stone working area S09_1	Whangaparapara Harbour, Great Barrier Island	CMA	A	Entire site	D	To be defined#		Yes	Yes
02193	Matatuahu/Wattle Bay midden Q11_344	Te Pirau Point/Jones Head, Manukau Heads Road, 21 Doddds Road and Hartner Road, South Head	Part Allot 117 Psh of Awhitu; Part Allot NE144 Psh of Awhitu; PART TIDAL LANDS OF MANUKAU HARBOUR SURVEY OFFICE PLAN 67474; CMA	A	Entire site	C,D	Refer to planning maps		Yes	Yes
02194	PS Pioneer wreck site	Middle Bank, Manukau Heads, Manukau Harbour	CMA	A	Entire site	D	To be defined#		Yes	
02195	Henry Williams landing and shipyard site	54 Tenetahi Road, Leigh	Crown Land Leigh Village; Allotment 64 Leigh Village SO 1100; Road reserve; CMA	A	Entire site	A,D,H	Refer to planning maps		Yes	
02210	Pits/midden R10_984	45 Ashley Avenue, Long Bay	SECT 2 SO 518274	B		D	To be defined#		Yes	Yes
02211	Ditch and bank/pit R10_986	241 Glenvar Road, Long Bay	Lot 4 DP 161125	B		D	To be defined#		Yes	Yes
02212	Midden R10_988	86A Vaughans Road, Long Bay	Lot 4 DP 61603	B		D	To be defined#		Yes	Yes
02213	Midden R10_989	277 Glenvar Road, Long Bay	Lot 3 DP 139707	B		D	To be defined#		Yes	Yes
02214	Midden R10_990	279 Glenvar Road, Long Bay	Lot 3 DP 139707	B		D	To be defined#		Yes	Yes
02215	Midden/karaka grove R10_991	62 Vaughans Road, Long bay	Lot 2 DP 61603	B		D	To be defined#		Yes	Yes
02216	Historic house site R10_1074	45 Ashley Avenue, Long Bay	SECT 2 SO 518274	B		D	To be defined#		Yes	
02217	Midden and terraces R10_1076	1501 Beach Road, Long Bay	SEC 2 SO 460210; SEC 5SO 460210	B		D	Refer to planning maps		Yes	Yes
02218	Midden and terraces R10_1077	Long Bay	SEC 5 SO 460210	B		D	Refer to planning maps		Yes	Yes
02219	Midden and terraces R10_1078	1501 Beach Road, Long Bay	SEC 2 SO 460210; SEC 5SO 460210	B		D	Refer to planning maps		Yes	Yes
02222	Middens R10_1081	144 Vaughans Road, Long Bay	Lot 2 DP 151081	B		D	To be defined#		Yes	Yes
02225	Midden, levelled knoll R10_1120	R72 and 72 Vaughans Road, Long Bay	Lot 4 DP 158519; Lot 2 DP158519	B		D	To be defined#		Yes	Yes
02227	Pit, terrace R10_1137	221 Glenvar Road, Long Bay	Lot 2 DP 161125	B		D	To be defined#		Yes	Yes
02228	Cholmondeley House and winery site	285 Glenvar Road, Long Bay	Lot 1 DP 187386; road reserve	B		A,D	Refer to planning maps		Yes	
02229	Pannill House site R10_1139	R 2000 Beach Road, Long Bay	Section 4 SO 70452	B		D	To be defined#		Yes	
02231	Midden and terraces R10_985	241 Glenvar Road, Long Bay	Lot 4 DP 161125	B		D	To be defined#		Yes	Yes
02232	Pits R10_1122	62 Vaughans Road, Long Bay	Lot 2 DP 61603	B		D	To be defined#		Yes	Yes
02233	Pollok School (former)	2112 Awhitu Road, Waiuku	Part Allot 23 PSH OF Waitara; SEC 1 SO 41487	B		A,B,F,H	Refer to planning maps			
02234	Pukekohe War Memorial Hall and Remembrance plaques	14-16 Massey Avenue, Pukekohe	Lot 47 DP 7997; Lot 46 DP7997; Lot 45 DP 7997; PartLot 44 DP 7997; Lot 4 DP46662	B		A,B,F,G,H	Refer to planning maps			
02235	Nehru Hall	59 Ward Street, Pukekohe	Part Lot 3 DEEDS 887	B		A,B,F	Refer to planning maps			

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02236	Kingseat Hospital historic campus - Refer to specific provisions in the Kingseat Precinct	833 Kingseat Road, Papakura	LOT 1 DP 137234	B	Refer to I418.11.1. Kingseat: Precinct Schedules 1; I418.11.2. Kingseat: Precinct Schedule 2 and I418.11.3.Kingseat : Precinct Schedule 3; I418.10.3. Kingseat: Precinct Plan 3 and I418.10.11. Kingseat Precinct Plan 11	A,B,F,G,H	Refer to planning maps	Refer to Kingseat Precinct Schedules 1, 2 and 3	Refer to Kingseat Precinct Schedules 1, 2 and 3	
02246	Pae o Kai waka hauling track	Waiuku Cemetery, Cemetery Road, Waiuku	Lot 1 DP 408693	B		C,D	To be defined#		Yes	Yes
02247	Undefended settlement sites Q12_22, Q12_23, Q12_24, Q12_25, and midden Q12_21	28 J Hull Road, Waiuku	Pt Lot 1 DP 36878	B		D	Refer to planning maps		Yes	Yes
02248	Hikurangi Pa R12_98	Between Given Road and Awhitu Road (also known as 81 Given Road), Waiuku	LOT 3 DP 432411	B		D	Refer to planning maps		Yes	Yes
02249	Midden R12_922	1016 Linwood Road, Papakura	LOT 2 DP 500236; PART TIDAL LANDS OF MANUKAU HARBOUR SURVEY OFFICE PLAN 67474; CMA	B		D	Refer to planning maps		Yes	Yes
02250	Tahuamango Pa R12_47	Boundary Road, Waiuku	Lot 2 DP 61770	B		C,D	Refer to planning maps		Yes	Yes
02251	Puketapu Pa R12_85	Hamilton Road, Waiuku	Lot 2 DP 416754	B		C,D	Refer to planning maps		Yes	Yes
02252	Waitete Pa R12_308	Waipa Historic Reserve, Wharf Road, Pukekohe	Lot 2 DP 86992; Lot 2 DP 88996; Lot 1 DP 86992; Lot 1 DP 88996; Lot 2 DP 324556; CMA; road reserve	B		D	Refer to planning maps		Yes	Yes
02253	Te Maketu Cemetery/pa site R12_5	Pratt Road Recreation Reserve and Pratt Road Cemetery - Te Maketu, Pratts Road, Drury	ALLOT 136 SBRN SEC 2 PSH OF OPAHEKE; ALLOT 136A SBRN SEC 2 PSH OF OPAHEKE	B		A,B,C,D,E,F,G	Refer to planning maps		Yes	Yes
02254	Clevedon North Schoolhouse (former)	30R Thorps Quarry Road, Clevedon	ALLOT 92 PSH OF WAIROA	B		A,B,F	Refer to planning maps			
02255	Presbyterian Cemetery	3 Papakura- Clevedon Road, Clevedon	Part Allot 5 PSH of Wairoa;	B		A,B,E,F,G,H	Refer to planning maps			
02256	Residence	54 Papakura- Clevedon Road, Clevedon	Lot 1 DP 88575	B		A,E,F,G,H	Refer to planning maps			
02257	Residence	65 Papakura- Clevedon Road, Clevedon	Lot 1 DP 65298	B		A,E,F,H	Refer to planning maps			
02258	Commercial building	7 Papakura- Clevedon Road, Clevedon	Part Allot 5 PSH OF Wairoa; road reserve	B		A,B,E,G,H	Refer to planning maps			
02259	Residence	17 Papakura- Clevedon Road, Clevedon	Lot 5 DP 597885; road reserve	A*	Residence	A,F,G	Refer to planning maps			
02260	Residence	21 Papakura- Clevedon Road, Clevedon	LOT 2 DP 597885; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
02261	Residence	29 Papakura- Clevedon Road, Clevedon	Lot 1 DP 58899	B		A,F,G,H	Refer to planning maps			
02263	Residence	1 Monument Road, Clevedon	Part Allotment 5 PSH OF Wairoa	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02264	Residence	17 Clevedon- Kawakawa Road, Clevedon	LOT 2 DP 489936	B		A,B,E,F,G,H	Refer to planning maps			
02265	Whitford Hall	1 Whitford-Maratai Road, Whitford	Part Lot 7 DP 4432	B		A,B,H	Refer to planning maps			
02266	Whitford General Store (former)	1 Whitford Wharf Road, Whitford	Lot 5 DP 4432	B		A,G,H	Refer to planning maps			

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02268	Waimauku Dairy Factory	81 Waimauku Station Road, Waimauku	Pt Waikoukou Blk 2A2 DP 11931	B		A,B,F,H	Refer to planning maps			
02269	Blacksmiths (former)	85 Waimauku Station Road, Waimauku	Lot 2 DP 18692; road reserve	B	Original blacksmith building	A,F,H	Refer to planning maps	Interior of building(s)		
02270	Waimauku Memorial Hall	22 and 24 Waimauku Station Road, Waimauku	Lot 1 DP 43085; Lot 8 DP105420; road reserve	B		A,B,D,E,F,H	Refer to planning maps		Yes	
02271	Tractor storage shed	45 Worrall Road, Kumeu	Pt Lot 35 Deeds Plan Whau 56; road reserve	B		A,B,E,F,H	Refer to planning maps			
02272	Farm shed and piggery	68 Worrall Road, Huapai	Lot 1 DP 89975; road reserve	B		A,B,D,E,F,H	Refer to planning maps		Yes	
02273	Bakehouse (former)	55 Waimauku Station Road, Waimauku	Lot 1 DP 138949; road reserve	B		A,B,D,F,H	Refer to planning maps		Yes	
02275	Chimney	Waikoukou Valley Road, Waikoukou Valley	Lot 4 DP 141298; road reserve	B		A,B,F,H	Refer to planning maps			
02276	Puriri Farm	50 Annandale Road, Kumeu	PT LOT 34 DEEDS PLAN WHAU 56	B		A,B,D,E,F,H	Refer to planning maps		Yes	
02278	Blake's Mill Q10_697	824 Old North Road, Waikoukou Valley	Lot 1 DP 339840	B		A,D,E,H	To be defined#		Yes	
02281	Pit site Q10_63	21 Lyon Road, Woodhill	LOT 3 DP 49611	B		D	Refer to planning maps		Yes	Yes
02282	Pit/terrace site Q10_482	Fletcher Road, Muriwai	LOT 2 DP 494467	B		D	Refer to planning maps		Yes	Yes
02283	Undefended settlement Q10_481	Fletcher Road, Muriwai	LOT 2 DP 494468	B		D	Refer to planning maps		Yes	Yes
02284	Midden R09_16	Mahurangi Regional Park, 9 Ridge Road, Scotts Landing	SEC 209 MAHURANGI VILLAGE SO 36345; road reserve; CMA	B		D	Refer to planning maps		Yes	Yes
02285	Terraces/midden R09_684	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	Refer to planning maps		Yes	Yes
02286	Pits R09_685	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	Refer to planning maps		Yes	Yes
02287	Terrace/s R09_687	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	To be defined#		Yes	Yes
02289	Midden R09_754	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 3 DP 28362; CMA	B		D	Refer to planning maps		Yes	Yes
02290	Midden/earthwork R09_756	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 3 DP 28362	B		D	Refer to planning maps		Yes	Yes
02291	Midden R09_757	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 3 DP 28362; CMA	B		D	Refer to planning maps		Yes	Yes
02292	Shipyards/settlement/trees R09_758	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 3 DP 28362; Lot 2 DP28362; CMA	B		D	Refer to planning maps		Yes	
02293	Midden R09_759	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 3 DP 28362	B		D	Refer to planning maps		Yes	Yes
02294	Darroch's Shipyards site R09_760	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362; PT DP22868; CMA	B		D	Refer to planning maps		Yes	
02295	Terrace/midden R09_761	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	To be defined#		Yes	Yes
02296	Midden/terrace R09_762	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	To be defined#		Yes	Yes
02297	Midden R09_763	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362; CMA	B		D	Refer to planning maps		Yes	Yes
02298	Terraces R09_859	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	To be defined#		Yes	Yes
02299	Terraces/pits R09_860	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	Refer to planning maps		Yes	Yes
02300	Midden R09_861	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	To be defined#		Yes	Yes
02301	Midden R09_863	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	To be defined#		Yes	Yes
02302	Midden R09_866	Mahurangi Regional Park, Mahurangi East Road, Martins Bay	Lot 3 DP 28362	B		D	To be defined#		Yes	Yes

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02303	Pa site R09_912	Mahurangi Regional Park, 2 Ridge Road, Scotts Landing	SEC 49 MAHURANGI VILLAGE SO 20073; CMA	B		D	Refer to planning maps		Yes	Yes
02304	Midden R09_915	Mahurangi Regional Park, 2 Ridge Road, Scotts Landing	Pt Section 50 Vill of Mahurangi	B		D	Refer to planning maps		Yes	Yes
02305	Midden R09_916	Mahurangi Regional Park, 2 Ridge Road, Scotts Landing	SEC 209 MAHURANGI VILLAGE SO 36345; road reserve; CMA	B		D	Refer to planning maps		Yes	Yes
02306	Landing R09_917	Mahurangi Regional Park, 2 Ridge Road, Scotts Landing	SEC 209 MAHURANGI VILLAGE SO 36345; road reserve; CMA	B		D	Refer to planning maps		Yes	Yes
02307	Midden/terrace R09_918	Mahurangi Regional Park, 2 Ridge Road, Scotts Landing	SEC 209 MAHURANGI VILLAGE SO 36345; CMA	B		D	Refer to planning maps		Yes	Yes
02308	Midden R09_920	Mahurangi Regional Park, 2 Ridge Road, Scotts Landing	PT SEC 50 MAHURANGI VILLAGE SO 20073; road reserve; CMA	B		D	Refer to planning maps		Yes	Yes
02309	Pits/terraces R09_112	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 3 DP 56365; Lot 4 DP56365	B		D	Refer to planning maps		Yes	Yes
02310	Opahi Point pa site R09_31	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Opahi NO A1 BLOCK ML 14626	B		D	Refer to planning maps		Yes	Yes
02311	Midden/hangi/soil (cultivation) R09_475	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Opahi 1	B		D	To be defined#		Yes	Yes
02312	Midden R09_476	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Opahi 1	B		D	To be defined#		Yes	Yes
02313	Midden R09_537	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 2 DP 56365	B		D	To be defined#		Yes	Yes
02314	Midden R09_809	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Opahi 1	B		D	To be defined#		Yes	Yes
02315	Otungutu Settlement site R09_810	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 2 DP 56365	B		D	Refer to planning maps		Yes	Yes
02316	Midden/pits/drains (cultivation) R09_928	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 3 DP 56365	B		D	Refer to planning maps		Yes	Yes
02317	Midden R10_1041	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 1 DP 54981; CMA	B		D	Refer to planning maps		Yes	Yes
02318	Midden (Te Muri Beach) R10_1100	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 1 DP 62419	B		D	To be defined#		Yes	Yes
02319	Burial/wahi tapu site R10_240	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 4 DP 55671	B		D	Refer to planning maps		Yes	Yes
02320	Midden R10_241	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 5 DP 55671	B		D	Refer to planning maps		Yes	Yes
02321	Midden R10_242	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 6 DP 55671; Pt Lot 5 DP55671	B		D	To be defined#		Yes	Yes
02322	Midden R10_244	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 3 DP 54981	B		D	To be defined#		Yes	Yes
02323	Terrace/drains/cultivation R10_245	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 2 DP 54981	B		D	Refer to planning maps		Yes	Yes
02324	Midden/terraces R10_246	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 1 DP 62419	B		D	To be defined#		Yes	Yes
02325	Spaniards Creek midden R10_247	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 1 DP 62419; Lot 2 DP62419	B		D	Refer to planning maps		Yes	Yes
02326	Midden R10_248	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Puhoi; Pt Lot 1 DP 62419	B		D	Refer to planning maps		Yes	Yes
02327	Midden R10_322	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 2 DP 54981; Lot 3 DP54981	B		D	Refer to planning maps		Yes	Yes
02328	Pits/terraces R10_324	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Nokenoke	B		D	Refer to planning maps		Yes	Yes
02329	Midden R10_331	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 6 DP 55671	B		D	To be defined#		Yes	Yes
02330	Midden R10_332	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 5 DP 55671; Pt Lot 6 DP55671	B		D	To be defined#		Yes	Yes
02331	Midden R10_333	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Tungutu	B		D	To be defined#		Yes	Yes
02332	Pits/terraces/midden R10_334	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 1 DP 55671; Pt Lot 2 DP 55671; Pt Lot 3 DP 55671; Pt Lot 4 DP 55671; Pt Lot 5 DP 55671; Pt Lot 6 DP 55671; Pt Lot 7 DP 55671; Pt Lot 8 DP 55671	B		D	Refer to planning maps		Yes	Yes

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02333	Pa site R10_335	Cudlip Point, Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 3 DP 55671; Pt Lot 4 DP55671; Pt Lot 2 DP 55671,	B		D	Refer to planning maps		Yes	Yes
02334	Midden R10_397	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 8 DP 55671	B		D	Refer to planning maps		Yes	Yes
02335	Terraces/midden R10_398	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 4 DP 55671; Pt Lot 2 DP55671; Pt Lot 3 DP 55671	B		D	Refer to planning maps		Yes	Yes
02336	Otarawao Pa/Sullivan's Pa R10_413, including fruit trees	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Tungutu	B		D	Refer to planning maps		Yes	Yes
02337	Midden R10_767	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 1 DP 59474	B		D	To be defined#		Yes	Yes
02338	Terrace R10_768	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 1 DP 59474	B		D	Refer to planning maps		Yes	Yes
02339	Terraces/middens R10_769	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 2 DP 62419	B		D	Refer to planning maps		Yes	Yes
02340	Terraces/midden/pits/depression R10_770	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Nokenoke; Pt Puhoi	B		D	Refer to planning maps		Yes	Yes
02341	Orokaraka midden R10_771	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 1 DP 54981	B		D	Refer to planning maps		Yes	Yes
02342	Stonework (pavement) R10_772	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 7 DP 55671	B		D	Refer to planning maps		Yes	Yes
02343	Pa site R10_91	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 3 DP 54981; Lot 2 DP54981	B		D	Refer to planning maps		Yes	Yes
02344	Midden R10_950	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 1 DP 59474	B		D	To be defined#		Yes	Yes
02345	Midden Q11_144	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Lot 2 DP 43396; Pt Lot 72DP 35335	B		D	To be defined#		Yes	Yes
02346	Terraces/trees Q11_145	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Pt Lot 136 DP 37374	B		D	Refer to planning maps		Yes	Yes
02347	Terrace/midden/burial site Q11_148	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	SEC S2 BLK IX KUMEU SURVEY DISTRICT SO 31011; SEC 43 BLK IX KUMEU SURVEY DISTRICT SO 42689	B		D	Refer to planning maps		Yes	Yes
02348	Rock shelter/shelter/midden Q11_149	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Section S2 Blk IX Kumeu SD	B		D	To be defined#		Yes	Yes
02349	Midden Q11_150	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	SEC S2 BLK IX KUMEU SURVEY DISTRICT SO 31011; CMA	B		D	Refer to planning maps		Yes	Yes
02350	Rock shelter/shelter/midden Q11_151	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Section S2 Blk IX Kumeu SD	B		D	Refer to planning maps		Yes	Yes
02351	Rock shelter/midden Q11_152	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	SEC S2 BLK IX KUMEU SURVEY DISTRICT SO 31011; SEC 43 BLK IX KUMEU SURVEY DISTRICT SO 42689	B		D	Refer to planning maps		Yes	Yes
02352	Shelter/rock shelter Q11_153	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Section S2 Blk IX Kumeu SD	B		D	Refer to planning maps		Yes	Yes
02353	Midden/find spot Q11_335	Muriwai Regional Park, 101 Coast Road, Muriwai Beach	Section 1 SO 69320	B		D	To be defined#		Yes	Yes
02354	Shelter/rock shelter/midden/terraces Q11_34	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Section S2 Blk IX Kumeu SD	B		D	Refer to planning maps		Yes	Yes
02355	Pa site Q11_342	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Lot 1 DP 41363	B		D	To be defined#		Yes	Yes
02356	Rock shelter/shelter/midden/terrace Q11_65	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	SEC S2 BLK IX KUMEU SURVEY DISTRICT SO 31011; Lot 63 DP 37175; Lot 64 DP 37175; Lot 65 DP37175; Lot 66 DP 37175	B		D	Refer to planning maps		Yes	Yes
02357	Pa site R09_113	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	Lot 1 DP 203800; CMA	B		D	Refer to planning maps		Yes	Yes
02358	Terrace/middens/karaka trees R09_136	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	Lot 1 DP 203800	B		D	Refer to planning maps		Yes	Yes
02359	Terrace/karaka trees/midden/house sites R09_137	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	Lot 1 DP 203800	B		D	Refer to planning maps		Yes	Yes
02360	Midden/pits/karaka trees R09_138	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	Lot 1 DP 203800	B		D	Refer to planning maps		Yes	Yes

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02361	Midden/karaka trees/terraces/pits R09_139	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	Lot 1 DP 203800	B		D	Refer to planning maps		Yes	Yes
02362	Midden/s R09_149	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	Lot 1 DP 203800	B		D	Refer to planning maps		Yes	Yes
02363	Midden R09_990	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	Lot 1 DP 203800	B		D	To be defined#		Yes	Yes
02364	Find spot (artefact) R10_10	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt DP 2187	B		D	To be defined#		Yes	Yes
02365	Pits/midden R10_11	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	ALLOT 255 PSH OF WAIWERA SO 2151	B		D	Refer to planning maps		Yes	Yes
02366	Midden R10_144	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt Allotment 245 Psh of Waiwera	B		D	Refer to planning maps		Yes	Yes
02367	Midden R10_145	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt Allotment 245 Psh of Waiwera	B		D	Refer to planning maps		Yes	Yes
02368	Midden R10_146	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 245 PSH OF WAIWERA SO 1438	B		D	Refer to planning maps		Yes	Yes
02369	Midden R10_147	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	ALLOT 246 PSH OF WAIWERA SO 1438	B		D	Refer to planning maps		Yes	Yes
02370	Terrace R10_148	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 245 PSH OF WAIWERA SO 1438; ALLOT 246 PSH OF WAIWERA SO 1438	B		D	Refer to planning maps		Yes	Yes
02371	Midden R10_149	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	ALLOT 247 PSH OF WAIWERA SO 1564; CMA	B		D	Refer to planning maps		Yes	Yes
02372	Midden R10_150	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 248 PSH OF WAIWERA SO 1564; CMA	B		D	Refer to planning maps		Yes	Yes
02373	Midden R10_151	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 246 Psh of Waiwera	B		D	To be defined#		Yes	Yes
02374	Midden R10_152	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 248 PSH OF WAIWERA SO 1564	B		D	Refer to planning maps		Yes	Yes
02375	Midden/terraces R10_153	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 1 PSH OF WAIWERA DP 2187; road reserve	B		D	Refer to planning maps		Yes	Yes
02376	Midden R10_154	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 248 PSH OF WAIWERA SO 1564	B		D	Refer to planning maps		Yes	Yes
02377	Midden R10_155	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 248 PSH OF WAIWERA SO 1564	B		D	Refer to planning maps		Yes	Yes
02378	Terraces/midden/trees R10_156	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt Allot 248 Psh of Waiwera SO 1564	B		D	Refer to planning maps		Yes	Yes
02379	Midden R10_157	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera	B		D	To be defined#		Yes	Yes
02380	Midden R10_158	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera	B		D	Refer to planning maps		Yes	Yes
02381	Midden/terraces R10_159	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	ALLOT 247 PSH OF WAIWERA SO 1564	B		D	Refer to planning maps		Yes	Yes
02382	Midden R10_169	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	ALLOT 247 PSH OF WAIWERA SO 1564	B		D	Refer to planning maps		Yes	Yes
02383	Terraces/middens/depression R10_170	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	ALLOT 247 PSH OF WAIWERA SO 1564; PT ALLOT 249 PSH OF WAIWERA SO 1564	B		D	Refer to planning maps		Yes	Yes
02384	Middens R10_171	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera; Allotment 249 Psh of Waiwera	B		D	To be defined#		Yes	Yes
02385	Midden R10_172	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera; Allotment 249 Psh of Waiwera	B		D	To be defined#		Yes	Yes
02386	Terraces/middens/depressions R10_173	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt Allotment 249 Psh of Waiwera	B		D	To be defined#		Yes	Yes
02387	Midden R10_174	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	ALLOT 247 PSH OF WAIWERA SO 1564; PT ALLOT 248 PSH OF WAIWERA SO 1564	B		D	Refer to planning maps		Yes	Yes
02388	Middens R10_175	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	ALLOT 247 PSH OF WAIWERA SO 1564	B		D	Refer to planning maps		Yes	Yes
02389	Terrace/s R10_176	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera	B		D	Refer to planning maps		Yes	Yes

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02390	Middens/terraces R10_414	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera; Allotment 249 Psh of Waiwera	B		D	To be defined#		Yes	Yes
02392	Pits/terraces R10_764	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 251 PSH OF WAIWERA SO 1564	B		D	Refer to planning maps		Yes	Yes
02393	Pa site R10_9	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	ALLOT 247 PSH OF WAIWERA SO 1564; PT ALLOT 248 PSH OF WAIWERA SO 1564	B		D	Refer to planning maps		Yes	Yes
02394	Midden/find spot (adzes) R10_95	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera	B		D	To be defined#		Yes	Yes
02395	Trees R10_97	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 248 PSH OF WAIWERA SO 1564	B		D	Refer to planning maps		Yes	Yes
02396	Pits R10_98	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 248 PSH OF WAIWERA SO 1564	B		D	Refer to planning maps		Yes	Yes
02401	Papahi pa R09_133	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02402	Midden R09_134	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02403	Terraces/pits R09_173	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02404	Pit/terraces R09_174	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02405	Midden R09_178	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02406	Midden R09_190	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	CMA (Pt Tawharanui)	B		D	To be defined#		Yes	Yes
02407	Midden R09_236	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02408	Midden R09_237	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02409	Terrace R09_238	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Lot 1 DP 38965; Lot 2 DP68181	B		D	Refer to planning maps		Yes	Yes
02410	Pit R09_239	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02411	Terraces R09_240	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02412	Terrace/pit R09_241	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02413	Pahi Pa site R09_242	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02414	Terraces R09_243	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Lot 1 DP 38965	B		D	Refer to planning maps		Yes	Yes
02415	Maungatawhiri/Oponui Pa site R09_244	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Lot 2 DP 68181; Pt Lot 1 DP38965	B		D	Refer to planning maps		Yes	Yes
02416	Pits/terraces R09_245	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02417	Midden R09_246	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02418	Midden R09_247	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02419	Midden R09_248	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02420	Midden R09_249	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02421	Midden R09_250	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02422	Middens R09_251	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02423	Midden R09_252	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02424	Terraces R09_253	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Lot 1 DP 68181	B		D	Refer to planning maps		Yes	Yes

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02425	Terrace R09_254	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02426	Midden R09_255	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	CMA	B		D	Refer to planning maps		Yes	Yes
02427	Pits/terraces R09_256	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Lot 3 DP 68181; Lot 1 DP44611	B		D	Refer to planning maps		Yes	Yes
02428	Pits/terraces R09_257	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui; Pt Lot 1 DP 38965	B		D	Refer to planning maps		Yes	Yes
02429	Pits/terraces R09_258	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui; Pt Lot 1 DP 38965	B		D	Refer to planning maps		Yes	Yes
02430	Pits/terrace R09_259	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02431	Pits/terraces R09_260	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02432	Midden/burial/s R09_261	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02433	Elephant Head pa site R09_473	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02434	Pits R09_474	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02435	Midden/find spot R09_541	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui		B		D	Refer to planning maps		Yes	Yes
02436	Midden/find spot R09_543	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02437	Midden R09_545	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02438	Ovens/garden soil/find spot R09_679	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02439	Terrace R09_680	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02440	Terraces/pit/s/karaka tree/s R09_681	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02441	Midden/oven R09_682	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02442	Logging skids/track R09_683	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Lot 2 DP 68181	B		D	Refer to planning maps		Yes	Yes
02443	Terraces/midden/find spot R09_989	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02444	Kakaha/Mihirau Pa R10_135	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	Pt Puhoi DP 11077; PT PUHOI SO 44742	B		D	Refer to planning maps		Yes	Yes
02445	Pits/terraces/midden R10_160	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	Pt Puhoi DP 11077; PT PUHOI SO 44742; PT MANGATAUROTO SO 44742	B		D	Refer to planning maps		Yes	Yes
02446	Middens/pit R10_161	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	Pt Puhoi DP 11077	B		D	Refer to planning maps		Yes	Yes
02447	Midden R10_162	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	Pt Puhoi DP 11077	B		D	Refer to planning maps		Yes	Yes
02448	Pits/midden/karaka tree/s R10_165	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	PT MANGATAUROTO SO 44742; PT PUHOI SO44742	B		D	Refer to planning maps		Yes	Yes
02449	Terraces/pit/midden R10_166	Wenderholm Regional Park, 47 Schischka Road, Wenderholm	Pt Puhoi DP 1107	B		D	Refer to planning maps		Yes	Yes
02450	Pits/terraces/midden R10_167	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	Pt Puhoi DP 11077; PT PUHOI SO 44742	B		D	Refer to planning maps		Yes	Yes
02451	Pits/terrace/midden R10_168	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	Pt Puhoi DP 11077; PT PUHOI SO 44742; PT MANGATAUROTO SO 44742	B		D	Refer to planning maps		Yes	Yes
02452	Midden R10_178	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	Pt Puhoi DP 11077	B		D	Refer to planning maps		Yes	Yes
02453	Midden R10_179	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Pt Puhoi	B		D	Refer to planning maps		Yes	Yes
02454	Terraces/midden R10_180	Wenderholm Regional Park, 22and 26 SchischkaRoad, Wenderholm	Pt Puhoi DP 11077;	B		D	Refer to planning maps		Yes	Yes
02455	Midden R10_181	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Pt Puhoi	B		D	To be defined#		Yes	Yes

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02456	Midden R10_182	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Pt Puhoi	B		D	To be defined#		Yes	Yes
02457	Midden R10_183	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	PT MANGATAUROTO SO 44742	B		D	Refer to planning maps		Yes	Yes
02458	Middens R10_184	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Pt Maungatauhoro	B		D	To be defined#		Yes	Yes
02459	Midden R10_185	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	Pt Puhoi DP 11077	B		D	Refer to planning maps		Yes	Yes
02460	Midden R10_186	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Pt Puhoi	B		D	Refer to planning maps		Yes	Yes
02461	Terraces/trees R10_202	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Pt Maungatauhoro	B		D	Refer to planning maps		Yes	Yes
02462	Terrace/midden R10_203	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	Pt Puhoi DP 11077	B		D	Refer to planning maps		Yes	Yes
02463	Karaka trees R10_204	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Pt Maungatauhoro	B		D	Refer to planning maps		Yes	Yes
02464	Midden/karaka tree/s R10_205	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	PT MANGATAUROTO SO 44742	B		D	Refer to planning maps		Yes	Yes
02465	Midden R10_206	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	PT AKEAKE SO 44742; PT PUHOI DP 11077; CMA	B		D	Refer to planning maps		Yes	Yes
02466	House sites/tracks R10_208	Wenderholm Regional Park, 47 Schischka Road, Wenderholm	Pt Puhoi DP 1107; CMA	B		D	Refer to planning maps		Yes	Yes
02467	European settlement site (historic) R10_210	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	PT MANGATAUROTO SO 44742; CMA	B		D	Refer to planning maps		Yes	Yes
02468	Terrace/midden R10_296	Wenderholm Regional Park, 26 Schischka Road, Wenderholm	Pt Maungatauroto SO 44742	B		D	Refer to planning maps		Yes	Yes
02469	Middens R10_297	Wenderholm Regional Park, 37 and 47 Schischka Road, Wenderholm	Pt Puhoi DP 11077; PT PUHOI DP 1107	B		D	Refer to planning maps		Yes	Yes
02470	Midden R10_951	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Section 1 Blk IV Waiwera SD; Pt Puhoi	B		D	To be defined#		Yes	Yes
02471	House site/midden	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	PT Puhoi DP 11077	B		D	To be defined#		Yes	
02473	The Higher Thought Temple	1 Union Street, Auckland Central	Lot 2 DP 18143; road reserve	B		A,B,F,G	Refer to planning maps			
02474	Commercial building	33 Wyndham Street, Auckland Central	PART LOT 1 SEC 18 DP27007	B		A,F,H	Refer to planning maps	Interior of building(s)		
02475	Granger brickworker's cottage (former)	46 Whitford-Maraetai Road, Whitford	Lot 3 DP 91593; road reserve	B		A,B,D,G, H	Refer to planning maps		Yes	
02477	Whitford War Memorial	Whitford War Memorial Domain, 53R Whitford- Maraetai Road, Whitford	Part Allot 2 Parish of Maraetai	B		B,G,H	Refer to planning maps	Interior of building(s)		
02479	St Thomas's Anglican Church	37 Whitford-Maraetai Road, Whitford	Part Allot 2 Parish of Maraetai	B		A,B,F,G,H	Refer to planning maps			
02480	Broomfield's Cottage (former)	295 Broomfields Road, Whitford	Lot 1 DP 320597	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02481	Tara Orchard, including packing shed and homestead (former)	99 Parris Cross Road, Henderson	Lot 1 DP 375113	B		A,F,G	Refer to planning maps	Outbuildings		
02482	Women's Suffrage Centenary Memorial	Te Ha o Hine Place and Khartoum Place, Auckland Central	Road reserve	A	Fountain, stairway, and wall with the suffrage tile mural entitled "Women achieve the vote" connecting the public square on Lorne Street to the upper street level of Khartoum Place	A,B,D,F,G,H	Refer to planning maps	Remaining upper section of Khartoum Place that is not included in the description of the primary feature and connects to Kitchener Street.		

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02484	State Housing complex	97 Vermont Street, Ponsonby	Lot 1 DP 29525	B	Each of the eight duplex, triplex and/or quadplex residential structures	A,B,D,F,H	Refer to planning maps	Interior of building(s)		
02485	St Anns	43 Arney Road, Remuera	Lot 1 DP 359558	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02486	Golf Clubhouse	9 Fern Avenue, Epsom	Lot 2 DP 26095	B		A,B,D,E,F,G	Refer to planning maps	Interior of building(s); garage; sauna; gymnasium		
02487	Mainston Manor/Ellerslie House (former)	4 Mainston Road, Remuera	LOT 1 DP 19093; LOT 2 DP19093	A	Residence	A,B,D,F,H	Refer to planning maps	Interior of building(s)		
02488	St Columba's Church	92-96 Surrey Crescent, Grey Lynn	PART LOT 5 DP 20423; LOT 6 DP 20423; LOT 7 DP 20423; LOT 6 DP 30159; LOT 7 DP 30159	B		A,B,G	Refer to planning maps			
02489	Commercial building	48-52 Wyndham Street, Auckland Central	PT ALLOT 11 SEC 21 AUCKLAND CITY; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02490	Makower McBeath & Co (former)	86 Wellesley Street, Auckland Central	Part Lot 1 DP 45541	B		D,E,F,G,H	Refer to planning maps	Interior of building(s)		
02491	Holy Trinity Church and War Memorial Stone Cross	18 Mason Avenue, Otahuhu	Lot 1 DP 51663	B		A,B,G,H	Refer to planning maps			
02492	Lange residence and doctor's practice (former)	2 Piki Thompson Way, Otahuhu	LOT 10 DP 19310; LOT 11DP 19310; LOT 12 DP19310	B		A,B,G,H	Refer to planning maps	Interior of building(s)		
02493	Chellodene House	27 Esplanade Road, Mount Eden	Lot 1 DP 64366	B		G,H	Refer to planning maps			
02494	Mann House	10 Violet Street, Mount Albert	Lot 2 DP 73576	B	Residence	A,B,D,E,F,G,H	Refer to planning maps			
02496	BJ Ball Building (former) and Mrkusich Mural	35 Graham Street, Auckland Central	PART ALLOT 9 SEC 20 SBRS OF AUCKLAND; LOT 1 DP 47079; road reserve	B		A,B,E,G	Refer to planning maps	Interior of building(s)		
02497	Fawcett Homestead	71 Papakura- Clevedon Road, Clevedon	Part Lot 9 DP 5258	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02498	Bell Homestead	62 Monument Road, Clevedon	Lot 11 DP 404808	B	Homestead; woolshed	A,B,F,G,H	Refer to planning maps	Interior of building(s): buildings and structures that are not the primary feature		
02500	Munro Cottage	116 Monument Road, Clevedon	Lot 1 DP 197869	B		A,F,G,H	Refer to planning maps			
02501	Munro homestead and stables	120 Monument Road, Clevedon	Lot 1 DP 512932	B	Residence; stables	A,B,F,G,H	Refer to planning maps			
02503	Clevedon War Memorial	44 Papakura- Clevedon Road, Clevedon	Part Allot 5 PSH OF Wairoa; road reserve	A*	Memorial	A,B,E,H	Refer to planning maps			
02504	Memorial Cairn	Clevedon Wharf Reserve, adjacent to 58R Clevedon- Kawakawa Road, Clevedon	Road reserve	B		A,B,H	Refer to planning maps			
02505	Avenue of Remembrance	Clevedon Showgrounds Reserve, 73R Monument Road, Clevedon	Lot 1 DP 176480; Lot 2 DP176480; road reserve	B		A,B,H	Refer to planning maps			
02507	Waiuku War Memorial	Waiuku Cenotaph Memorial and Reserve, corner of Queen Street and George Street, Waiuku	Allotment 315 PSH OF Waiuku East; road reserve	B		A,B,F,H	Refer to planning maps			
02508	Terraces/midden R12_1073	112B McRobbie Road, Papakura	Lot 2 DP 112871	B		D	Refer to planning maps		Yes	
02509	Terraces	125 McRobbie Road, Papakura		B		D	To be defined#		Yes	
02510	Clotworthy House site, including trees	Clotworthy Park, 189R and 205 Hingaia Road, Hingaia	Sec 2 SO 436222; Sec 1 SO436222	B		D,H	Refer to planning maps			
02519	Karangahape Pa R11_381 and R11_2096	Waitakere Ranges Regional Park, 718 Huia Road, Parau, Cornwallis	Pt Allot 1 Parish of Karangahape; PT ALLOT 1 SO 1432A KARANGAHAPE; CMA	B		A,C,D,F,H	Refer to planning maps		Yes	Yes
02520	Maunganui Pa R09_9, R09_2137	Casnell Island (Manganui) Scenic Reserve, Casnell Island, Mahurangi	Allot 196 PSH of Mahurangi SO 1150C	B		B,D,F,G,H	Refer to planning maps		Yes	Yes
02521	Ring ditch pa R09_15	Burton Wells Scenic Reserve, Williams Street, Scotts Landing	Lot 1 DP 30758	B		D,H	Refer to planning maps		Yes	Yes

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02522	Otauwheinga Pa R12_61	1506 Awhitu Road, Waiuku	Lot 6 DP 198677	A*	Entire site	A,B,C,D	Refer to planning maps		Yes	Yes
02523	Pehiakua Village site (former)	Douglas Road, Waiuku	Lot 2 DP 8292; road reserve	B		A,B,D,F	Refer to planning maps		Yes	Yes
02525	King's Flax Mill site	Waitakere Road, Waitakere	PT Allot 137A PSH of Waipareira SO 3410A; road reserve	B		A,B,D,F	Refer to planning maps		Yes	
02527	Granger's No. 1 Brickworks R11_1426	58R, 76, and 84Potts Road, Whitford	Lot 21 DP 154401; Lot 19DP 154401; Lot 104 DP150676; CMA	B		A,D,H	Refer to planning maps		Yes	
02528	Granger's No. 2 Brickworks	46 and 104R Whitford-Maraetai Road, Whitford	Lot 3 DP 91593; Lot 5 DP91593; road reserve; CMA	B		A,D, F, G,H	Refer to planning maps		Yes	
02529	Rotopiro/Taupo Flour Mill site S11_395	1040 and 1080Clevedon-Kawakawa Road, Clevedon	Part Lot 1 DP 35500; Lot 1DP 89901	B		A,D	Refer to planning maps		Yes	Yes
02530	Ihumatao Mission Station site R11_545, R11_546, R11_547, including Maori settlement, Ellett Homestead, stone walls and structures, and fig tree	292 and 328 Ihumatao Road, Mangere	Lot 1 DP 387540; Lot 3 DP387540; PART TIDAL LANDS OF MANUKAU HARBOUR SURVEY OFFICE PLAN 67474; CMA	B		A,C,D	Refer to planning maps		Yes	Yes
02531	Moeatoa Mission Station site R12_976	56 Mayhead Road, Waiuku	Lot 3 DP 385537; PART TIDAL LANDS OF MANUKAU HARBOUR SURVEY OFFICE PLAN 67474; CMA	B		A,C,D	Refer to planning maps		Yes	Yes
02532	Undefended settlement site S11_111	782 Clevedon- Kawakawa Road, Clevedon	Lot 2 DP 158063	B		C,D	Refer to planning maps		Yes	Yes
02533	Achilles House	41 Customs Street East (also known as 8 Commerce Street), Auckland Central	ALLOT 29 SEC 2 AUCKLAND CITY; ALLOT 30 SEC 2 AUCKLAND CITY; ALLOT 8 SEC 2 AUCKLAND CITY; road reserve	B	Building	A,F,H	Refer to planning maps	Ground floor retail spaces		
02534	Victoria Street West shops	134, 136 and 140-142 Victoria Street West, Auckland Central	Part Allot 1 SEC 24 Auckland CITY; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s); all single-level additions located at the rear of the two-storey buildings		
02538	Grand Vue Boarding House (former)	3 Princes Street, Auckland Central	LOT 1 DP 1793; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s); 1992 building located in the rear courtyard		
02539	Gilfillan's Store (former)	95 Queen Street, Auckland Central	PART ALLOT 8 SEC 17 AUCKLAND CITY; road reserve	A	Building	A,F,H	Refer to planning maps			
02540	Clifton	11 Castle Drive, Epsom	LOT 1 DP 164440	A	Residence	A,C,E,F,G,H	Refer to planning maps			Yes
02541	Vernon Brown House	91 Arney Road, Remuera	Lot 3 DP 22488; road reserve	A	Residence	F,G	Refer to planning maps			
02542	Fernie House	235 Jervois Road, Herne Bay	LOT 6 DP 17148; road reserve	B		F,G	Refer to planning maps			
02543	Wrigley House (former)	36 Ladies Mile, Remuera	Lot 1 DP 449341; road reserve	B		A,F,G	Refer to planning maps			
02544	Western Springs Lodge (former)	99 Western Springs Road, Western Springs	LOT 1 DP 164823; road reserve	B		A,F,G	Refer to planning maps			
02545	Newmarket Police Station (former), including masonry villa and lock-up	Newmarket Police Station, 58 Remuera Road, Newmarket	LOT 7 ALLOT 29 SEC 14 SBRS of AUCKLAND; LOT 8 ALLOT 29 SEC 14 SBRS OF AUCKLAND; LOT 9 ALLOT 29 SEC 14 SBRS OF AUCKLAND; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
02546	Mount Roskill Fire Station (former)	504 Mount Albert Road, Three Kings	LOT 1 DP 64706; road reserve	B		A,F,H	Refer to planning maps			
02548	Amohia	127 Mountain Road, Epsom	PART LOT 2 DP 4122; road reserve	B		F,G,H	Refer to planning maps	Interior of building(s)		
02551	Glyn Dairy Company butter factory	227 Pukapuka Road, Pukapuka	Lot 4 DP 200837; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
02553	Pillbox	339 Hibiscus Coast Highway and Marine Parade Reserve, Orewa	Lot 2 DP 49315; SEC 1 SO64797	B	Pillbox	A,D,H	Refer to planning maps	All buildings and structures except the primary feature		
02554	Gateway	956-990 Great North Road, Point Chevalier	LOT 1 DP 204715	B		A,F,H	Refer to planning maps			

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02555	Tattersfield chimney	271 Richmond Road, Grey Lynn	Lot 2 DP 208373	B		A,F,G,H	Refer to planning maps; limited to a 5m dimension around the exterior of the chimney, provided that in respect of the northern boundary, the extent of place is to the boundary			
02556	Howden House	38 Kitchener Road, Waiuku	LOT 9 DP 28275; LOT 10DP 28275	B		A,D,F,H	Refer to planning maps			
02557	Dexter and Crozier (former)	51-53 Albert Street, Auckland Central	LOT 2 DP 7689; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
02558	Ambury Limited building (former)	198-202 Jervois Road, Herne Bay	Lot 1 BLOCK 3 DP 2954; road reserve	B		A,G,H	Refer to planning maps	Interior of building(s)		
02559	Commercial building	58-64 Fort Street, Auckland Central	Allot 44 Section 2 Auckland City; Allot 45 Section 2 Auckland City	B		A,D,F,G,H	Refer to planning maps			
02566	St Andrew's Community Presbyterian Church	18 Station Road, Otahuhu	PART Lot 2 DP 151	B		A,B,F,G,H	Refer to planning maps			
02567	St Joseph and St Joachim Catholic Church	118 Church Street, Otahuhu	ALLOT 7 SEC 7 VILL OF OTAHUHU; ALLOT 9 SEC 7 VILL OF OTAHUHU	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
02569	St Mary's Home and Chapel, including Jane Cowie building	10 Beatty Street, Otahuhu	LOT 1 DP 426616	B		A,B,F,G,H	Refer to planning maps	Post-1975 building(s)		
02570	McAnulty House (former)	7 Luke Street, Otahuhu	PART Allot 1 Vill of Otahuhu	B		A,H	Refer to planning maps	Interior of building(s)		
02571	Johnston House (former)	39 Mangere Road, Otahuhu	Lot 2 DP 43629	B		A,B,F,G,H	Refer to planning maps			
02573	Bank of New Zealand (former)	310 Great South Road, Otahuhu	Lot 1 DP 32438; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02574	Star Hotel	388-392 Great South Road, Otahuhu	Lot 12 DP 21434; road reserve	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
02575	Progressive Buildings	423-433 Great South Road, Otahuhu	PART Lot 3 DP 41443; road reserve	B	Buildings	A,F,G,H	Refer to planning maps	Interior of building(s)		
02576	Central Buildings	471-473 and 475-481 Great South Road, Otahuhu	LOT 1 DP 20735; LOT 2 DP20735; LOT 14 DP 12319; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02577	Otahuhu Technical School (former)	Otahuhu Primary School, 41 Station Road, Otahuhu	PART LAND CLAIM 269A FAIRBURNS GRANT	B		A,B,F,H	Refer to planning maps			
02578	Railway signal box	Otahuhu Railway Station, 1 Walmsley Road, Otahuhu	SECT 1 SO 516423	B	Building	A,B,E,F,G,H	Refer to planning maps	Interior of building(s)		
02579	Alfred Sturges Memorial	Sturges Park, 25A Fort Richard Road, Otahuhu	Part Land Claim 269A Fairburns Grant	B		A,B,H	Refer to planning maps			
02580	Luke Memorial	Great South Road and Atkinson Avenue, Otahuhu	Road reserve	B		A,B,H	Refer to planning maps			
02581	Auckland Electric Power Board sub-station	250 Balmoral Road, Sandringham	Lot 1 DP 30426	B		A,F,H	Refer to planning maps	Interior of building(s)		
02584	Cheapside Buildings	727-731 and 767-771 Dominion Road, Mount Roskill	PART LOT 62 DP 17096; PART LOT 63 DP 17096; PART LOT 64 DP 17096; PART LOT 75 DP 17096; PART LOT 76 DP 17096; PART LOT 77 DP 17096; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s); modern lean-to structures attached to the rear of 767- 771 Dominion Road		
02585	Balmoral Presbyterian Church complex	258-260 Balmoral Road, Sandringham	Lot 18 Deeds only, contained within Certificate of title NA/1577/8	B		A,B,H	Refer to planning maps	Interior of building(s)		
02586	Sisters of St Joseph Convent (former)	28 Telford Avenue, Balmoral	PART LOT 10 DP 6890	B		A,B,F	Refer to planning maps	Interior of building(s); garage and carport structures; 1948 additions		
02587	Sandringham Public Toilets	598 Sandringham Road, Sandringham	PART ALLOT 45A PSH OF TITIRANGI	B		A,F,G,H	Refer to planning maps	Interior of building(s)		

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02588	Mount Roskill Municipal Building (former)	560 Mount Albert Road, Three Kings	PART ALLOT 85B SEC 10 SBRS OF AUCKLAND; 85C SEC 10 SBRS OF AUCKLAND	B		A,B,F,G,H	Refer to planning maps	Interior of building(s); c.1990 north block addition; c.1974 addition		
02589	Arkell Homestead	461 Hillsborough Road, Mount Roskill	LOT 1 DP 108346	B	Arkell Homestead	A,B,E,F,G,H	Refer to planning maps and Schedule 14.3	All buildings and structures except the primary feature		
02590	St Francis Retreat	50 Hillsborough Road, Hillsborough	Lot 1 DP 210872	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
02591	Dr Gordon's House (former)/El Rey Country Club (former)/St David's in the Fields	202 Hillsborough Road, Hillsborough	LOT 2 DP 141688	B		A,B,H	Refer to planning maps	Interior of building(s)		
02592	War Memorial Hall and Memorial	War Memorial Park, 13 May Road, Mount Roskill	PART LOT 136 DP 42461	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
02593	Three Kings Congregational Church	513A Mount Albert Road, Three Kings	LOT 42 DP 3029	B		A,B,H	Refer to planning maps	Interior of building(s)		
02594	Preston House (former)	520 Mount Albert Road, Three Kings	LOT 1 DP 29111	B		A,H	Refer to planning maps	Interior of building(s)		
02595	Coleraine	1 Warren Avenue, Three Kings	Lot 4 DP 39702	B		A,F,G,H	Refer to planning maps	Interior of building(s); other physically separate buildings at the rear of Coleraine		
02596	Cadzow Villa (former)/Rev Percy Smallfield House (former)	8 Liverpool Street, Royal Oak	LOT 3 DP 38670	B		A,F,H	Refer to planning maps	Interior of building(s); the western hipped-roof part of the house; the garage adjacent to the western part of the house		
02597	Three Kings Wesleyan Native Institution Memorial	Adjacent to 54 McCullough Avenue, Three Kings	Road reserve	B		A,B,H	Refer to planning maps	Driveways		
02598	Aotea Sea Scout Hall	1 Orpheus Drive, Onehunga Harbour Road, Onehunga	PART TIDAL LANDS MANUKAU HARBOUR SURVEY OFFICE PLAN 17449; PART TIDAL LANDS MANUKAU HARBOUR PROVINCIAL SUPERINTENDENTS GRANT; road reserve; CMA	B	Building	A,F,G,H	Refer to planning maps	Interior of building(s)	Yes	Yes
02600	Onehunga Methodist Church (former)	77-83 Grey Street, Onehunga	ALLOT 2 SEC 5 VILL OF ONEHUNGA	B		A,B,H	Refer to planning maps	Interior of building(s)	Yes	
02601	Automatic-telephone exchange and garage (former)	60 Princes Street, Onehunga	ALLOT 48 Sec 17 Vill of Onehunga; ALLOT 49 SEC 17 Vill of Onehunga; Lot 2 DP 185200; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)	Yes	
02607	Masonic Hall (former)	157-159A Onehunga Mall, Onehunga	Part Allot 3 SEC 13 VILL OF Onehunga	B		A,F	Refer to planning maps	Interior of building(s); front shop and rear concrete building	Yes	
02608	Southbourne/Brookfield residence (former)	424 Onehunga Mall, Onehunga	LOT 2 DP 30696	B		A,H	Refer to planning maps	Interior of building(s)	Yes	
02609	Rishworth's Building	171-173 Onehunga Mall, Onehunga	Part Allot 1 Sec 13 Vill of Onehunga; road reserve	B	Building	A,B,F,G,H	Refer to planning maps		Yes	Yes
02610	Manukau Tavern (former)	2 Onehunga Harbour Road, Onehunga	LOT 2 DP 202116; road reserve	B		A,B	Refer to planning maps	Interior of building(s)	Yes	Yes
02611	Onehunga Returned Services Association Bowling Club	59 Princes Street, Onehunga	Lot 1 DP 150455	B		A,B,H	Refer to planning maps	Interior of building(s)	Yes	Yes
02614	Arcadia Billiards Saloon	197 Onehunga Mall, Onehunga	PART ALLOT 7 SEC 9 VILL OF ONEHUNGA; road reserve	B		A,H	Refer to planning maps	Interior of building(s)		
02615	Courts Building	186-188 Onehunga Mall, Onehunga	Lot 2 DP 310415; road reserve	B	Building	A,H	Refer to planning maps	Interior of building(s)	Yes	
02617	Shaldrick residence (former)	50 Onehunga Mall, Onehunga	PART ALLOT 38 SEC 17 Vill of ONEHUNGA	B		A, F	Refer to planning maps	Interior of building(s)	Yes	
02618	Compass Rose wreck site	East of Tiritiri Matangi Island, Hauraki Gulf	CMA	B		A,D,E	Refer to planning maps; all of the sea bed within 200m of the wreck		Yes	

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02619	Kingsley Street state houses (former)	17, 19, 21, 23 and 25 Kingsley Street, Westmere	Lot 5 DP 8642; Lot 4 DP8642; Lot 3 DP 8642; Lot 2DP 8642; Lot 1 DP 8642	A	Pre-1917 portion(s) of each residence at 17, 19, 21, 23, and 25 Kingsley Street	A,F,H	Refer to planning maps	Interior of building(s)		
02620	Cleave's Building (former)	10 Vulcan Lane, Auckland Central	PART ALLOT 3 SEC 4 AUCKLAND CITY	B	Building	A,F,G,H	Refer to planning maps	Interior of building(s)		
02621	Ker House (former)	6 Emerald Street, Epsom	PART LOT 14 DP 3293	B		A,B,D,F,G,H	Refer to planning maps			
02622	Isaacs' Bonded Stores (former)	16-18 Commerce Street, Auckland Central	ALLOT 13 CITY OF AUCKLAND; road reserve	A	Building	F,G	Refer to planning maps			
02623	Whittome House (former)	18 Gardner Road, Epsom	PART LOT 31 DP 463	B		A,F,G,H	Refer to planning maps			
02624	Remuera Masonic Hall (former)	82 Remuera Road, Remuera	LOT 60 DP 124	B		A,F,G,H	Refer to planning maps			
02625	Samuel Ward House homestead	Mangere Centre Park, 161R Robertson Road, Mangere East	PART LOT 3 DP 41206	B		A,B,F,G,H	Refer to planning maps			
02651	Piha Mill site Q11_532	Waitakere Ranges Regional Park, 64 Glenesk Road, Piha	Lot 59 DP 25709; Lot 60 DP25709; Lot 3 DP 31544; Part Lot 2 DP31544; road reserve	B		A,D	Refer to planning maps	Existing buildings	Yes	
02652	Piha RDF (Radio Direction Finder) radar station site	Waitakere Ranges Regional Park, 24 and 26 Log Race Road, Piha	Allot 157 SO 44949 Karangahape; Lot 1 DP 200568; Allot 158 SO 44949 Karangahape; Part Allot SW82 SO 59488 Karangahape	B		A,D	Refer to planning maps	Existing buildings and structures associated with network utilities; public toilet		
02653	Tauhinu Sea Scouts' Den	R 17 and 17A Rahui Road, Greenhithe	Allot 697 PARISH OF PAREMOREMO; LOT 1 DP 450016; CMA	B	Scout den	A	Refer to planning maps	Interior of building(s); toilet block		
02654	Glenfield Library	88-94 Bentley Avenue, Glenfield	LOT 2 DP 49045; LOT 3 DP49045	B	Library building	A,G	Refer to planning maps	Interior of building(s); eastern addition on to library		
02655	Wild residence (former)	24 Chivalry Road, Glenfield	Lot 1 DP 61439	B	Residence	A,F,G	Refer to planning maps	Interior of building(s)		
02656	Matthews' bach	1019 Beach Road, Torbay	Lot 18 DEEDS 148	A	Residence	A	Refer to planning maps	Interior of building(s); detached outbuildings		
02657	Pillbox	17 Bournemouth Terrace, Crows Nest Rise Walk, R 16 Brighton Terrace, Murrays Bay	Lot 2 DP 59552; Pt Allot 183 Parish of Takapuna	A	Pillbox	A,H	Refer to planning maps			
02658	Mairangi Bay Presbyterian Church	9 Hastings Road, Mairangi Bay	Lot 98 DP 13311; Lot 99 DP 13311; Lot 242 DP 13311	B	Church	A,B,G	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature		
02659	All Hallows Methodist Church	218 Beach Road, Campbells Bay	Pt Lot 2 DP 403138; road reserve	B	Church	A,B,F,G	Refer to planning maps	Interior of building(s); attached rear addition		
02660	St Joseph's Convent and chapel (former)	87B Penzance Road, Mairangi Bay	Lot 2 DP 183176	B	Convent; chapel	A	Refer to planning maps	Interior of building(s)		
02662	Levesque residence (former)	205 Birkdale Road, Birkdale	Lot 2 DP 76765	B	Residence	A,F,G	Refer to planning maps	Interior of building(s); outbuildings		
02663	McCullough farmhouse (former)	48 Eskdale Road, Birkdale	Lot 22 DP 47465	B	Residence	A	Refer to planning maps	Interior of building(s); carport		
02664	Monument to John Green Kay	John Kay Park, R 89 Waipa Street, Birkenhead	Pt Lot 150A DP 5105; road reserve	B	Monument	A	Refer to planning maps			
02665	Carlquist residence (former)	4 Hinemoa Terrace, Birkenhead	Lot 1 DP 51790	B	Residence	A,F,G,H	Refer to planning maps	Interior of building(s)		
02666	Button house (former)	73 Hinemoa Street, Birkenhead	Lot 2 DP 49079	B	Residence	A,F,G	Refer to planning maps	Interior of building(s); rear extension; garage		
02667	Stott's Building	136-140 Hinemoa Street, Birkenhead	Lot 1 DP 178916; road reserve	B	Building	A,F,H	Refer to planning maps	Interior of building(s)		
02668	Fishers Building	102-108 Hinemoa Street, Birkenhead	Pt Lot 14 DP 804; road reserve	B	Building	A,F,H	Refer to planning maps	Interior of building(s)		

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02669	Souster residence (former)	146 Hinemoa Street, Birkenhead	Pt Lot 4 DP 804; road reserve	B	Residence	A,F,G,H	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature, including pool		
02670	Victoria Hall (former)	17 Mariposa Crescent, Birkenhead	Pt Lot 26 DP 2922	B	Residence	A,B	Refer to planning maps	Interior of building(s)		
02671	McGovern's Store	147 Mokoia Road, Birkenhead	Lot 2 DP 29651; road reserve	B	Original store building	A,F,G	Refer to planning maps	Interior of building(s); side addition		
02672	Payne's Building (former)/Oborns Building	1-23 Mokoia Road, Birkenhead	PT LOT 1 DP 7159; PT LOT 1 DP 21076; LOT 1 DP 21076; Lot 2 DP 21076; Lot 3 DP 21076; Lot 4 DP 21076; Lot 5 DP 21076; road reserve	B	Building	A,G,H	Refer to planning maps	Interior of building(s)		
02673	Residence	115 Mokoia Road, Birkenhead	Lot 1 DP 156195	B	Residence	A,F,G	Refer to planning maps	Interior of building(s)		
02674	The Gables Hospital (former)	32 Hinemoa Street, Birkenhead	Lot 1 DP 453440	B	Former hospital building	A,F	Refer to planning maps	Interior of building(s)		
02675	St John the Baptist Anglican Church parsonage (former)	43 Church Street, Northcote Point	Lot 3 DP 21558	B	Residence	A,B,H	Refer to planning maps	Interior of building(s); garage; pool		
02676	Police station and residence (former)	11 Clarence Road, Northcote Point	Lot 9 DP 4187	B	Residence	A,B,F,H	Refer to planning maps	Interior of building(s)		
02677	Cobblestone Lane townhouses	7, 8 and 9 Cobblestone Lane, Hillcrest	Lot 7 DP 82460; Lot 8 DP82460; Lot 9 DP 72555	B	Residences	A,F,H	Refer to planning maps	Interior of building(s)		
02678	Northcote Library	5 Ernie Mays Street, Northcote	Allot 652 Parish of TAKAPUNA; Lot 1 DP 92328; Lot 5 DP 92328; road reserve	B	Library	A,F	Refer to planning maps	Southeastern side extension		
02680	Ormrod's General Store (former)	141 Queen Street, Northcote Point	Lot 1 DP 31472; road reserve	B	Building	A,F,G,H	Refer to planning maps	Interior of building(s)		
02682	Winifred Chapple residence (former)	1 Kitchener Road, Takapuna	Lot 2 DP 61131	A	Residence; roadside garage	A,F,G,H	Refer to planning maps	Interior of building(s)		
02683	Clifton Firth residence	9 Kitchener Road, Takapuna	Lot 1 DP 26028	A	Residence	A,F,H	Refer to planning maps	Interior of buildings(s)		
02684	St Joseph's Catholic Church	6-8 Taharoto Road, Takapuna	Pt Lot 1 DP 4553	B	Church	A,B,F,H	Refer to planning maps	Interior of building(s), except ceiling/roof structure, including steel beam support structure and pillars		
02685	St George's Presbyterian Church	2 The Terrace, Takapuna	Lot 1 DP 2753	B	Church	A,B,D,F,G,H	Refer to planning maps	Peter Beere Lounge; Lex Kernohan Hall		
02687	North Shore Bridge Club	39 Killarney Street, Takapuna	Lot 1 DP 66576	B	Building	A,F	Refer to planning maps	Interior of building(s)		
02688	Sumpter residence	12 The Esplanade, Castor Bay	Lot 4 DP 8563	B	Residence	A,F	Refer to planning maps	Interior of building(s)		
02689	Pillbox	12 The Esplanade, Castor Bay	Lot 4 DP 8563; road reserve	B	Pillbox	A,H	Refer to planning maps			
02690	St Peter's Anglican Church	11 Killarney Street, Takapuna	Lot 1 DP 47166	B	Church	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
02691	School Hall	St Leo's Catholic School, 4 Owens Road, Devonport	Lot 2 DP 93263	B	Hall	A,B,D,F,G,H	Refer to planning maps	Interior of building(s)		
02692	Takapuna Jockey Club toilet block (former)/Girl Guides' Den	Allenby Reserve, R 1 Allenby Avenue, Narrow Neck	Lot 19 DP 26091; Lot 20 DP 26091	A	Den	A,B,H	Refer to planning maps	Interior of building(s)		
02693	Auckland Gas Company claystore (former), including concrete retaining wall	R 27 Lake Road, Devonport	Lot 2 DP 94976; Lot 2 DP 76084	A	Claystore building; retaining wall	A,F,H		Interior of building(s)	Yes	
02694	Devonport Jubilee Clock	63 Lake Road, Devonport	Lot 2 DP 20654; road reserve	A	Clock	A,B,G,H	Refer to planning maps	Buildings and structures that are not the primary feature		
02695	Devonport Jubilee Clock	89 Vauxhall Road, Devonport	Road reserve	B	Clock	A,B,G,H	Refer to planning maps	Buildings and structures that are not the primary feature		

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02696	Devonport Jubilee Clock/Melrose Clock	Corner Victoria Road and Albert Road, Devonport	Road reserve	A	Clock	A,B,G,H	Refer to planning maps			
02697	Devonport Police Station (former)	7 and 9 Rattray Street, Devonport	Lot 1 DP 404401; Lot 2 DP 404401	A	Sergeant's residence; watch house/office; water closet and lumber shed; two-cell lock up	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
02698	Balmain Reserve toilets and changing rooms	Balmain Reserve, R 18 Oxford Terrace, Devonport	Lot 3 DP 89409	B	Toilets; changing rooms	A,F	Refer to planning maps	Interior of building(s)		
02699	Residence and shop	116 Calliope Road, Stanley Point	Pt Lot 7 DP 1171; road reserve	B	Residence; shop	A,F,H	Refer to planning maps	Interior of building(s); garage		
02700	Commercial building (former)/Terraced houses	24 Church Street, Devonport	Lot 1 DP 94735; road reserve	B	Residences	A,F,G,H	Refer to planning maps	Interior of building(s); garage		
02701	Masonic Cricket Club clubhouse	Vauxhall Sportsfields, 28 Vauxhall Road, Devonport	ALLOT 39 SECT 2 PARISH OF TAKAPUNA	B	Clubhouse pavillion	A,B,F	Refer to planning maps	Interior of building(s)		
02702	Alpers' residence (former)	29A Glen Road, Stanley Point	Pt Allot 31 Sec 2 Parish of TAKAPUNA	B	Residence	A,F,G	Refer to planning maps	Interior of building(s)		
02703	Mount Victoria Camp transit housing building (former)/Artspace	R 24 Kerr Street, Mt Victoria, Devonport	SEC 1 SO 454608	B	Building	A,B	Refer to planning maps	Interior of building(s)		
02704	Ford residence (former)	33 Mays Street, Devonport	Lot 3 DP 15389	B	Residence	A,F,G,H	Refer to planning maps	Interior of building(s); buildings and structures that are not the primary feature		
02705	Mount Victoria Tennis Courts	Kerr Street, Mt Victoria, Devonport	Pt Allotment 42 SECT 2 PSH OF Takapuna	B	Tennis courts; fence	A,H				
02706	Canavan residence (former)	26 Oxford Terrace, Devonport	Lot 2 DP 60434	B	Residence	A,F,G	Refer to planning maps	Interior of building(s)		
02707	Stanley Bay Primary School	Stanley Bay School, 15 Russell Street, Stanley Point	Lot 1 DP 96705	B	Block 1; Block 2	A,B	Refer to planning maps	Interior of building(s)		
02708	Lewin residence (former)	2 Seabreeze Road, Narrow Neck	Lot 10 DP 8553	B	Residence	A,F,G	Refer to planning maps	Interior of building(s)		
02709	Ngataringa Tennis Club clubhouse	Stanley Bay Park, R 166 Calliope Road, Stanley Point	Pt Lot 159 Allot 31 Sec 2 Parish of TAKAPUNA; Part Harbour Bed Deposited Plan 15479	B	Clubhouse	A,B	Refer to planning maps	Interior of building(s)		
02710	Stanley Bay Bowling Club	20 Stanley Point Road, Stanley Point	Pt Lot 5A DP 3310	B	Clubhouse	A,B	Refer to planning maps	Interior of building(s)		
02711	Gittos residence (former)	52 Stanley Point Road, Stanley Point	Lot 2 DP 45422	B	Orginal residence	A,F,G	Refer to planning maps	Interior of building(s); modern extension; accessory buildings; pool		
02712	Whites Dairy and residence	16 Vauxhall Road, Devonport	Lot 45 DP 215; road reserve	B	Shop; residence	A,H	Refer to planning maps	Interior of building(s); garage		
02713	Auckland Meat Company butcher shop (former)	87 Vauxhall Road, Devonport	Lot 2 DP 91489; road reserve	B	Shop	A,H	Refer to planning maps	Interior of building(s)		
02714	Shop	91A Vauxhall Road, Devonport	Lot 1 DP 84096; road reserve	B	Shop	A,H	Refer to planning maps	Interior of building(s)		
02715	Edward Bartley's residence (former)/Orpheus Lodge	117 Victoria Road, Devonport	PT ALLOT 21 SEC 2 PARISH OF TAKAPUNA	B	Residence	A,F,G,H	Refer to planning maps	Interior of building(s); detached garage		
02716	Commercial building	161 Victoria Road, Devonport	Pt Lot 2 DP 195; Lot 3 DP195; road reserve	B	Shops	A,F,H	Refer to planning maps	Interior of building(s); rear lean-to addition; accessory building		
02717	North Shore Croquet Club	Wairoa Road Reserve, R 1 Wairoa Road, Narrow Neck	PT RECLAIMED LAND DP 693; ALLOT 6 BLK VI SD RANGITOTO; SEC 1 SO 20541	B	Croquet clubhouse	A,B	Refer to planning maps	Interior of building(s)		
02718	Devonport Fire Station (former)	4-6 Calliope Road, Devonport	Pt Lot 24 DP 333; LOT 1 DP 31960; road reserve	B	Fire station building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
02719	First Devonport Scout Group Den	Allenby Reserve, R 1 Allenby Avenue, Narrow Neck	Lot 18 DP 26091	B	Scout den	A,B	Refer to planning maps	Interior of building(s)		
02720	Wakatere Boating Club starting tower	Narrow Neck Beach, R 2 Old Lake Road, Narrow Neck	Pt Allot 559 Sec 2 Parish of Takapuna; PART ENDOWMENT LAND DEPOSITED PLAN 1009	B	Tower	A,B	Refer to planning maps	Interior of building(s)		

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02721	Mays/Fairburn residence	7 King Edward Parade, Devonport	Lot 5 DP 1823	B	Residence	A,F,G,H	Refer to planning maps	Interior of building(s)		
02722	Pillbox	Moana Reserve, adjacent to 319A Hibiscus Coast Highway, Orewa	Lot 1 DP 20781; SEC 2 SO64797	B		A,D,H	Refer to planning maps	Public toilets		
02723	Civic Administration Building	1 Greys Avenue, Auckland Central	Lot 3 DP 86062	A	Stairwells; basement auditorium; mezzanine arrangement with the ground floor; top floor open deck and the original ground paving slabs; statue of Lord Auckland	A,E,F,G,H	Refer to planning maps	Interior of building that is not a primary feature; connecting bridge to Aotea Centre; car parking areas		
02724	Caretaker's Residence	203-271 Victoria Street West, Auckland Central	Part Freemans Bay Reclamation Deeds Plan City 37	B		A,F,G,H	Refer to planning maps	Interior of building		
02725	Waiuku War Memorial Town Hall and Backstage Theatre	80 Queen Street, Waiuku	Pt Allot 4 PARISH Waiuku East District; road reserve	B	Hall and theatre building	A,B,H	Refer to planning maps	Interior of building(s); lean- to on eastern side of hall		
02726	Logan Bank (former)	110-112 and 114-116 Anzac Avenue, Auckland Central	Lot 83 DP 14125; Lot 84 DP14125	B	Remnants of residence	A,E	Refer to planning maps		Yes	
02727	World War I Memorial Beacon	Quay Street (adjacent to 149-159 Quay Street), Auckland Central	Road reserve	B	Memorial structure	A, B, D, F	Refer to planning maps			
02728	No Deposit Piano Company (former)	315 and 317 Queen Street, Auckland Central	Lot 14 DP 18506; PT LOT 15 ALLOT 1,2,3,4 & 5 CITY AUCKLAND; road reserve	B	Building	F,H	Refer to planning maps	Interior of building(s)		
02729	W. A. Thompson and Company Building (former)	301-317 Queen Street, Auckland Central	Part Allot 4 Sec 29 Auckland City; Part Allot 5 Sect 29 Auckland City; road reserve	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02730	Bledisloe House	24 Wellesley Street West, Auckland Central	LOT 1 DP 200295; LOT 2DP 200295; LOT 16 DP21520; LOT 17 DP 21520	B		A,F,H	Refer to planning maps	Interior of building(s)		
02731	Sunrise Vineyard gateway	Adjacent to 289 Great North Road, Henderson	Road reserve	B		A,B	Refer to planning maps			
02732	Epsom War Memorial Arch	243-257 Manukau Road, Epsom	Lot 2 DP 12978; Lot 3 DP12978; Pt Allot 21 Sec 10 SBRS of Auckland	B	Memorial arch	A,B,G	Refer to planning maps	Public toilets		
02733	W.H. Smith Memorial Chapel	801 Paerata Road, Pukekohe	Lot 1 DP 72819	B		A,B,E,F,G,H	Refer to planning maps			
02734	Farmers Building (former)	35 Hobson Street (also known as 72-80 Wyndham Street), Auckland Central	Lot 1 DP 183932	B		A,B,F,G	Refer to planning maps	Interior of building(s) except tearooms on top floor		

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02735	Queens Wharf	Quay Street, Auckland Central	Pt Lot 37 DP 131568	B	Substructure and deck including shed platforms; Shed G (also known as Shed 10); ferry shelter; electricity substation building; railway tracks; crane rails; weighbridge	A, B, D, E, F, H	Refer to planning maps	<p>1. Fendering</p> <p>2. Cast iron bollards</p> <p>3. Any works associated with repair and maintenance to ensure the integrity of the wharf structure for port purposes. The repair and maintenance methodology for piles includes the removal of defective concrete either by mechanical means or hydrodemolition, replacement of corroded reinforcement, coating of reinforcement and reinstatement with new concrete either by spraying or recasting with concrete or mortar. The repair and maintenance methodology for pavements involves excavation and repair of the cement stabilised asphalt surfaced pavements.</p>		

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02736	Onehunga Wharf	55 Onehunga Harbour Road, Onehunga	Lot 7 DP 135212; Lot 6 DP 135212	B	Substructure; deck; bollards; rail tracks	A,B,H	Refer to planning maps	1. Fendering 2. Any works associated with repair and maintenance to ensure the integrity of the wharf structure for port purposes. The repair and maintenance methodology for piles includes the removal of defective concrete either by mechanical means or hydrodemolition, replacement of corroded reinforcement, coating of reinforcement and reinstatement with new concrete either by spraying or recasting with concrete or mortar. The repair and maintenance methodology for pavements involves excavation and repair of the cement stabilised asphalt surfaced pavements.		
02737	Espano Flats	20 Poynton Terrace, Auckland Central	Part Lot 10 DP 16124	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02738	Caretaker's Cottage	University of Auckland, 3A Symonds Street (also known as 16- 24 Princes Street), Auckland Central	ALLOT 4 SEC 6 AUCKLAND CITY; PART ALLOT 2 SEC 6 AUCKLAND CITY	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02740	Old Biology Building	University of Auckland, 5 Symonds Street (also known as 16- 24 Princes Street), Auckland Central	Part Allot 2 Sec 6 Auckland City	B		A, F, G, H	Refer to planning maps	Interior of building(s), except east and west staircases including balustrades		
02741	Waitemata Electric Power Board Building	83 Albert Street, Auckland Central	Part Allot 16 Sec 21 Auckland City	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02742	Chapman and Goldwater Building	94 and 96 Queen Street, Auckland Central	PART ALLOT 1 SEC 4 AUCKLAND CITY	B		A, D, F, G,	Refer to planning maps	Interior of building(s)		
02743	Loomb's Hotel (former)	8 Kings Road, Panmure	PART ALLOT 5 SEC 3 VILL OF PANMURE	B		A, D	Refer to planning maps	Interior of building(s)	Yes	
02744	Everybody's Building	48 Queen Street, Auckland Central	PART ALLOT 2 SEC 2 AUCKLAND CITY	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02746	Waiuku Club (former)	19-23 Bowen Street, Waiuku	Lot 2 DP 35011	B		A, B, F, G	Refer to planning maps	Interior of building(s)		
02747	Waiuku Plunket and Women's Rest Room (former)	78 Queen Street, Waiuku	Lot 5 DP 44615	B		A, B, F, G	Refer to planning maps	Interior of building(s)		
02748	Kemp's Building (former)	137 Onehunga Mall, Onehunga	Lot 1 DP 170714	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02749	Cambridge Shirt and Clothing Factory and Office (former)	147-149 Victoria Street West, Auckland Central	Part Lot 19 DP 1693; Lot 17A Deeds Red P; Part Allot 2 Sec 20 Auckland City	B		A, F, G	Refer to planning maps	Interior of building(s)		
02750	Scarrott's Building	56 Fort Street, Auckland Central	Lot 1 DP 367585	B		A, F, G, H	Refer to planning maps	Interior of building(s)		

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02751	D. Graham and Company's Building (former)	104 Queen Street, Auckland Central	Lot 2 DP 38461	B		A, D, F, G,	Refer to planning maps	Interior of building(s)		
02752	Colonial Ammunition Company Office (former)	49 Normanby Road, Mt Eden	LOT 1 DP 207904	B		A, F, H	Refer to planning maps	Interior of building(s)		
02753	Binney House	11 Awatea Road, Parnell	Part Lot 39 DP 21631	B	House	A, F, G, H	Refer to planning maps	Interior of building(s)		
02754	Guisnes Court	532 Remuera Road, Remuera	Lot 15 DP 11135	B	House	A, F, G, H	Refer to planning maps	Interior of building(s); garage in south-east corner of property		
02755	Rendell House (former)	31 Victoria Avenue, Remuera	Lot 1 DP 69296	B	House	A, F, G	Refer to planning maps	Interior of building(s); all structures except the original house		
02756	Dr Talbot's House (former)	172 Remuera Road, Remuera	Lot 1 DP 65886	B	House	A, F, G	Refer to planning maps	Interior of building		
02757	Court House (former)	34 Arney Road, Remuera	Lot 2 DP 65233	B	House	A, F, G, H	Refer to planning maps	Interior of building(s)		
02758	Stansfield House (former)	30 Arney Road, Remuera	Lot 17 DP 222; Part Lot 10DP 222	B	House	A, F, G, H	Refer to planning maps	Interior of building(s)		
02759	St Luke's Presbyterian Church	128-130 Remuera Road, Remuera	Lot 1 DP 124457	B	Church; basalt boundary walls and entrance piers on Remuera Road	A, B, F, G	Refer to planning maps	Interior of building(s)		
02760	Station Hotel (former)	131 and 131A Beach Road and 128 Anzac Avenue, Auckland Central	LOT 57 DP 14125; LOT 58DP 14125; LOT 85 DP14125; LOT 86 DP 14125	B		A, F, G	Refer to planning maps	Interior of building(s)		
02761	Coombes' Arcade (former)	25-27 High Street (also known as 126-128 Queen Street), Auckland Central	PART ALLOT 41 SEC 4 AUCKLAND CITY	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02762	Bankton	493 Remuera Road, Remuera	Lot 2 DP 10279; Lot 3 DP10279	B	House	F, G, H	Refer to planning maps	Interior of building(s)		
02763	Plummer House (former)	5 City Road, Auckland Central	Lot 2 DP 200351	B	Former residence	A, F, G	Refer to planning maps	Interior of building(s)		
02764	Waione	22 Domett Avenue, Epsom	Lot 1 DP 52430	B	House	A, F, G, H	Refer to planning maps	Interior of building(s)		
02765	Post Office (former)	311 Manukau Road, Epsom	Pt Lot 17 DP 2332	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02766	Grove House (former)	22 Merivale Avenue, Epsom	Lot 1 DP 61547	B	House	F, G	Refer to planning maps	Interior of building(s)		
02767	Arthur Eady Building (former)	112-116 Queen Street, Auckland Central	PART LOT 3 DP 10760	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02768	Windsor House	58-60 Queen Street, Auckland Central	Part Allot 2 Sec 2 Auckland City	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02769	Endean's Building	2 Queen Street, Auckland Central	LOT 117 DP 626; LOT 118DP 626; LOT 119 DP 626	B		A, E, F, G,	Refer to planning maps	Interior of building(s)		
02770	Shortland Flats	93 Shortland Street, Auckland Central	DP 16596	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02771	Heard House (former)	9 Awatea Road, Parnell	Lot 38 DP 21631; Part Lot39 DP 21631	B	House	A, F, G, H	Refer to planning maps	Interior of building(s)		
02772	Milne and Choyce Department Store	131 Queen Street, Auckland Central	Lot 1 DP 77767	B		A, E, F, G,	Refer to planning maps	Interior of building(s)		
02773	Elmstone	468 Remuera Road, Remuera	Lot 7 DP 44123	B	House	A, F, G	Refer to planning maps	Interior of building(s)		
02774	Cox House (former)	11A Westbourne Road, Remuera	Lot 2 DP 22513	B	House	A, F, G, H	Refer to planning maps	Interior of building(s)		
02775	Patterson House (former)	85 Arney Road, Remuera	Lot 1 DP 42237	B	House	A, F, G, H	Refer to planning maps	Interior of building(s)		
02776	Doctors' residences (former)	84-86 Symonds Street, Grafton	Lot 1 DP 104901	B	1935 residence at 84Symonds Street; 1937 and 1950s residence at 86 Symonds Street	A, F, G	Refer to planning maps	Interior of building(s)		

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02777	Theosophical Society Hall	371 Queen Street, Auckland Central	Part Allot 14 Sec 29 Auckland City	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02778	Trentham	11 Shelly Beach Road, Ponsonby	PART ALLOT 13 SEC 8 SBRS OF AUCKLAND	B	House	A, F, G	Refer to planning maps	Interior of building(s)		
02779	Ngahere	74 Mountain Road, Epsom	Lot 1 DP 46839; Lot 2 DP366826	B	House	A, F, G, H	Refer to planning maps	Interior of building(s)		
02780	Hotel DeBrett	2-4 High Street (also known as 3A and 3B O'Connell Street), Auckland Central	Lot 1 DP 19999	B		A, D, F, G	Refer to planning maps	Interior of building(s)		
02781	Thomas Building	University of Auckland, 3 Symonds Street (also known as 16-24 Princes Street), Auckland Central	PART ALLOT 1 SEC 6 AUCKLAND CITY; ALLOT 4 SEC 6 AUCKLAND CITY; PART ALLOT 2 SEC 6 AUCKLAND CITY	B		F, G, H	Refer to planning maps	Interior of building(s); rooftop structures		
02782	Levy Building	20 Customs Street East, Auckland Central	Lot 2 DP 361575	B		A, D, F, G, H	Refer to planning maps	Interior of building(s); external verandah; roof material; chimney; external balconies and all associated structures; glazing; lift shaft and all external plant		
02785	Gypren Hannah Building (former)/Armishaws Building	98-102 Albert Street, Auckland Central	Pt Lot 9 DP 4267; road reserve	B	Building	A,F,G,H	Refer to planning maps	Interior of building(s)		
02786	St Paul's Anglican Church	581-583 Buckland Road, Buckland	Pt Allot 9 Parish Pukekohe District	B	Church	A,B,F,G	Refer to planning maps	Rear accessory building		
02787	Royal New Zealand Air Force Hobsonville Headquarters and Parade Ground (former)	139 and 214 Buckley Avenue, Hobsonville	Lot 11 DP 484575; Section 1 SO 490900; road reserve	B	1939 headquarters building	A,B,F,H	Refer to planning maps	Interior of building(s); corrugated iron awning; wooden steps; sculptures in Parade Ground		
02789	Papakura Centennial Restrooms and Plunket Rooms (former)	Village Green, 35 Coles Crescent, Papakura	Allot 4A Sec 2 Village Papakura	B	Restroom building	A,B,F	Refer to planning maps	Interior of building(s); buildings not the primary feature; front railings; rubbish bin; rear porch		
02790	W H Murray shoe factory (former)	28 Crummer Road, Grey Lynn	Lot 18 Sec 4 DP 242; road reserve	B	Factory building	A,F	Refer to planning maps	Interior of building(s)		
02791	Ponsonby Primary School Senior Block	Ponsonby Primary School, 50 Curran Street, Herne Bay	Pt Allot 9 Sec 8 Suburbs Auckland	B	1922 school building	A,B,F,H	Refer to planning maps	Interior of building(s); buildings and structures not the primary feature		
02792	Darby Building (former)	8-18 Darby Street, Auckland Central	Pt Allot 5 Sec 15 City Auckland; road reserve	B	Building	F,H	Refer to planning maps	Interior of building(s)		
02793	The Church of Ascension (former)	11 Dignan Street, Point Chevalier	Pt Lot 16 DP 3322	B	Church building	A,B,F,G,H	Refer to planning maps	Interior of building(s); front access ramp		
02794	Pukekohe Municipal Chambers and public library (former)	22 Edinburgh Street, Pukekohe	Lot 1 DP 154963; Lot 2 DP 154963	B	Building	F,G,H	Refer to planning maps	Interior of building(s)		
02796	Kohanga (former)	Dove Myer Robinson Park, 85-87 Gladstone Road and 2 Judges Bay Road, Parnell	Pt Allot 1 Sec 2 Suburbs Auckland	B	Former residence	A,F,G,H	Refer to planning maps	Interior of building(s)		
02797	Pasadena Buildings	1041 and 1043-1049 Great North Road, Point Chevalier	Lot 31 DP 19235; Lot 32 DP 19235; road reserve	B	Pasadena Buildings	A,F,G,H	Refer to planning maps	Interior of building(s); rear lean-to on 1043-1049 Great North Road		
02798	Auckland Savings Bank – Point Chevalier branch	1210 Great North Road, Point Chevalier	Pt Lot 16 DP 2300; road reserve	B	1930 building footprint	A,F,G,H	Refer to planning maps	Interior of building(s); aluminium and glass canopy and associated downpipe over entry; advertising sign attached to parapet; front access ramp and handrail; exterior climbing frame		

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02799	Avondale Post Office (former)	1862 Great North Road, Avondale	Allot 380 Parish Titirangi; road reserve	B	Post Office building	A,B,F,H	Refer to planning maps	Interior of building(s); aluminium roller door; Rosebank Road verandah; corrugated iron lean-to		
02800	Papakura Presbyterian Church complex	67 Great South Road and 2 Coles Crescent, Papakura	Pt Allot 14 DP 22333; Lot 1 DP 22825; Lot 2 DP 22825	B	1859 church; 1926 church	A,B,F,G	Refer to planning maps	Additions to the 1926 church, including ramps; buildings and structures other than the primary features		
02801	Papakura-Karaka War Memorial	278 Great South Road, Papakura	Allot 115 Sec 11 Village Papakura; road reserve	B	World War I memorial structure	A,B,F,G,H	Refer to planning maps			
02803	Royal New Zealand Air Force Hobsonville Institute Building (former)	27 Hudson Bay Road, Hobsonville	Sec 3 SO 490900	B	Building	A,B	Refer to planning maps	Interior of building(s)		
02804	St David's Presbyterian Church	70 Khyber Pass Road, Grafton	Pt Allot 7 Sec 3 Suburbs Auckland	A	Church	A,B,D,E,F,G,H	Refer to planning maps	Interior of lower floor, except the chapel (at north of church); the stairs connecting the ground floor to the upper floor; and the ground floor lobby		

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
02805	Olesen's Buildings	237-241 Manukau Road, Epsom	Lot 2 DP 53250; road reserve	B	Olesen's Buildings	A,F,G	Refer to planning maps	Interior of building(s); rear timber stairs and railings		
02807	Franklin County Council Chambers (former)	13 Massey Avenue, Pukekohe	Lot 1 DP 49318; road reserve	B	Council chambers	A,F,H	Refer to planning maps	Interior of building(s)		
02808	Bridgens and Company shoe factory (former)	326 New North Road, Eden Terrace	Lot 1 DP 205780; road reserve	B	Factory building, including 1947 extension	A,B,F,G	Refer to planning maps	Interior of building(s)		
02809	Mount Albert Borough Council Chambers (former)	615 New North Road, Kingsland	Lot 1 DP 72255	B	Original building	A,B	Refer to planning maps	Interior of building(s); north-west addition; front portico addition; front access ramp including railings		
02810	Mount Albert War Memorial Hall	Mount Albert War Memorial Reserve, 773 New North Road, St Lukes	Land on DP 7269	B	Memorial hall	A,B,F,G	Refer to planning maps	Interior of basement; kitchen and toilets; park infrastructure and furniture		
02812	First State Pensioner Housing	6-12 Pelham Avenue, Point Chevalier	Lot 2 DP 148881	B	State pensioner houses	A, D, F	Refer to planning maps	Interior of building(s); accessory byuilding(s)		
02813	Highfield (former)	6 Peverill Crescent, Papatoetoe	Lot 34 DP 16250, Part Lot 20 DP 13242	B	Residence	F,G	Refer to planning maps	Interior of building(s); accessory buildings; 1988 carport		
02814	Point Chevalier Fire Station (former)	59 Point Chevalier Road, Point Chevalier	Lot 229 DP 8813; road reserve	B	Original two storey fire station building	A,B,F,G	Refer to planning maps	Interior of building(s); ablution block; storage/utility building		
02815	Point Chevalier Police Station and residence (former)	399 Point Chevalier Road, Point Chevalier	Lot 9 DP 17996	B	Residence	A,F,H	Refer to planning maps	Interior of building(s)		
02816	St Andrew's Anglican Church complex	31 Queen Street, Pukekohe	Lot 2 DP 86991	B	Church; vicarage; memorial arch	A,B,F,G,H	Refer to planning maps	Interior of vicarage; accessory buildings to rear of vicarage		
02818	Greenlee (former)	103 Richardson Road, Owairaka	Lot 2 DP 52114	B	Former residence	A,F,G,H	Refer to planning maps	Interior of building(s); addition to north-west elevation of house; accessory buildings		
02819	Richmond Road Manual Training School (former)	Richmond Road School, 113-127 Richmond Road, Ponsonby	Lot 65 Deeds Reg Blue W; Lot 66 Deeds Reg Blue W	B	Manual training building	A,B,F,G,H	Refer to planning maps	Interior of building(s); extensions to eastern elevation		
02820	Rugby Buildings	61-65 Sandringham Road, Kingsland	Lot 77 DP 17712; Lot 78 DP 17712; road reserve	B	Rugby Buildings	A,F,G,H	Refer to planning maps	Interior of buildings; rear sun sails		
02821	Newmarket Manual Training School (former)	Newmarket Primary School, 6A Seccombes Road, Epsom	Pt Allot 34 Sec 6 Suburbs Auckland	B	Manual training building	A,B,F,G	Refer to planning maps	Interior of building(s)		
02822	Onehunga Manual Training School (former)	84 Selwyn Street, Onehunga	Lot 2 DP 21383	B	Manual training buildings	A,F,H	Refer to planning maps	Interior of building(s)		

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
02823	Richmond Yacht Club (former)/Herne Bay Cruising Club	Sloanes Beach, Short Street, Herne Bay	CMA	B	Building	A,G,H	Refer to planning maps	Interior of building(s); access boardwalk; weather station; modern aerials and security equipment; any works associated with repair and maintenance of piles, braces and beams to ensure the integrity of the structure. The repair and maintenance methodology involves replacement of wooden piles, beams and braces with treated timber equivalents, and replacement of steel beams with timber, steel, or other equivalents		
02824	New Zealand Shipping Company, Farmer's Cooperative Auctioneering Company and North Auckland Farmers' Co-operative Ltd warehouses (former)	117-125 St Georges Bay Road and 7-11 Kenwyn Street, Parnell	Lot 1 DP 12297; Lot 2 DP 12297; Lot 3 DP 12297; road reserve	B	Warehouses	A,F,H	Refer to planning maps; extent of place extends 2m from the building on all sides	Interior of building(s); structures that are not the primary feature; window canopies and street trees		
02825	Lavington (former)	33 St Stephens Avenue, Parnell	Lot 1 DP 145079	B	Residence	A,F,G	Refer to planning maps	Interior of building(s)		
02826	Mount Eden Croquet Club (former) and Mount Eden Bowling Club	Nicolson Park, 17 Stokes Road, Mount Eden	Pt Allot 49 Sec 6 Suburbs of Auckland	B	Croquet pavilion; bowling pavilion	A,B,F,G,H	Refer to planning maps	Interior of building(s); additions to bowling pavilion; modern timber decking; later bowling green shelters; plastic seating around greens		
02827	Spooner Cottage (The Anchorage) (former)	347 Tamaki Drive, St Heliers	Lot 2 DP 21646	B	Cottage	A,F	Refer to planning maps	Interior of building(s); all buildings and structures except primary feature		
02828	Mountain Court	4 View Road, Mount Eden	Lot 5 DP 20954; Lot 6 DP 20954	B	Apartment buildings	F,G,H	Refer to planning maps	Interior of building(s)		
02829	Saint Patrick's School (former)	59 Wellington Street, Freemans Bay	Lot 2 DP 443606	B	Original school building	A,B,F,G,H	Refer to planning maps	Interior of building(s); rear timber deck; 1992 portico entrance on western elevation		
02830	Papakura Old Central School (former)	Central Park Reserve, 57R Wood Street, Papakura	Allot 205 Sec 11 Village Papakura	B	Building	A,B,G	Refer to planning maps	Interior of building(s)		
02831	Papakura Courthouse and lockup (former)	59R Wood Street, Papakura	Allot 224 Sec 11 Village of Papakura; Allot 226 Sec 11 Village Papakura; Allot 227 Sec 11 Village Papakura	B	Courthouse; lockup	A,F	Refer to planning maps	Interior of building(s)		
02835	Butler House (former)	3 Otahuri Crescent, Remuera	Lot 39 DP 21896	B	Residence	F	Refer to planning maps	Interior of building(s); relocated garage		

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
02837	Remuera Primary School War Memorial Gates	25-33 Dromorne Road, Remuera	Lot 31 Deeds Reg S60A; Lot 32 Deeds Reg S60A; road reserve	B	War Memorial Gates	A,B,F,G,H	Refer to planning maps			
02838	Remuera Post Office (former)	358-364 Remuera Road, Remuera	Pt Lot 9 DP 3364; road reserve	B	Post Office Building (1914)	A,B,F,H	Refer to planning maps	Interior of building(s) except the original (1914) southern and eastern external walls; 1990s partially enclosed ground floor verandah		
02839	Colonial Ammunition Company Bulk Store (former)	26 Normanby Road, Mount Eden	Lot 2 DP 312430; road reserve	B	Building	A,F,H	Refer to Planning Maps	Interior except for timber roof structure and sarking and the basalt walls; additions and alterations to the exterior post 1986		
02840	Riverina	46 Wilson Road, Warkworth	Lot 3 DP 486583; road reserve	A	Residence	A,B,D,E,F,G,H	Refer to planning maps			
02842	Hartsholme	8 Allendale Road, Mount Albert	Lot 1 DP 58060	B	Residence	A,F,G	Refer to planning maps	Interior of building(s); swimming pool		
02843	St Benedict's Convent (former)	2 St Benedicts Street, Newton	Lot 22 Deeds Reg 1332; Lot 23 Deeds Reg 1332; Lot 24 Deeds Reg 1332	B	Convent building	A,F,G,H	Refer to planning maps	Interior of building(s); Laundry building (1962)		
02844	Auckland Masonic Temple (former)	24 St Benedicts Street, Newton	SECT 168 SO 470828; road reserve	B	Building	A,B,F,G	Refer to planning maps	Interior of building(s)		
02845	D Arkell Bottling Store (former)	29 St Benedicts Street (also known as 27A St Benedicts Street), Newtown	Lot 15 DP 157; Lot 16 DP 157, road reserve	B	Building	A,F,H	Refer to planning maps	Interior of building(s)		
02846	Mackenzie's Buildings	114-118 Main Highway, Ellerslie, Auckland	Pt DP 19037; road reserve	B	Mackenzie's Buildings	A,F,G	Refer to planning maps	Interior of building(s)		
02847	Ceramic House (former)	3 Totara Avenue, New Lynn	Lot 1 DP 161309; road reserve	A	Ceramic House	A,B,D,E,F,G,H	Refer to planning maps	External ground floor deck and steps to the building; ground floor toilet and kitchen		
02848	Wilsons Portland Cement Company Dam	Sandspit Road, Warkworth	Lot 7 DP 138902; road reserve	B	Dam structure including outlet valve	F,H	Refer to planning maps		Yes	

Schedule 14.2 Historic Heritage Areas – Maps and statements of significance

Historic Heritage Areas are qualifying matters in accordance with sections 771(a) and 770(a) of the RMA within the urban environment.

Schedule 14.2.1 Ardmore Road, Wanganui Avenue, Albany Road and Trinity Street Historic Heritage Area ([Schedule 14.1 ID 02516](#))

Statement of significance

This is an area of Edwardian villas displaying a good representation of architectural and landscape character, with very clear geographic and topographic identity. The area displays stylistic and spatial consistency, which derives from both the nature of the subdivision, and a remarkable “group building” venture (described below).

A number of Edwardian commercial buildings at the Jervois Road entries are important historic portals to the historic heritage area and are included as an integral part of it. The corners of Ardmore Road and Wanganui Avenue are graced by solid two-storey decorative period masonry buildings. The west side of the Albany Road entry is marked by what is probably the best corner building of the six, while the building on the opposite corner is of no heritage value but warrants inclusion in the interests of completeness, symmetry, and long-term improvement.

The three principal roads (Ardmore Road, Wanganui Avenue & Albany Road) run in parallel at right angles to Jervois Road and the land contour, as if it were on a perfect plane warped in one direction only. This relation to the contour imparts elements of both movement and formality. Commencing at Jervois Road, each road enters into a long pronounced descent, then bottoms out and finishes with a short ascent to a common terminus at Trinity Street, where the facing villas act powerfully to close the vista and provide a sense of completeness. The shops form an important historic streetscape and consistently have verandahs and Edwardian details. Some shops include old shop frontages, while other ground level frontages have seen more change. At the Jervois Road end of the road are a few outbuildings - some relate to the shops, while on Albany Street there is an old stables.

The commercial premises within the historic heritage area on Jervois Road illustrate the historical development pattern of providing local convenience stores which offered important services for the nearby residents at a time prior to modern conveniences such as refrigeration, the motor vehicle, and supermarkets.

Throughout the area, the houses have a common alignment square to the site boundaries, there is consistency of lot size, width and building set-back in any one part, a strong repetition of building style and form (notably the gabled bay), and strong consistency of roof form and slope. These features form strong elements of group character and, in particular, have combined to create striking sequences of buildings in parallax. The steepness of the roads allows the character of the housing to be appreciated more fully than on a level road, such that each building plays an increased role in the visual composition of the streetscape.

The historic heritage area corresponds to what was effectively a single subdivision of some 250 lots, created between 1903 and 1906 in the name of the Jervois Estate

Syndicate. The four roads of bay villas were largely built over a period of two years by an American who employed 'chippies' from the ships in port during their periods of loading and unloading.

Some small decorative details, such as the caps on some internal posts, have been found to be uniquely American (Stewart). However, the external style is demonstrably Edwardian.

A distinctive ambience exists in Ardmore Road because of the treatment of the road itself. All the roads have the same reserve width but Ardmore alone has been developed with a berm and a correspondingly narrower carriageway (nine metres). In contrast, Wanganui Avenue and Albany Road both have a very wide carriageway (12 metres). Chicanes were introduced in recent years to exclude through-traffic. The street trees are not of historical significance to the original subdivision. Bluestone kerbs remain a recognisable feature.

Half of the lots are unusually small for the period, being only 16.4-16.7 perches (420m²). These are located in the lowest positions with the least views. The lot sizes then scale progressively up the principal roads, being approximately 460m² to 630m² at the top nearest to Jervois Road (with a corresponding increase in lot width from 12 to 14 metres). Likewise the lots on rising ground in Trinity Street reach 530m². Clearly, the developers perceived a hierarchy of values. However, it means that more than half the lots are too narrow to permit vehicular access down the side of the villa, and in some cases, there is insufficient depth for parking in the front yard. Should car parking be desired forward of the building facade where there is sufficient depth to the front yard, care needs to be taken that this does not unduly obscure the character of the villa.

A large proportion of the villas have only minor modifications to their exteriors. There have been recent additions to some roofs and to the rear of the houses, and limited infill by housing of later periods. Alterations to houses in the historic heritage area are very largely cosmetic, leaving the basic form, decoration and architectural value effectively intact. The small changes made are easily reversible. The scale of the villas has been retained and still forms a strong historic visual streetscape.

The villas are largely straightforward in form. They are aligned essentially to the front and rear, irrespective of the orientation to sun or view. With building setbacks of only two to four metres, the villas stand consistently up to the road, lending a conspicuously architectural character to the area.

The houses are characteristically single storey, with weatherboard cladding, pitched roofs of corrugated iron, and sash windows. Roof forms dominate the streetscape, with only a few roofs with a Dutch gable detail. Brick chimneys are prominent, many of them ornamented. Most houses have a bay. In character with late period villas, the bay is contained under the main roof of the house. Timber ornamentation is essentially sparing and simple. Picket fences predominate.

In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting

a time when the road was social space. The social interaction which is possible between the verandah and the footpath can still survive to some extent today, particularly where high front fences have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear (the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation which was of formal design, well-articulated with bays, and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Map 14.2.1.1 Historic Heritage Area: Ardmore Road, Wanganui Avenue, Albany Road and Trinity Street



Schedule 14.2.2 Burnley Terrace and King Edward Street Historic Heritage Area
([Schedule 14.1](#) ID 02513)

Statement of significance

This is an outstanding subdivision in Sandringham of quite remarkable consistency, with a superb range of fairly closely-spaced late Victorian and Edwardian bay villas in Burnley Terrace, and a mixture of Edwardian and transitional villas in King Edward Street. Some of the houses on Burnley Terrace adjoin Taupata Street, with a short pattern of lots spread over these two streets. Both streets are straight and flat, and all the houses have a common alignment square to the site boundaries.

Up until the 1870s, the activity in the area was predominantly farming with early settlement dating from 1840 with crown grants. During the 1880s, residential lots were established - Edmund Bell's subdivision included Taupata Street; in 1885, Charles Paice put in King Edward Street; and in 1886, Henry Hirst created 58 sections along Burnley Terrace. In 1902, the tram arrived and signalled major development.

Some of the houses on Burnley Terrace also adjoin Taupata Street, with a short pattern of lots spread over these two streets, with a few of the garages or houses facing the rear lane of Taupata Street.

The overall area shows consistency of lot size, width and building set-back, strong repetition of building style and form (notably the gabled bay), and strong consistency of a main roof form and slope. These features form strong elements of group character, and in particular have combined to create striking sequences of buildings in parallax.

The two streets are characteristic of the Victorian and Edwardian eras, and of the subdivision of the time, and exhibit it at a great scale, with relatively little modification and minimal infill by housing of later periods. Alterations to houses in these streets are largely cosmetic, leaving the basic form, decoration and architectural value intact. The small changes made are easily reversible.

The houses are largely straightforward in form. Although the side yards are wider than in earlier periods, the homes are aligned essentially to the front and rear, irrespective of the orientation to sun or view.

Most of the houses are characteristically single storey, with weatherboard cladding, pitched roofs of corrugated iron, and sash windows. Brick chimneys are prominent, some of them ornamented. Apart from a pair of mid-Victorian villas on the south side of Burnley Terrace, most houses have a strong gable, and many are bay villas or transitional villas. In keeping with the character of the early 1890s period, the bay is contained under the main roof of the house. There are also a few instances of bungalows that represent the next phase of the area's development.

The level of timber ornamentation ranges from very sparing simple forms to the more eye-catching "pattern-book" ornamentation of some of the bay villas. Picket fences predominate at the front boundary. A few historic stone walls are evident, especially in Burnley Terrace.

The houses are predominantly clad in timber and retain traditional materials. In the design of the house facade and treatment of the front yard, there is a sense of propriety

and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as an intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath can still survive to some extent today, particularly where high front fences have not been added. Bluestone kerbs remain a feature of the streetscape.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear (the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation which was of formal design, well-articulated with bays, and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear. There are a few houses that face away from Burnley Terrace onto Taupata Street.

Burnley Terrace

Burnley Terrace was the first of the two streets in this historic heritage area to be subdivided, with the development in 1885-86 of more than 120 lots. Road construction proceeded from both the east and west ends on slightly different alignments, causing a slight offset in their kerbs where they meet.

The western half of Burnley Terrace was originally named Reston Road. It is the more humble half, the lots being appreciably smaller and narrower than in the eastern half; 12 metres wide compared with 13 to 14 metres. Accordingly, about one-third of the lots in the western half do not allow vehicular access beside the house. In a few cases, parking occurs in the front yard, where care needs to be taken that this does not unduly obscure the character of the villa. In the eastern half, with most of the lots having a driveway down the side boundary, cars are not parked forward of the building facade and the front yards have largely retained their original character.

The western half of Burnley Terrace has an appreciably narrower carriageway (nine metres) and a wider berm than the eastern half. Interestingly however, the narrower berms in the eastern half contain intermittent rows of melias, while for the most part the berms at the western half are simply grassed. While this imparts a certain bareness to the western end of the street, it does allow the pattern of building forms to be plainly visible and appreciated without interruption or dilution.

Along all of Burnley Terrace, the villas are located well-up to the street, with typical set-backs of as little as two to two-and-a-half metres. This gives the street a conspicuously architectural character.

At the time Burnley Terrace was subdivided, the economy was depressed and house building would initially have been slow. The pace of building accelerated from the mid-1890s, when there was a general building boom lasting into the 1900s. Most of the villas date from this boom period.

A distinctive characteristic of the area are the villas that face north to Taupata Street, which is a cul-de-sac and, as it terminates, has more of a service lane quality. Two significant villas are located on Taupata Street, along with a number of outbuildings associated with other lots, and an early rental building. These properties have two street frontages.

King Edward Street

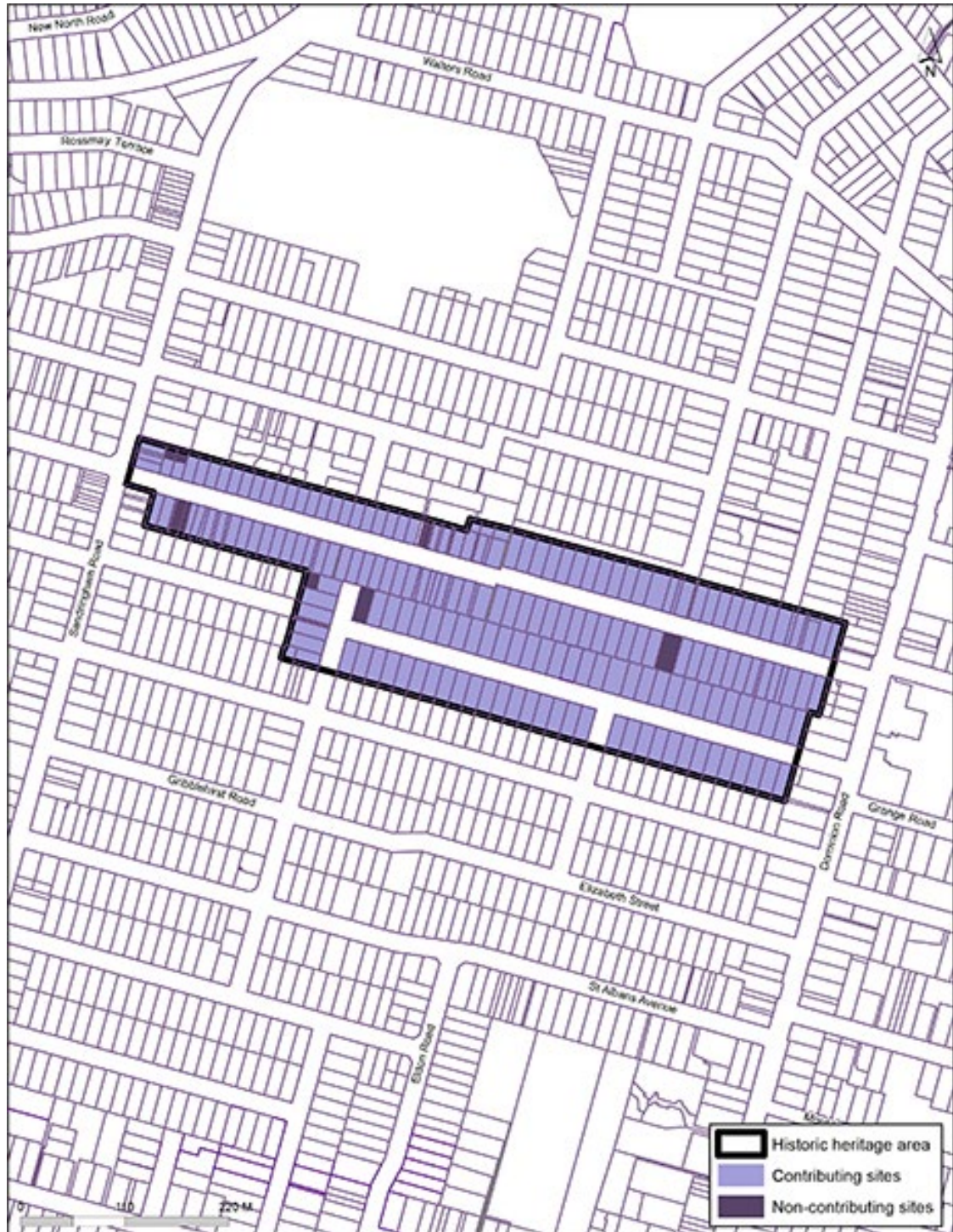
King Edward Street's main subdivision occurred almost 20 years later than Burnley Terrace, in 1904-05, when the area was known as the "Township of Bellwood South". Most of the villas were built soon after subdivision and represent the next two generations of style after those in Burnley Terrace. The houses are constructed, primarily in the late Edwardian villa-style, with a few transitional bay villas, demonstrating a later style dating from around World War I (1914-1918), and distinguishable in the street by the main roof running down over the verandah.

The roof forms of the transitional villas are a dominant form and there have been little later roof alteration or attic additions. The ambience in King Edward Street is one of spaciousness. The lots are both larger and wider (15 metres) than in Burnley Terrace and the berms are wider. In places the berm is split about a central footpath, a concept new for the period. There are intermittent sequences of tree planting, in mixed species. The villas are set somewhat further back than in Burnley Terrace, generally in the range of three to three-and-a-half metres. One sequence is set back eight metres, giving the front garden much greater significance. All the lots are wide enough to allow vehicular access beside the house, so cars are not parked forward of the building facade, and the front yards have largely retained their original character.

Summary

The range of period housing within these streets represents an important period of time in the development of Auckland, and although a number of houses are undergoing renovations, King Edward Street and Burnley Terrace retain a distinctive character that represents their period of development. However, the western end of King Edward Street has a few modern houses which do not make a contribution. There are also a few distinctive buildings including a two storey homestead in Burnley Terrace, a 1912 apartment building, early bungalows, and a former commercial building in King Edward Street, that add their own character to the streets.

Map 14.2.2.1 Historic Heritage Area: Burnley Terrace and King Edward Street



Schedule 14.2.3 Cooper Street Historic Heritage Area ([Schedule 14.1 ID 02518](#))

Statement of significance

This is a significant subdivision of early Victorian cottages from the Arch Hill farm, representing some of the oldest surviving housing in the inner city. The lots were placed on the market in 1865 when the area was known as Newton West. It is assumed that house building began soon after this time, and that many of the houses date from the 1870s.

Cooper Street is contemporaneous with the Renall Street Historic Heritage Area. Both were subdivided for the artisan class. However, at the time it was developed, Cooper Street was on the very edge of the town and was less constricted than Renall Street. The elevated site falls to the southeast. Its open prospect and clear separation from the poor-class housing areas of Freemans Bay and Newton Gully were important selling points when the lots went to auction. The 1865 sale notice described the “choice building lots” as “deserving of particular attention for their healthy and commanding position.”

The layout of Cooper Street is somewhat more spacious than Renall Street. The road width was made 15 metres wide and the carriageway is wider. The sections were created larger than those at Renall Street, at 300m². The extra size is wholly accounted for in the depth of the lots.

As in Renall Street, the lots are narrow (50 links or ten metres) and the houses generally sit tightly together with minimal side yards, so that the houses are orientated entirely to the front and rear. For the most part, except for the two-storey cottages and a bungalow, the houses sit well forward. Only the footpath separates the properties from the carriageway, a characteristic of artisan housing of the period. For the most part, the ambience at both the front and rear of the houses is of a compact, close-spaced, tight density. The street is aligned perfectly at right angles to the land contours, which imparts a certain sense of formality.

The houses are predominantly small 19th century cottages, essentially simple in form and detail, and aligned square to the site boundaries. They are predominantly clad in weatherboard, with pitched roofs of corrugated iron. There are sash, timber framed windows, with almost no bays. Timber ornamentation is simple and low key.

In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath still survives to some extent today, particularly where high front fences have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear (the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation, which was of formal design, with at least some degree of articulation and ornamentation.

The rear elevation was simple and plain, with an absence of ornamentation or articulation of surfaces. Many of the cottages have historic lean-to additions, which have a simple form and limited detail. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Cooper Street is divided by Seddon Street and there is a change of character at this point. Whereas the houses north of Seddon Street are single storeyed cottages set close to the street, those south of Seddon Street include both single storey and a number of two-storey narrow cottages and are generally set further back. While the land north of Seddon Street descends gently from Great North Road, it steepens rapidly below Seddon Street.

The street is now cut by a modern motorway, and there is no longer evidence of historic use of the end of the street, although Cooper Street is connected visually to the Newton gully cottages on the opposite slopes. There is little evidence of original plantings, footpaths or road surface in the streetscape however, bluestone kerbs remain a recognisable feature.

North of Seddon Street

North of Seddon Street, there is a consistency of building scale and set back, and a tightness of buildings, which combine to create a unity and intimacy of character. All the cottages are Victorian, and most of them are largely unmodified. There has been very little infill of later period housing. With only small front yards, planting is small scale and delicate. Low-scale picket fences predominate. Several cottages have been modified, resulting in their verandahs being fully closed-in. This is not in keeping with the original open-verandah style.

Car parking is on-street, as the side yards are too narrow for vehicular access and there is insufficient depth for parking in the front yard. As a consequence, the front yards have largely retained their original character.

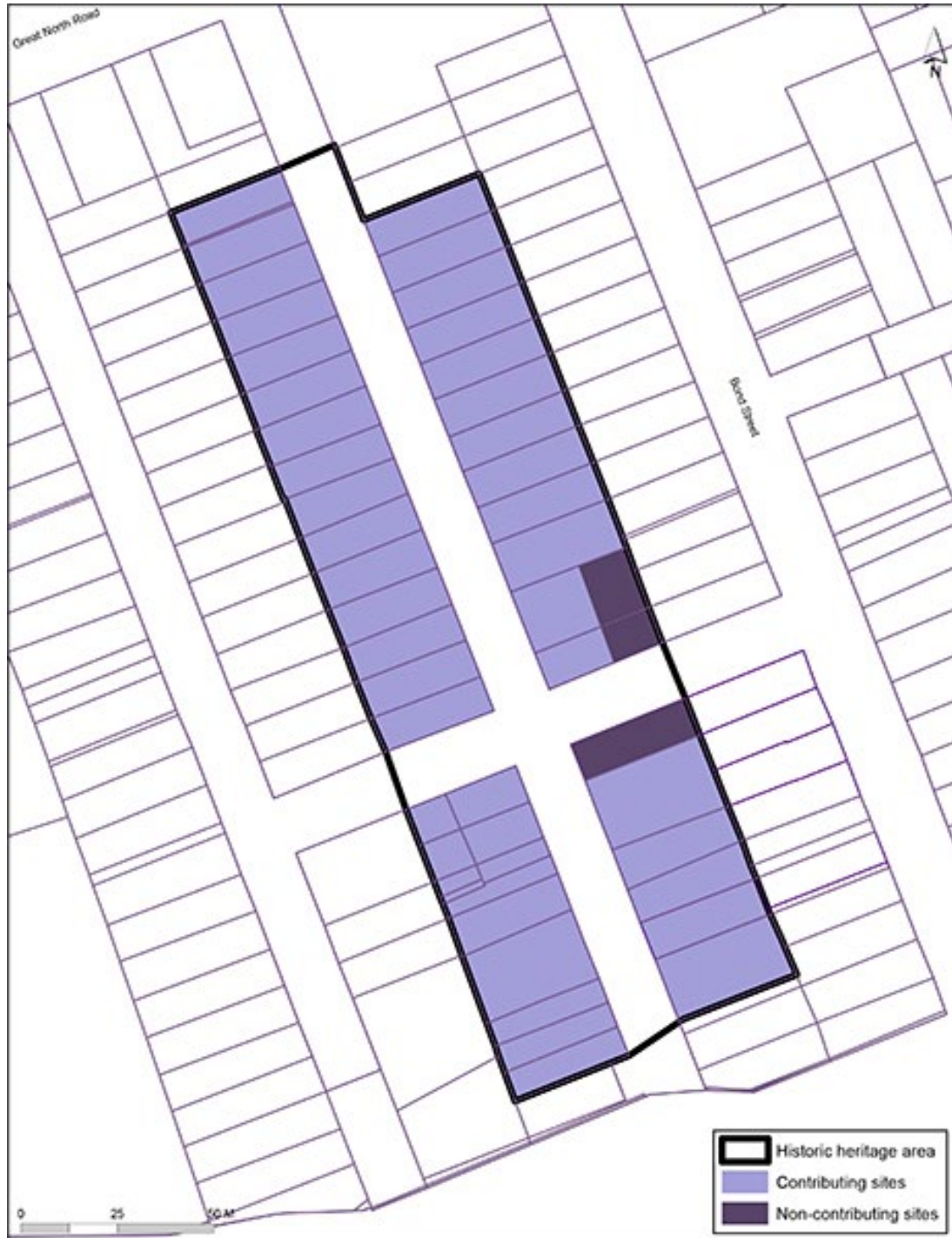
South of Seddon Street

The houses south of Seddon Street were built over an extended period, so that only a proportion of them pre-date World War 1. The oldest and most notable are six small two-storeyed Victorian cottages, which are one room wide, and are largely unmodified.

The steepness of the street allows the character of the housing to be appreciated more fully than on a level street, such that each building plays an increased role in the visual composition of the streetscape.

The houses are set behind more substantial front gardens, which allow the planting of significant trees and shrubs. There is greater provision of on-site parking. Some of the houses occupy double lots and many have a wide enough side yards for vehicle access. Should car parking be desired in the front yard, care needs to be taken that this does not unduly obscure the character of the house.

Map 14.2.3.1 Historic Heritage Area: Cooper Street



Schedule 14.2.4 Elgin Street Historic Heritage Area ([Schedule 14.1 ID 02517](#))

Statement of significance

This street of uninterrupted Victorian and Edwardian housing was subdivided in 1884. By this time, subdivision standards had increased significantly. The street is 20 metres wide and the lots are typically of 480m² with a width of 12 metres. There is therefore a sense of spaciousness not apparent in earlier streets.

The historic heritage area includes a fine brick warehouse at the Great North Road end, adding value to the historic ambience of the street. The scale of the warehouse, though larger, is quite compatible with the domestic scale of the street and acts as an important portal for the street to and from the south. Its exterior surface and detailing are essentially intact and should be conserved.

At the time Elgin Street was subdivided, the economy was depressed and house building would have proceeded slowly. Accordingly, the houses were built over a period of about twenty years, and so range from four-square Victorian cottages and villas of the late-1880s, to mass-produced Edwardian bay villas constructed in the 1900s when the economy had quickened. The lots were large enough to accommodate “pattern-book” building plans, leading to an increased standardisation of form. The late villas, for example those at 14 Elgin Street and 18 Elgin Street, show a repeated form which creates a strong streetscape. There is a noticeable cluster of richly designed homes on the east side of the southern block, including a highly individualistic example of the Victorian Gothic style. In contrast, the Edwardian villas opposite are simply and sparingly designed. Where there is an intact historic appearance from the street and side elevations, this is an important feature.

While the side yards are not as tight as in earlier periods, the houses are still orientated essentially to the front and rear. Some of the earliest homes are set comparatively close to the street, whereas the turn-of-the-century villas are set further back. There tend to be reasonably consistent building lines in any one part of the street. The footpaths are wider than in earlier streets and a berm is provided. Together with the berm, the front yards are large enough to accommodate significant trees and shrubs.

The street has a strong slope and the southern section has a curve in it. The gradient and curve allow the character of the housing to be appreciated more fully than in a straight level street, such that each building plays an increased role in the visual composition of the streetscape. Bluestone kerbs remain a recognisable feature.

The houses are largely straightforward in form and are aligned square to the site boundaries. They are all single storeyed, with weatherboard cladding and pitched roofs of corrugated iron. Brick chimneys are prominent, some of them ornamented. There are sash windows, and all the late villas have bays. In character with this later period, the bay is contained under the main roof of the house. The level of timber ornamentation ranges from simple forms on the earlier Victorian cottages, through the fine intricate fret-work of the Victorian Gothic, to the more conventional industrial patterns of the

Edwardian. Form, scale, height and materials of the villas are important attributes. Picket fences, in various designs, predominate.

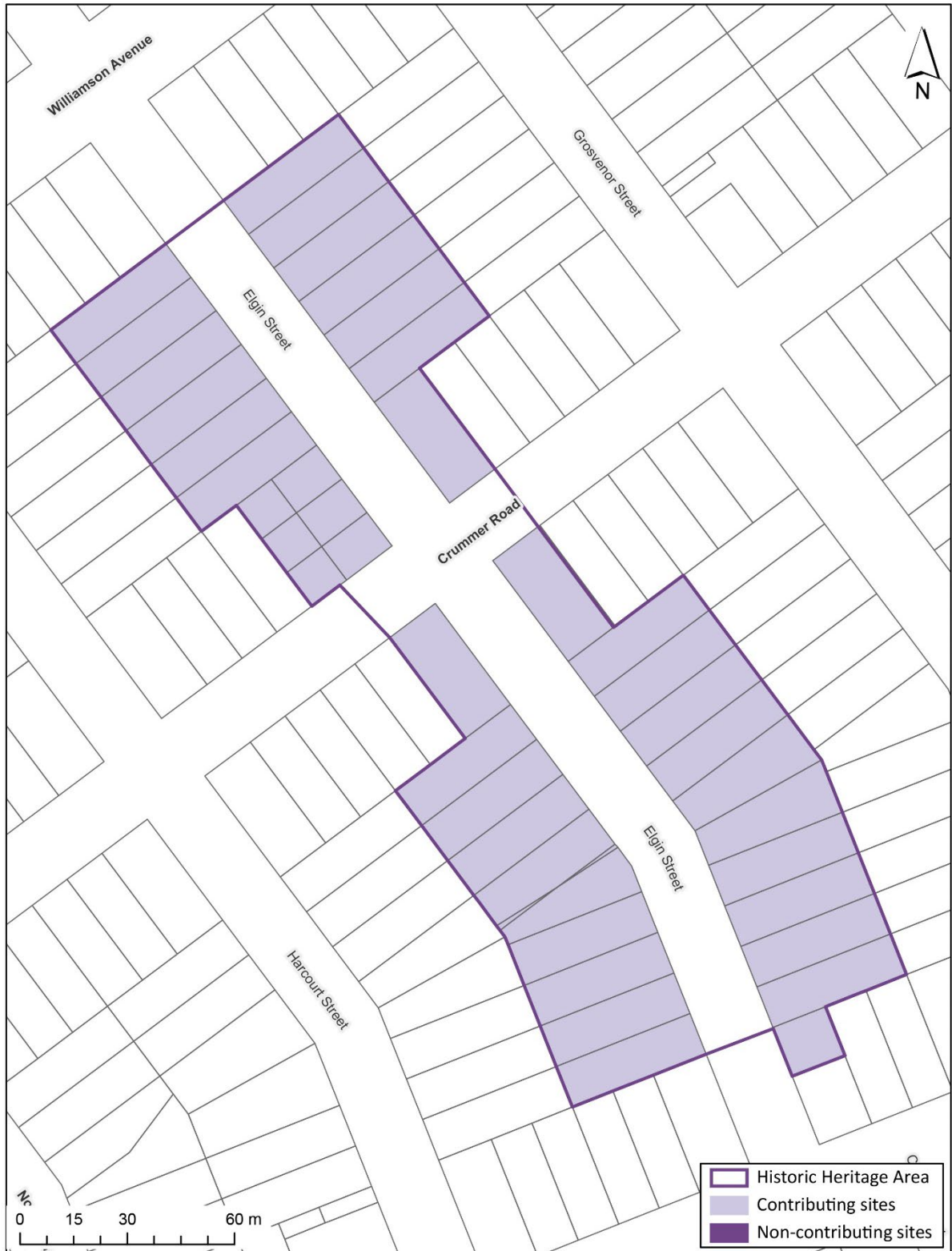
In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath still survives to some extent today, particularly where high front fences have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear (the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation which was of formal design, well-articulated (often with bays) and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Elgin Street is divided by Crummer Road and there is some change in character at that point. The houses in the southern block are of very high consistency and largely unmodified. In the northern block, where the houses tend to be more humble, the basic building form is intact but minor modifications and loss of detail are common. This offers an opportunity for restoration to complement the quality of the southern block.

Many of the houses, particularly in the southern block, have one side yard just wide enough for vehicle access, and most car parking is off-street. The landscaping of the front yard is largely uncompromised by car parking or garaging, particularly in the southern block where the front yards retain much of their original character. Should car parking be desired in the front yard, care needs to be taken that this does not unduly obscure the character of the house. This poses more of a problem in the northern block.

Map 14.2.4.1 Historic Heritage Area: Elgin Street



Schedule 14.2.5 Herne Bay Road Historic Heritage Area ([Schedule 14.1 ID 02515](#))

Statement of significance

Herne Bay Road is a street of mostly late Victorian and early Edwardian villas of very high quality and which are largely unmodified, particularly on the east side. The historic heritage area is representative of this housing period, and also represents Herne Bay housing for the upper-class of the time. The area is almost completely free of more recent infill development. Herne Bay Road is one of Auckland's earlier roads, having been set out as a thoroughfare in the late 1860s, prior to its subdivision for housing. In the 1870s and early 1880s, eleven lots were released on the west side and most of the Victorian villas and cottages that were built on them have survived, largely intact.

In 1901, the east side was subdivided into fifteen lots in the middle of a building boom. Accordingly, the lots were all built on in a relatively short period, producing today's legacy of an unusually continuous row of well-preserved Edwardian bay villas. The villas show strong repetition of overall forms, notably the gabled bay, and strong consistency of roof form and roof slope and building set-back. These elements combine to create a sequence of buildings in parallax. At the same time, the villas express individuality in timber detailing and ornamentation, ranging from fairly standard catalogue mouldings to complex turnery and spindle work. The form, scale, height and materials of the villas are important attributes.

The road includes four later houses at the top of the west side approaching Jervois Road, where subdivision did not occur until 1923, including a set of mid-century apartments. These dwellings were designed in the style of their period and show a historical progression up the road, moving through the Californian bungalow-style to the Moderne style of the apartments. This sense of stylistic evolution lends character to this part of the road, and its inclusion in the historic heritage area is important in maintaining the quality of the road's "portal" at Jervois Road. The portal is completed by a finely proportioned Victorian shop and residence on the east corner (now used as a restaurant), which is historically integral to Herne Bay Road.

The road has a particularly spacious ambience. The road has bluestone kerbs and established trees that lead down towards Herne Bay beach. The lots range from 550-800m² and have a width of 15 to 20 metres, which was generous for the time. Accordingly, the villas are generally well separated from each other.

There tends to be reasonably consistent building lines in any one part of the road. The villas on the east side are situated reasonably closely to the road, and have a consistent set-back of 3.5 to 4.5 metres. Front gardens and landscaping was traditionally soft and involved timber or metal fencing. Much of this historic landscaping is retained, giving the frontage a conspicuously architectural character. On the west side of the road, most of the set-backs range between three metres and six metres. Virtually all the lots are wide enough to allow vehicular access beside the house. In consequence, most cars are not parked forward of the building facade, and the front yards have largely retained their original character. Garages were generally not part of the historic fabric of the street, and front yards traditionally remain intact and void of structures.

Herne Bay Road runs straight down the hill until it reaches the harbour, which is situated across the reserve at the foot of the street. There is little evidence of original footpaths or road surface however bluestone kerbs remain a feature. A strong axial character was established through planting the berms in an avenue of London planes, a road tree characteristic of the period. Unfortunately, only the top half of the avenue still survives. Planting within the front yard was historically of low-scale, using soft materials. Historic harbour views are a significant element of the street and have been taken into account in terms of planning and securing the harbour view, obtainable obliquely from each bay window.

Although the side yards are wider than in earlier periods, many of the homes are aligned essentially to the front and rear, irrespective of the orientation to sun or view. However, quite a number of the villas, particularly those occupying a double lot, make some architectural concession to one side yard in the form of a return verandah or shallow bay.

The houses are largely straightforward in form and are aligned square to the side boundaries. A main roof form encloses the building with gables coming off the main form. Traditionally, there were no additions on top of the main roof. The predominantly timber villas were set lightly on the ground. Some of the villas have had redevelopment of roof forms with additional attic windows and gables. These are not original, and significant care needs to be taken when modifying the roof form to ensure it remains true to its original style. Some of the buildings have enclosed verandahs, converted into habitable areas, where there would have once been an open verandah. These modifications do not form part of the traditional characteristics of the villa. Specific elements of the verandah that are of importance often include the detailing of the posts, fretwork and balustrades.

The houses are clad in weatherboard, with pitched roofs of corrugated iron. Brick chimneys are prominent, some of them ornamented. There are sash windows, and all the late villas have bays, some with tiled sunhoods. In character with the later period, the bay is contained under the main roof of the house. The road includes examples of the double-bay villa, and the angled-corner bay villa. The level of timber ornamentation ranges from simple forms on the earlier Victorian cottages, through the more eye-catching “pattern-book” ornamentation of some of the bay villas, to elegantly turned verandah work. A mixture of low picket fences predominates at the front boundary.

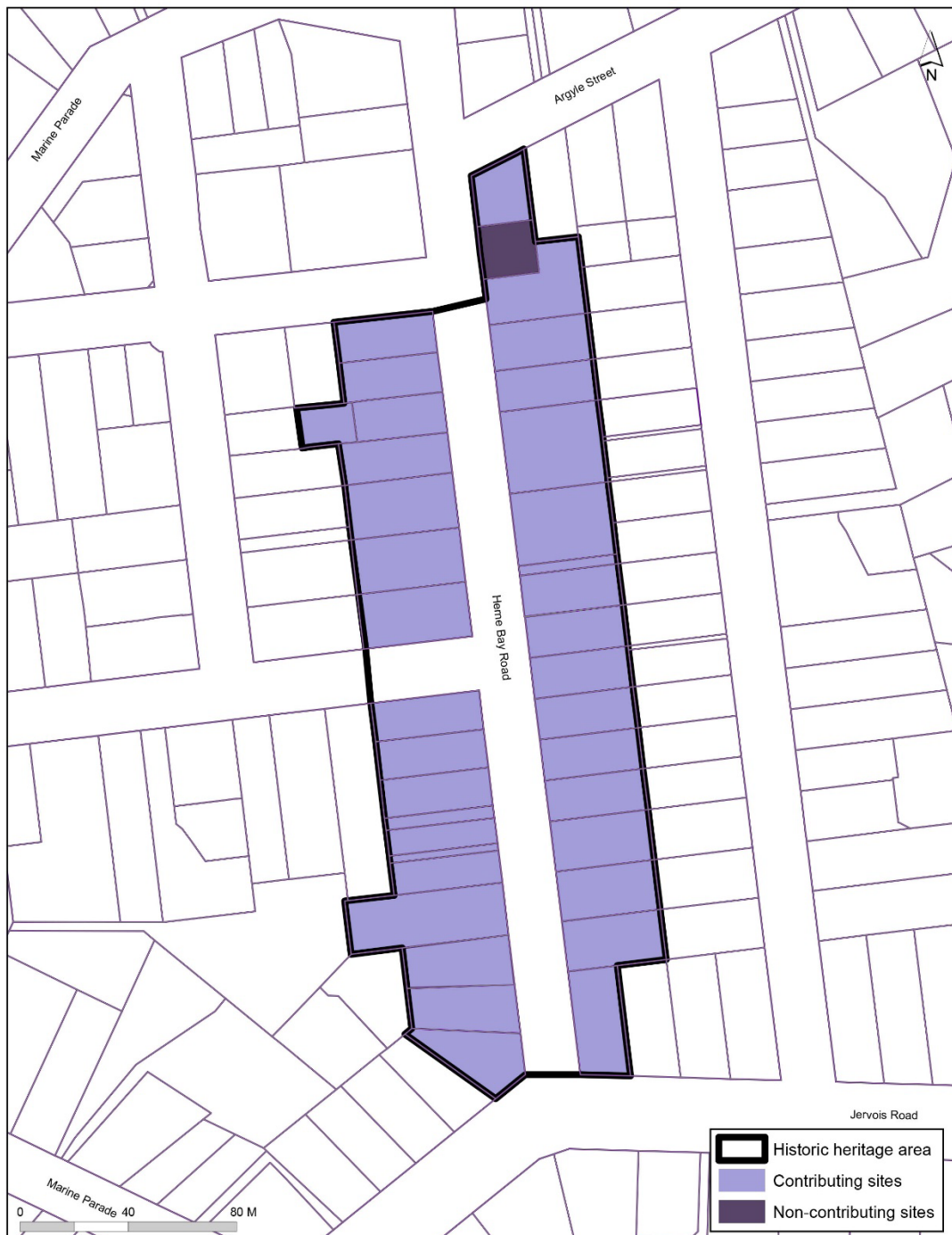
Because the area lies on a north-facing slope oriented to the sun and is somewhat protected from the cool southerlies by the Herne Bay ridge at its back, there is a comfortable microclimate. This is capitalised upon and enhanced, as illustrated by the villas on the east side of the road, which display a repeated sequence of protruding bays and recessed verandahs from south to north. The verandahs were designed to trap the sun and shield the houses from the wind on their southern edge.

In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the road. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. In both two-storied villas in the road, there are double verandahs. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the road was social space. The social interaction which is possible between the verandah and the

footpath can still survive to some extent today, particularly where high front fences, front yard carports and garages have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear (the utility areas, private and unseen) elevation, except where the villa is on a corner site. Expense was concentrated upon the front elevation which was of formal design, well-articulated with bays and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Map 14.2.5.1 Historic Heritage Area: Herne Bay Road



Schedule 14.2.6 Lippiatt Road Pegler Brothers Housing Area Historic Heritage Area ([Schedule 14.1 ID 02564](#))

Statement of significance

Lippiatt Road connects Awa Street and Walmsley Road in Otahuhu. It has a northeast-southwest orientation with a slight kink to the east at the Awa Street end. The street is in close proximity to the volcanic feature of Mt Robertson. From the northern end of the street a glimpse of the dense vegetation veil to the cone can be obtained, although the volcanic cone is not a dominant visual feature in relation to the street.

Otahuhu retains a significant number of small bungalow type houses known as Pegler houses. At the time of the Great Depression, the Pegler Brothers began to buy sections in Otahuhu and construct modest, low-cost timber houses of reasonable quality. The construction work provided local employment, while also providing much needed new housing in Otahuhu. Around 180 homes were built in various locations within the borough, many of which still remain.

The original Fencible cottages built in Otahuhu after 1849 have been described as the borough's first housing scheme, with the Pegler houses-noted as Otahuhu's second significant housing scheme. The houses were built in small clusters or individually in many Otahuhu Streets. Lippiatt Road retains the largest cluster of Pegler houses and the street as a whole retains a cohesive 1930s character with bungalow-type housing, including the Pegler Houses, and other bungalow houses of a similar period.

Of a total of approximately 44 residential sections in this road, 20 of these contain Pegler Brothers houses, comprising 45 per cent of the housing stock. Other sections in this street generally contain bungalow-style houses, giving the street as a whole a consistent established bungalow character.

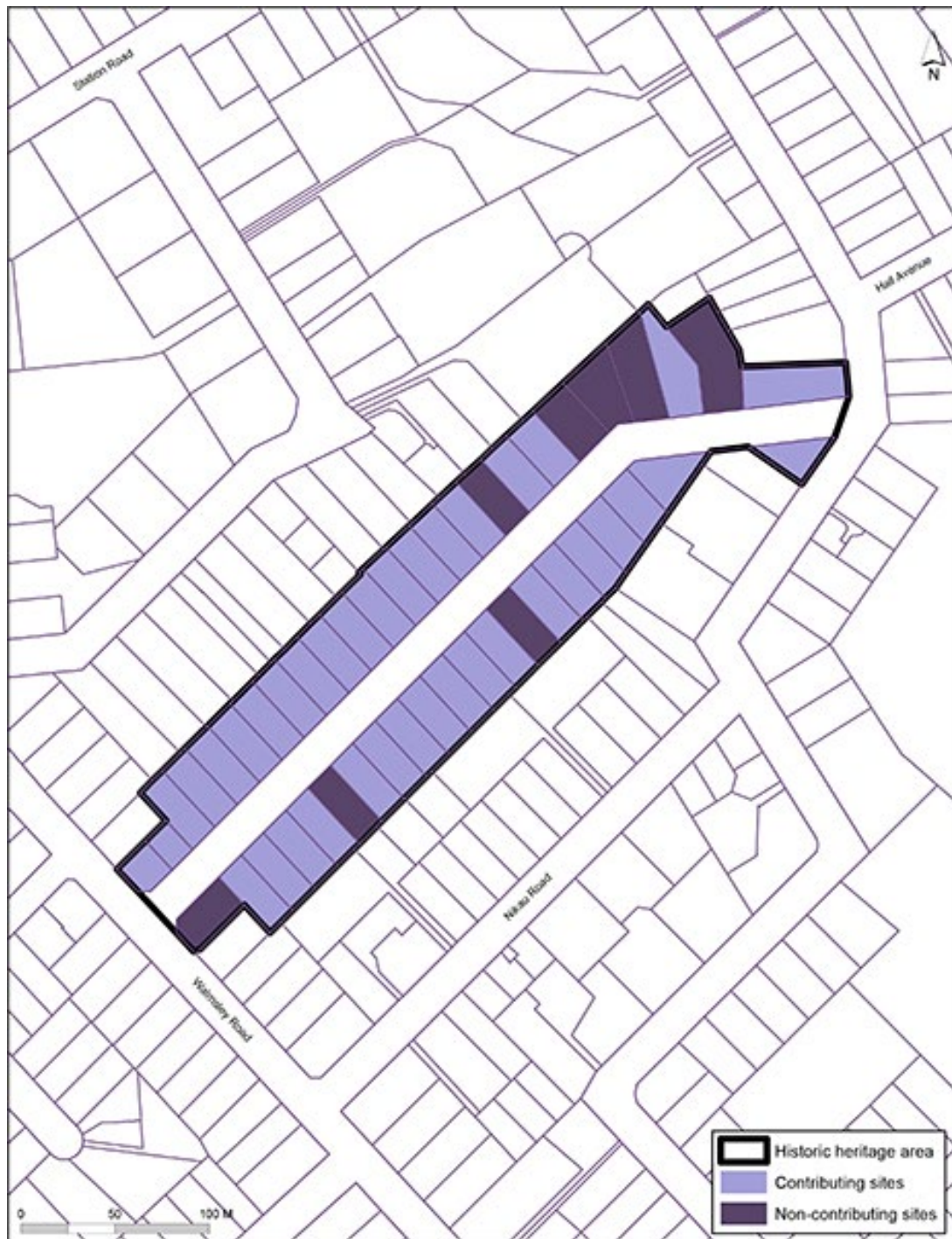
The original subdivision pattern with sites having a general proportion of 16 metres wide by 40 metres deep has been retained. Dwellings are generally set back from the front boundary by between five and nine metres. Front yards are generally open. While a number of properties have solid front fences, a strong visual connection between the street and the dwellings is generally retained. Where garages or carports are present, these are usually located to the rear of properties. Trees contribute considerably to a leafy character for the street. While various alterations, including changes of cladding, have been made to a number of the houses, they still retain a consistent and cohesive pattern of form. Overall, the pattern of site proportions, location of dwellings on the site, and the concentration of buildings of similar era, form and style creates a distinctive street character.

The Pegler Brothers houses are distinctive in Otahuhu, as modest scale bungalow type houses, clad in timber weatherboards, with timber casement windows, with top-lights. As originally built they had a small bay at the front, with the front door sheltered by a modest porch. Down the side of the houses were two chimneys, one for the living room fireplace and one for the coal range. A small lean-to to the rear of the houses is likely to have housed the bathroom. While the plan appears to have remained reasonably consistent, some variations were made to the roof form, with both gabled and hipped

roofs used. Often both roof types are evident where clusters of the houses remain, possibly to create some variety within a particular group.

The Pegler Brothers Housing Area in Lippiatt Road has considerable local significance for its historic associations with the housing development undertaken by the Pegler Brothers in Otahuhu during the Great Depression. The houses in Lippiatt Road are significant for their physical qualities, as representative examples of the standard modest bungalow built in many locations throughout Otahuhu by the Pegler Brothers. The Pegler Brothers Housing Area has collective historic, architectural and streetscape values, based on the high concentration of Pegler houses, together with other 1930s bungalows, the coherent and consistent pattern of dwellings, the original residential subdivision pattern, the generous setback of dwellings from the street front, and the open street character. Residential gardens, as well as street trees in Lippiatt Road, contribute to its established vegetated character.

Map 14.2.6.1 Historic Heritage Area: Lippiatt Road Pegler Brothers Housing Area



Schedule 14.2.7 Monte Cecilia Park Historic Heritage Area ([Schedule 14.1 ID 02514](#))

Statement of significance

Monte Cecilia Park contains over 14 hectares of land located in Hillsborough, bordered by Hillsborough Road and Pah Road to the west and east, and Mt Albert Road and Herd Road to the north and south. Monte Cecilia Park contains special characteristics that illustrate the early history of Auckland's settlement that includes arboriculture, cultural heritage, archaeology, geology and architecture values relating to a range of time periods. For these reasons, the unified entity of this landscape needs to be recognised and provided for, so that the heritage, character and amenity values of the site are maintained.

The significance of the park derives from both the combination of historical, cultural, and natural values. The area valued for its views, location and soils, and was highly sought after, initially by Maori, and subsequently by European settlers. The park comprises part of the area of land that was formerly known as 'The Pah Estate', and the current landform of Monte Cecilia Park still retains significant physical evidence of its evolution from this estate, including boundary locations, entranceways, driveways, trees, and buildings. It is one of few properties close to central Auckland that has retained a large portion of its original landholding. Monte Cecilia Park has panoramic views of the Manukau Harbour, One Tree Hill and Hillsborough. The park contains two natural amphitheatres within the lower slopes of the park. There are also landform areas within this landscape that contain geological values considered to be important.

The historic heritage area was occupied by Māori before European colonisation of New Zealand, and was formerly the location of an extensive fortified pā, known as Whataroa Pā. As parts of the landscape have not been significantly modified since that time, it is considered that cultural material associated with this Māori occupation may be present within the park today.

The Pah Estate originally comprised an area of land purchased by land dealer William Hart, who acquired the Crown Grant in 1847. Hart developed a farm on the property, selling it in 1852. Subsequently it was owned and managed by some of Auckland's most prominent businessmen during the 1860s to 1880s. The Pah Estate was sold in 1866 to Thomas Russell, a prominent Auckland lawyer, businessman, and politician. The landholding was extended considerably under Russell's ownership and the landscape evolved from its early farming use to a highly developed commercial farm and designed landscape, featuring a tree-lined entrance drive and formally laid out plantings. Russell sold the property to James Williamson in 1877. Williamson was a founding member of the Bank of New Zealand, the New Zealand Insurance Company, and the New Zealand Loan and Mercantile Agency Company. Under Williamson's ownership the Pah Estate was further developed with the assistance of a landscape designer.

The Pah Homestead was constructed on the Pah Estate between 1877 and 1879, as Williamson's 'gentleman's residence'. The Italianate house was designed by architect Edward Mahoney whose practice was one of the most substantial in Auckland at that time.

Following Williamson's death in 1888 and subsequent transfer of the Pah Estate to the Assets Realisation Board of the Bank of New Zealand, the house was leased (including to St John's Collegiate School from 1902 to 1912) and parts of the estate subdivided and sold. The house and part of the estate comprising approximately 50 acres of surrounding land were sold in 1908 to Mrs Bayley. In January 1913, the property was sold to the Sisters of Mercy and Catholic Bishop of Auckland. The property has a long and significant association with the Catholic community in Auckland. It was named Monte Cecilia by the Sisters of Mercy in honour of the founder of the Auckland Community, Mother Mary Cecilia Maher. During its ownership by the Sisters of Mercy and later the Catholic Diocese, the house served as an orphanage, a novitiate house, boarding school, and more recently was used to provide emergency housing.

The Pah Homestead is scheduled in the Auckland Unitary Plan as a Category A historic heritage place (refer to [Schedule 14.1 Schedule of Historic Heritage](#), ID 01695). The homestead is also included in the New Zealand Heritage List/Rārangī Kōrero.

Monte Cecilia Park contains approximately 1,100 trees and can be likened to an arboretum, as it contains some of the largest and/or oldest examples of some tree species in New Zealand, and some rare or uncommon species in New Zealand. There are a number of trees within the park included in Schedule 10 of the Auckland Unitary Plan (Notable Trees Schedule).

While parts of property associated with the Pah Estate have been progressively subdivided and developed for roading, housing, or educational and religious uses, the park-like quality of the landscape associated with the house, and evidence of its agricultural development remain to a significant degree.

Monte Cecilia Park is an outstanding cultural landscape of value to the Auckland region because of its association with Maori and use as a pā, the information it reveals about early land purchase, its early development for farming in 1840s, and the commercial and social relationships relating to these development activities. It demonstrates architectural and landscape design concepts from the late 1800s, and provides an understanding of the lifestyle associated with the property when it was an exclusive private residence. It retains intact physical evidence of its progressive development from the 1800s and later institutional uses.

Map 14.2.7.1 Historic Heritage Area: Monte Cecilia Park



Schedule 14.2.8 Railway Workers Housing Area Historic Heritage Area ([Schedule 14.1 ID 02565](#))

Statement of significance

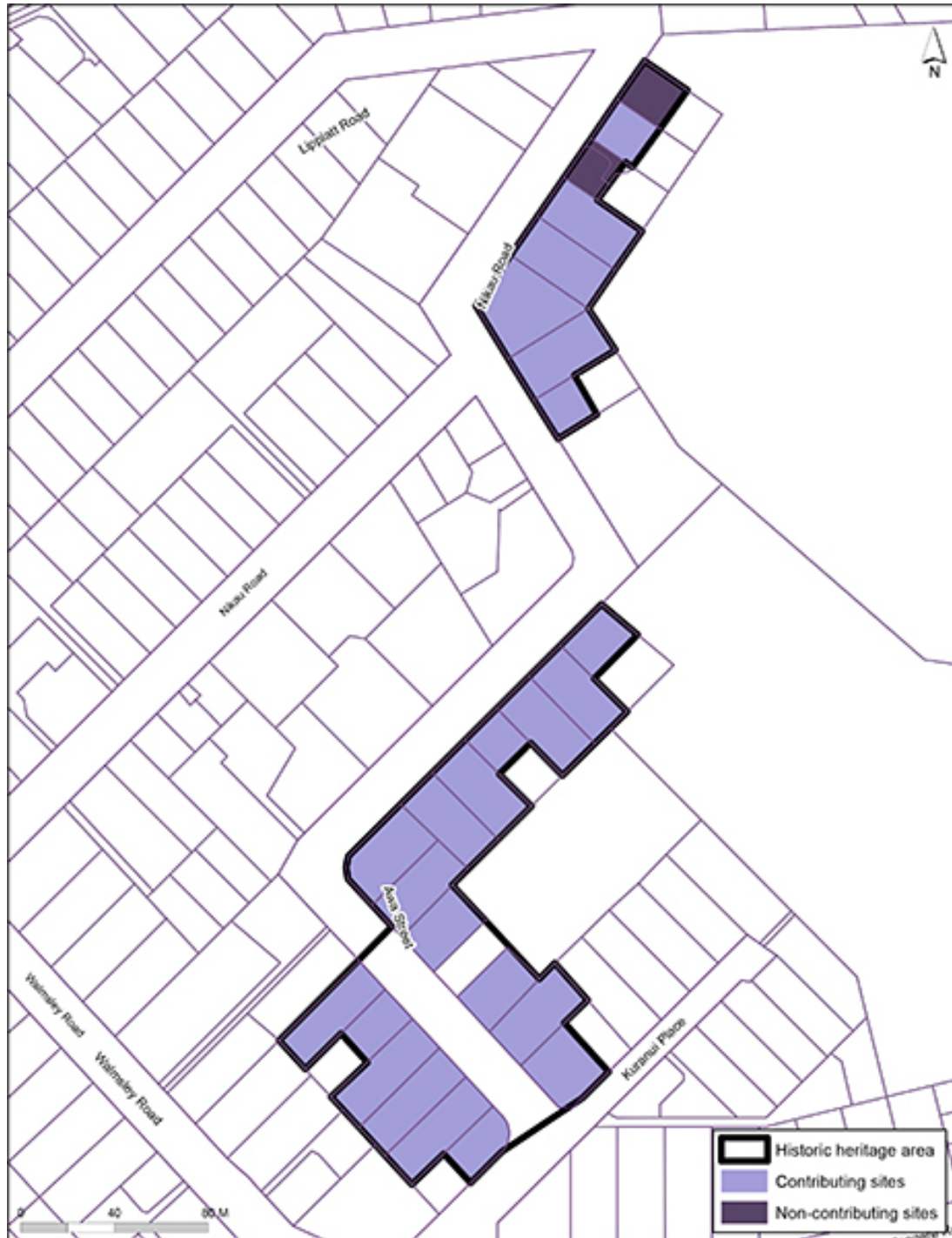
The area includes residential properties on the eastern side of Nikau Road, adjacent to Sturges Park, on the south east side of part of Awa Street, and on the north–east and south- west sides of Awa Street close to the intersection with Kuranui Place in Otahuhu.

A distinctive feature of Otahuhu’s early 20th century residential development was the housing precinct built for New Zealand Railways Department (Railways Department) staff in this area of Otahuhu in the mid-1920s. While a number of the railways houses were removed in 1981 to allow for redevelopment, a significant group of these houses remains in Nikau Road and Awa Street. In 1927, 54 houses were present. Of this number, 24 remain in these two streets.

The houses in Otahuhu are representative of housing provided by the Railways Department for their workers, and demonstrate some of the minor variations used. They are all of timber construction, with timber weatherboard cladding, timber window joinery (originally double hung sash types), and corrugated iron roofs. The houses have a symmetrically arranged front elevation, with the entrance porch located centrally. Details such as vertical boards applied to gable ends and paired posts to the verandahs, or use of trellis panels on the verandahs are in evidence. In Otahuhu, while some changes have been made to a number of the houses, such as replacing timber windows with aluminium joinery, they retain their railway house character.

The Railway Workers Housing Area has considerable local significance for its historic association with the housing development undertaken by the Railways Department in the 1920s. It represents an important grouping of the modest workers houses built by the Railways Department, using standard designs and prefabricated construction techniques. The houses are significant for their physical qualities, as representative examples of the standard modest house types built in many locations throughout New Zealand by the Railways Department. The Railways Workers Housing Area has collective historic, architectural and streetscape values, based on the surviving concentration of railway houses, the coherent and consistent pattern of dwellings, the original residential subdivision pattern, the generous setback of dwellings from the street front, and the open street character.

Map 14.2.8.1 Historic Heritage Area: Railway Workers Housing Area



Schedule 14.2.9 Part of Renown Estate Subdivision Historic Heritage Area
([Schedule 14.1](#) ID 02562)

Statement of significance

The area encompasses part of three streets in Balmoral: Marsden Avenue, Kingsford Road, and Thorley Street. The area, which includes a number of houses built by Tudor Builders and Hansen Construction Ltd., was developed slightly later than the majority of the surrounding streets and includes houses from the 1930s, which are stylistically distinctive.

While in many respects the residential development in the area is typical of late Garden Suburb-era development in Auckland, it is exceptional for its collection of single storey detached brick houses. Most of these houses are bungalows that show a strong influence of the English Cottage style in their form, and have a liberal application of Tudor surface treatment. Also unusual are two houses in the Spanish Mission style that shows an Art Deco influence. Other houses are more typical of the bungalows of the Interwar era, but some of these are also built in brick rather than timber.

After World War I, suburban expansion in Balmoral took place on undeveloped land south of Balmoral Road. The Californian bungalow was the style of choice in the early years of the Interwar-period, and is well represented in the southern part of Balmoral. By the 1930s, the style had evolved further, under the influence of the English Domestic Revival. Some houses, most often one and a half or two storey examples, were in a style referred to as the English Cottage style. Under the influence of Modernism, other designs substantially departed from historic precedents, using Art Deco style, frequently over a plan no more remarkable than that of a typical bungalow.

Key examples in the Historic Heritage Area that show a strong influence from the English Cottage style include:

- 42 Marsden Avenue,
- 60 Marsden Avenue,
- 14 Kingsford Road,
- 16 Kingsford Road, and
- 18 Kingsford Road.

The two Spanish Mission Examples referred to above are at:

- 43 Marsden Avenue, and
- 56 Marsden Avenue.

Overall, these houses exhibit a greater level of craftsmanship than other similar areas developed at the same time, and sit within a spacious leafy context arising from the generous sizes of the original lots.

The houses in the area were predominantly constructed by three building companies: Tudor Builders Ltd. constructed houses for Rental Homes Ltd. and Mr G. G. Marriott; Hanson Construction Ltd. constructed houses for Rental Homes Ltd.; and Pegler

Brothers constructed two houses. Pegler Brothers, an Otahuhu based family company, was known for developing land as a rental development when buyers deserted the market in the early 1930s. This development can be seen in Lippiatt Road Otahuhu. Although aimed at a slightly more affluent clientele, Rental Homes Ltd.'s business model appears to have parallels with the Pegler Brothers business. Rental Homes Ltd. retained interests in the area for at least 50 years.

This part of Marsden Avenue, Kingsford Road and Thorley Street is an outstanding example of late phase of Garden Suburb development (as it is understood in the New Zealand context) from the 1930s. The houses of Tudor Builders and Hansen Construction Ltd. reinforce this character by predominantly employing styles with strong architectural references to those associated with the English Garden Suburb.

These values are underpinned by historic associations with local developers Hardley and De Luen and local architect W. H. Jaine. The history of the development demonstrates the challenges of developing the volcanic landscape of Mount Eden, and the challenges of developing land in the early 1930s when economic depression took its toll on the financial means and confidence of prospective house buyers.

Map 14.2.9.1 Historic Heritage Area: Part of Renown Estate Subdivision



Schedule 14.2.10 Princes Street Historic Heritage Area ([Schedule 14.1 ID 02511](#))

Statement of significance

The Princes Street Historic Heritage Area includes Albert Park, Princes Street, Kitchener Street, Bankside Street, Waterloo Quadrant, Parliament Street, Constitution Hill, Churchill Street, Alten Road and parts of Wellesley Street East, Shortland Street, Emily Place, Eden Crescent, and Symonds Street. It is important historically to Māori, for its association with the establishment of government quarters, and for its relationship with New Zealand's military heritage. The development of the University of Auckland also forms an important part of this area's history.

A Māori kainga (village) called Rangipuke was originally situated on Albert Park hill and a pā named Te Horotiu is said to have been located in what is now the north-western corner of Albert Park. From 1840, European settlement intensified and the Princes Street/Waterloo Quadrant area began to acquire a diverse range of public buildings. These included the residence of the Governor of New Zealand, destroyed by fire in 1848 and replaced in 1856 by what is now known as Old Government House. This remained the seat of governance until 1865, when the capital was moved to Wellington, and for the next century was Auckland's vice-regal residence. New Zealand's first parliament buildings were established in 1854 on Constitution Hill.

Construction of Albert Barracks, the British Army headquarters in both Auckland and New Zealand, and the largest British military fortification in the country, began in late 1846 and continued until at least 1852. The barracks were constructed to reassure the local population after the first New Zealand (Northern) War (1845-1846), at which time the settlement at Kororāreka/Russell was attacked and burnt to the ground. The garrison of some 900 troops also provided a valuable economic stimulus to the region. Encompassing an area of more than nine hectares, or 22 acres, the completed fortification was roughly octagonal in plan. It originally enclosed a parade ground, accommodation blocks, and other buildings. The former barracks forms a significant archaeological site that extends from the area occupied by the University of Auckland down to Emily Place and Constitution Hill. The barracks featured a prominent and impressive solid bluestone basalt perimeter wall, of which only a small portion remains within the university grounds.

With the removal of the military threat and the shifting of the seat of government to Wellington, the cost of maintaining the regiments was reviewed and a decision was taken in 1870 to abandon the barracks. During 1871 and 1872 the walls and many of the barrack buildings were removed or demolished and the materials used in other constructions around the city. Fifteen acres of the land was set aside as a ground for recreation and amusement, and the remaining land was laid out as streets and sections.

The auctioning of building sites in 1875 to provide capital for the development of Albert Park led to the development of small precincts of grand merchants' villas such as those that survive along Princes Street. These elegant, substantial private homes for the city's business and professional elite began to line both Princes and Symonds Streets as the area became a focus for the construction of prestigious housing.

Covering 7.5 hectares, Albert Park was designed in a public competition in 1881. The park layout was the winning entry of architect James Slater. Tree planting began in the park in 1880, with 200 exotic specimens being donated by Sir George Grey. Other trees were also donated by prominent colonial Auckland and tree collector Judge Thomas Gillies. Historic trees from the earlier plantings include: a circle of English oaks (planted to commemorate the visit of the United States Navy Great White Fleet in 1908), a Queensland kauri, a ginkgo, several Moreton Bay fig trees, a Monkey Claw tree, a Blue Atlas cedar, a Himalayan cedar, an olive, two Cork oaks, several Tree of Heaven trees, a Camphor laurel (the largest and one of the oldest in the Auckland region), English elms, Canary Island palms, Chinese windmill palms, an ombu, and a row of Washingtonia palms growing beside Princes Street. Later plantings include the Cobham kauri (1962), and the Windsor oaks, which were planted in 1938 to commemorate the coronation of King George VI.

During World War II public shelters for civil defence were constructed in open lawn areas of the park, and a network of tunnels some 3.4 kilometres-long formed below its surface to provide air raid shelters for the residents and workers of the inner city. Since the late-19th century a substantial portion of the historic heritage area has been occupied by the University of Auckland, which has expanded over much of the historic barracks and former government site.

Albert Park is a nationally notable example of a Victorian public park and the oldest formal park in the Auckland region. The park consists of formal walks focused on a central fountain, flower beds and statuary. The park also includes a Gothic-style park-keepers lodge in Princes Street, added in 1882; a band rotunda; and a large number of notable historic trees including those donated by Sir George Grey.

Significant historic heritage places, buildings and structures within the Princes Street Historic Heritage Area include:

Portion of Albert Barracks Wall (1846 – 1850)

Eighty five metres of the original 1300 metre wall still remains in the grounds of University of Auckland. The Albert Barracks Wall is nationally significant as the oldest intact component of British military architecture in New Zealand. It is an important reminder of the role played by British troops in the colonisation of New Zealand and their contribution to the economy and social life of colonial Auckland, when it was capital of New Zealand. One of the Auckland region's oldest remaining stone structures, it is associated with the 1845 New Zealand Wars and Governor Grey. The wall was constructed between 1846 and 1850 to enclose nine-hectares of land that made up Albert Barracks. It was constructed using basalt quarried from Mt. Eden by newly instructed Māori stonemasons under the supervision of Major Marlow and George Graham of the Royal Engineers. The wall was largely demolished after the barracks were abandoned in 1870, with the remnant section being that part of the wall that was retained to demarcate the Old Government House property. Archaeological evidence of the barracks, wall and buildings may be found over the wider former barracks site.

Albert Park Band Rotunda (1901)

The Auckland region's oldest remaining band rotunda was constructed in 1901 to a design by James Slater, the architect who produced the plan for Albert Park. It is symbolic of the increase in leisure time that resulted from the social and economic reforms introduced by the Liberal Government from 1898, and is also symbolic of the immense popularity of brass band music in late Victorian and Edwardian Auckland. The structure incorporates a rare example of an 'onion' topped sheet metal roof, and retains its original design elements and structural integrity. The structure is still used for music recitals and is an important component of Albert Park.

Albert Park Boer War Memorial

This memorial is a notable and regionally important public memorial to troops from the Auckland region that died in the South African War of 1899 -1902. The marble memorial known as the 'Trooper Memorial' is the earliest known example of a war memorial in the Auckland region that incorporates a statue of a soldier from the New Zealand Army (Fifth New Zealand Contingent). The lion which is incorporated in the monument is symbolic of British Imperial power and Edwardian New Zealand's commitment to the British Empire.

Albert Park Queen Victoria statue (1899)

One of the Auckland region's best known public monuments, this notable statue of Queen Victoria was the first full statue of the monarch to be erected in New Zealand. Funded partly by public subscription, the bronze statue was created by notable English sculptor Francis Williamson, who was official sculptor to Queen Victoria. The statue was erected in 1897 to mark the 60th Jubilee of Queen Victoria's reign and is symbolic of New Zealand's strong links with Britain and the British Empire at that time. It was formally unveiled by Lord Ranfurly, Governor of New Zealand on 24 May 1899 to mark Queen Victoria's 80th birthday.

Albert Park Sir George Grey statue (1904)

The statue of Sir George Grey in Albert Park is one of the Auckland region's most notable public monuments, and the region's only remaining public statue of Sir George Grey, who was Governor General from 1845 to 1853, and from 1861 to 1868, and Premier of New Zealand from 1877 to 1879. The marble statue was sculpted in London by Francis Williamson, sculptor to Queen Victoria. Its plinth was crafted from Coromandel granite and Auckland scoria by local masons Trayes Bros. The monument was funded by public subscription and the Liberal Government led by Richard John Seddon. Unveiled in 1904, six years after the death of Sir George Grey, the statue was originally sited within the Queen Street road reserve in a landmark position. Its position became more prominent when the Auckland Town Hall was constructed on Queen Street in 1911. The monument was relocated to Albert Park in 1922 when the Queen Street electric tram system was upgraded.

Albert Park Gate House/Lodge (1882)

Set within Albert Park on the edge of Princes Street, this is the only historic building directly in the park. The building is a Gothic Revival Bay villa, with weatherboard cladding and a shingle roof. Its design is the work of notable Auckland architect, Henry

Wade. The house was originally constructed in 1882, with a subsequent addition in 1908. It has been home to a number of park keepers and park superintendents over time, as well as home of the first city librarian, Edward Shillington. Other figures of note that lived-here include Thomas Pearson, a landscape gardener who played a significant role in the design and management of many of Auckland's early parks, including Albert Park.

Old Government House (1855 - 1856) and 1848 site

Old Government House was constructed in 1855-56 as the residence of the Governor of New Zealand, replacing an earlier Governor's residence that had burned down in 1848. The house remained as the vice-regal residence in Auckland until 1969, when it was taken over by the University of Auckland. The building and its grounds are of significance to Tangata Whenua as many prominent rangatira visited successive governors at the house and held hui there. It is one of the few remaining structures in Auckland that have a link to the period when Auckland was New Zealand's capital. The building was designed by William Mason, one of colonial New Zealand's most notable architects. The building is the largest wooden building in the Auckland region and one of the largest colonial wooden buildings remaining in New Zealand. It provides a nationally notable example of a Georgian renaissance style structure. It is associated with several historic outbuildings and an adjoining ballroom. The associated historic gate keeper's cottage also remains.

Old Government House is set within extensive grounds that contain a nationally significant group of historic trees planted under the supervision of Government gardener Thomas Cleghorn from 1841. They include two Norfolk pines (*Araucaria heterophylla*) at either end of the front lawn of Old Government House and a South African coral tree (*Erythrina caffra*) planted by Sir George Grey during his second term as Governor of NZ 1861-68. The five oldest English oaks (*Quercus robur*) in the grounds of Old Government House are the oldest oaks in the Auckland region and among the oldest in New Zealand. They were propagated by Cleghorn in 1841-42 and planted in 1844-45. Further oaks were planted by George Graham, the first Secretary to Governor Hobson in the early 1850s. The acorns for the oldest trees came from the 'Royal Oak' in Boscabel, Shropshire. Some of the later trees are said to have been propagated from acorns given to Bishop Selwyn by Queen Victoria.

Synagogue (former) (1884)

The former synagogue is the only historic building of its type in Auckland region and one of only two 19th century synagogues surviving in New Zealand. It acted as Auckland's main synagogue and focal point for the Jewish community from 1885 until 1968, and was associated with many notable Aucklanders, including civic leaders. The building was designed by notable Auckland architect Edward Bartley, and provides a regionally representative example of a synagogue designed in a mixed Romanesque and Gothic style. The interior of the building features Auckland's only known example of a barrel vaulted timber ceiling and an ornate circular ark covered by a stained glass dome. The building is one of New Zealand's oldest massed concrete buildings. A basement was used for social and educational purposes and a school annexe was added in 1914. The

building was purchased by the Auckland City Council in 1965 when the new Auckland Synagogue was built in Greys Avenue.

Princes Street Merchant Houses

The Princes Street merchant houses make up the most notable group of elite mid Victorian merchant residences in the Auckland region, alongside the related and nearby Symonds Street merchant houses. They include a row of five houses on the western side of Princes Street, and Alfred Nathan House (1882) on the eastern side of the street. The houses were built on the site of the former Albert Barracks vacated by British troops in 1870, and near to Government House.

The houses are a symbolic reminder of what was once one of Auckland's premier residential areas. The houses were built between 1876 and 1882 for Auckland's commercial and professional elite. Many were later transformed into boarding houses and then altered for use by the University of Auckland or other institutions. Five of the houses are now owned and maintained by Auckland Council.

Number 21 Princes Street 'Sonoma' was built in 1877-78 in a restrained Italianate style for successful Auckland chemist James Sharland. Following Sharland's death in 1887 the house was lived in by his brother in law Philip Philips, a former Mayor of Auckland and leader of the Auckland Jewish community.

Number 23-25 Princes Street was built in 1882 as an investment for *Auckland Star* proprietor Sir Henry Brett. In 1891, it was converted into a boarding house 'Ellesmere'. In 1929, the house was converted into flats and in 1959 into a doctor's surgery. In 1976, the building became the Auckland University Club and it is now a language school.

Number 27 Princes Street was originally built in 1880 for Thomas Whitson whose family owned the Albert Brewery. From 1883 the house was the residence of Dr C.H. Haines and it remained a doctor's residence for many years. The house was significantly modified to a design by prominent architect Roy A. Lippincott.

No. 29 was built for brewer George Johnstone in 1877-78. It was briefly a boarding house until purchased by prominent Auckland businessman Moss Davis in 1885. It was named 'Hamurana' and remained in the Davis family for many years.

Number 31 Princes Street, known as 'Park House', 'Honeyman House' and later 'Pembridge', was built in 1876 for Auckland draper John Smith. It was the home of businessman Arthur H. Nathan for many years and later the University of Auckland's Conservatorium of Music. It is a rendered brick building in ornate Italianate style.

Number 24 Princes Street, known originally as 'Wickford' was designed by John Currie for Nathan Alfred Nathan of L.D. Nathan, and leader of the Auckland Jewish community. The building remained in the Nathan family until 1932 when it became a private hospital. It was purchased by University of Auckland in 1958 to house its registry.

The Old Stables

Within the sites of the Princes Street merchant houses are historic plantings, and one house includes an historic stables. The Old Stables building dates from the 19th century. It was renovated in the late 20th century and is currently used as a building for exhibitions. The stables are a rare and well-preserved example of domestic stables in

central Auckland. The stables are the only known building of this type to survive in the area. Employing polychrome brickwork, the stables was designed in a sufficiently ornate manner to reinforce perceptions about the taste and prosperity of its owner. Changes to the stables in the early 1900s reflected the decline of horsepower and the advent of motorised transport. Part of the building had been converted into a garage by 1923, at which time the structure was also modified to create x-ray and consulting rooms associated with the medical use of the primary building on site. The building continued to be used as part of the medical facility until at least the 1950s. In the early 1970s, the 1923 addition to the stables was removed.

St Andrew's Presbyterian Church (1847- 1850)

St Andrew's is the oldest surviving church in Auckland, having been erected in 1847-1850. It was built in a prestigious location, close to the colonial governor's residence in an elevated part of the early town. Associated from the outset with the principles of the Free Church of Scotland, the building was constructed to a simple rectangular design. It was built using local basalt and Mahurangi 'mudstone', overseen by the architect Walter Robertson. Its appearance contrasts with Anglican and Catholic churches of the day, and reflects the Scottish origins of its congregation. Early attendees formed an influential part of Auckland society, and sat in rows of pews that were rented out according to social rank. Governor Grey and the minister's family were allocated seats on either side of the pulpit, while soldiers from the local garrison occupied rows in the centre.

St Andrew's was transformed in the early 1880s, reflecting its role as the mother church of Presbyterianism in the region, as well as the prosperity of the local Presbyterian community. Major additions included a prominent front portico and offset tower, executed in a Greek revival style, which vied with the nearby Supreme Court and Old Government House for architectural splendour. Internally an organ gallery was erected, contrasting with the practice of some other Presbyterian congregations, who preferred not to employ musical instruments. Stained glass windows and stencilled decoration were also introduced at around the turn of the century, though carefully excluding explicit Christian iconography. A steady decline in the residential nature of the parish nearly led to the closure of the church in the 1930s, and more recent alterations have been few. The parish having successfully revived, the building remains in regular use by the Presbyterian faith and is remarkable for having been used continuously for religious worship since its foundation.

St Andrew's Church is of national significance as the earliest remaining Presbyterian church in New Zealand, and as the oldest intact stone church of any denomination in the country. It is internationally important for its early links with the Free Church of Scotland, which had been founded in Scotland only shortly before, in 1843. The building has high spiritual value as a place of worship for more than 150 years, and as the mother church for Presbyterianism in northern New Zealand. It is valuable as one of Auckland's earliest surviving buildings, with connections to important personalities in the history of New Zealand and Auckland Province. The structure demonstrates the development of pioneer stonemasonry, as well as the Scottish roots of many early settlers in the region. It retains an unusually intact 19th century interior, whose layout and appearance contribute to an understanding of religious and social history in both the early and later colonial periods.

The oldest parts of the building form an important example of the architectural work of Walter Robertson, an early Auckland architect, while the tower and portico are among the most impressive commissions carried out by Matthew Henderson. The church has considerable aesthetic and landmark qualities.

Supreme Court (former)/High Court (1865 - 1868)

The former Supreme Court (now High Court) is a powerful example of Gothic Revival architecture, and was one of the most impressive buildings in New Zealand when built. It was constructed in 1865-1868 under the direction of Edward Rumsey, a British-born architect who had trained under Gilbert Scott. The two-storey brick and stone building replaced an earlier courthouse in the commercial sector of colonial Auckland, which had been built of kauri timber. The new structure was erected in a more elevated and prominent position, prestigiously located alongside the now-demolished Provincial Council building and the Old Government House. This occurred at a time of uncertainty about Auckland's future, soon after the colonial capital had been moved to Wellington, and while the British Army troops at nearby Albert Barracks were being withdrawn.

The courthouse was one of the earliest large-scale construction projects in the town, being proclaimed at the time to be the first public building of durable materials erected in Auckland Province. A distinctive Gothic Revival style was employed for its exterior, including a crenelated central tower and pointed-arch arcading. This style was extended to its internal features, contrasting strongly with the classical appearance of earlier structures nearby, including St Andrews Presbyterian Church and Old Government House. Gothic Revival was frequently used in larger judicial buildings during the later colonial period alluding, in part, to the longevity and power of the British judicial system through the use of medieval imagery. Extensive carvings by Anton Teutenberg on the main facades of the Auckland courthouse reinforce such notions of authority, with naturalistic depictions of British royalty, local dignitaries, and Māori leaders, such as the Ngāpuhi chief, Hone Heke (d.1850). The building was extended in 1935-1936, and extensively renovated in 1988 when part of the original structure was removed to accommodate new facilities. The interior retains its original courtroom, including its timber panelling and gallery.

The former Supreme Court is nationally significant as an early public building of Gothic Revival style, unusual in its scale and level of decoration in 1860s New Zealand. It graphically demonstrates the growing power of the state and legal system on a national level, as well as the local importance placed on law and order as Auckland was undergoing transformation soon after the third New Zealand (or Waikato) War (1863-1864). The building is notable for its almost continuous use as a courthouse and has been closely linked to legal cases of national and international importance. These have included the earliest trial in New Zealand to involve fingerprint evidence, and the trial of those accused of sinking the 'Rainbow Warrior' in 1985. The building reveals much about 19th century life through its appearance and layout, including attitudes to justice, the organisation of legal affairs, and relationships between the public and the state. The preserved interiors also demonstrate prevailing fashions for decor and 19th century craft techniques. The Teutenberg carvings have high aesthetic appeal, and form a significant

group of early colonial sculptures. The significance of the building is enhanced by its imposing landmark qualities.

Courtville (1912)

The Courtville building, on the corner of Waterloo Quadrant and Parliament Street, is a very early high-rise block of flats, which originally had 15 self-contained flats. It was built for private developers Mr Ernest Potter and William Stanton by James (later Sir James) Fletcher and was one of his early ventures in Auckland. Courtville is a very fine early example of inner city rental accommodation. It demonstrates a very sophisticated architectural statement with restrained use of ornate detail and a very unusual and innovative plan. The wide eaves and geometrically designed corbels show the influence of the architecture of Louis Sullivan and Frank Lloyd Wright of the Chicago School, while the corner treatment and dome is similar to the Dilworth Building in Queens Street and can be linked back to the architecture of Edwin Lutyens. It is a key building in the townscape with its splayed corner entrance and dome, which gives the intersection of Waterloo Quadrant and Parliament Street considerable emphasis. It is visually the most striking of the Courtville buildings and is of similar style to all of these. The building has provided comfortable inner city rental accommodation for hundreds of Aucklanders over the years, accumulating considerable social historical significance in the process.

Old Arts Block (1923-1926)

The building is one of the regions, and New Zealand's, most notable and elegant architectural landmarks. It features two wings, an adjoining student union block, and a central 'ivory tower' that is symbolic of higher educational achievement. The building was designed by the notable Australian architectural partnership of Lippincott and Bilson. It was built in 1923-26 by notable New Zealand civil engineering and construction firm Fletcher Construction Ltd., using Oamaru stone. It was opened in 1926 by then Governor General of New Zealand Sir Charles Fergusson, assisted by Sir George Fowlds CBE, who was Chairman of the University College Council at the time. The masonry of the entranceway building incorporates a notable example of the use of New Zealand ecological elements, including native plants and birds, and Art Nouveau motifs. The building includes regionally-notable mosaic tile work and internal staircases. It was fully renovated in the early 1990s and is still used for University of Auckland purposes.

The Northern Club (1867)

The Northern Club was built on the site of the earlier Royal Hotel. It was intended to be a hotel but was leased to the British Imperial Government as quarters for officers stationed at Albert Barracks until purchased by a gentlemen's club (The Northern Club) in 1869. The original building was designed by notable colonial architect Edward Mahoney, and was extended by notable Auckland architects Reader Wood and Edward Rumsey in 1884 to include a new dining room and 15 additional bedrooms. The Northern Club is a regionally notable and representative example of a large commercial building dating from the 1860s. It is the Auckland region's oldest private club and has been at the centre of the social life of Auckland's male elite for 150 years. It has been associated with numerous notable Aucklanders and has hosted members of the Royal Family. The building's exterior provides a regionally notable and representative example of a design inspired by the Italian palazzo style. The top storey features one of the region's finest

examples of an entablature, and parapet. The building is an inner city landmark and an important component of the regionally significant Princes Street Historic Heritage Area. The building continues to operate as a private club, with women having been admitted from 1990. Its exterior is in original condition and its interior retains many original design features.

Emily Place Reserve and Churton Memorial

This park is the site of an early church and today contains historic trees and the Churton Memorial with this second iteration built in 1908-1909 in memory of Reverend J.F. Churton, the first vicar of St Paul's Anglican Church. The obelisk, base and steps of the memorial are constructed of Coromandel granite, with an inscribed slate tablet and brass plaque. It has been a public monument for over 100 years, marking the site of the first Anglican Church in colonial Auckland.

Cottage

This cottage on Bankside Street is a rare early cottage remaining in the central city. It is an early concrete residence of hydraulic lime concrete, this being the same material in the design of part of the original Jewish Synagogue nearby. The cottage has aesthetic significance for the simplicity of its design and for the visual interest and contrast it provides in relation to the modern multi-storey buildings that surround it.

Constitution Hill

Constitution Hill forms a significant 19th century landscape as part of the historic heritage area, including trees, landscaping, and the historic road that connected the government precinct to Parnell. The former Te Reuroa Pā is situated in the vicinity of this area.

Auckland Art Gallery (1885 - 1888)

Situated on a rising corner site at the junction of Wellesley and Kitchener Streets and below the hilltop of Albert Park, the Auckland Art Gallery, Toi o Tāmaki, was the first permanent art gallery in New Zealand. Constructed between 1885 and 1888, the Auckland Art Gallery was designed by Melbourne architects John H. Grainger and Charles A. D'Ebro. They were the winners of the Auckland City Council competition for a library building in 1884. For many years, the building had multiple functions as civic offices, a public library, and an art gallery.

The style of the building is 'Early French Renaissance', or 'French Chateau style'. Situated on a 120 degree corner site, the building is constructed of brick and plaster over three storeys and with an attic in the steep pitched roofs. There is a curved section which links the building and creates interest with an ogee-roofed tower. Alongside this curved section is the six storey clock tower. The corner tower houses a Palladian styled stairway and the former reference room of the library, which has a superb gallery supported on cast iron columns and protected by cast iron balustrades.

The harmonious proportioning of the building derives from the massing of parts and the sense of movement generated by alternating projecting and recessed frontages. The projecting bays have pavilion roofs with dormer windows, highlighted with console brackets and pediments. Corinthian pilasters flank other windows, and corners and ground floor windows have broken pediments.

The collections housed by the gallery include major holdings of New Zealand historic, modern and contemporary art, and works by Māori and Pacific Island artists. Additionally, there are European painting, sculpture and print collections, ranging in date from 1376 to the present day.

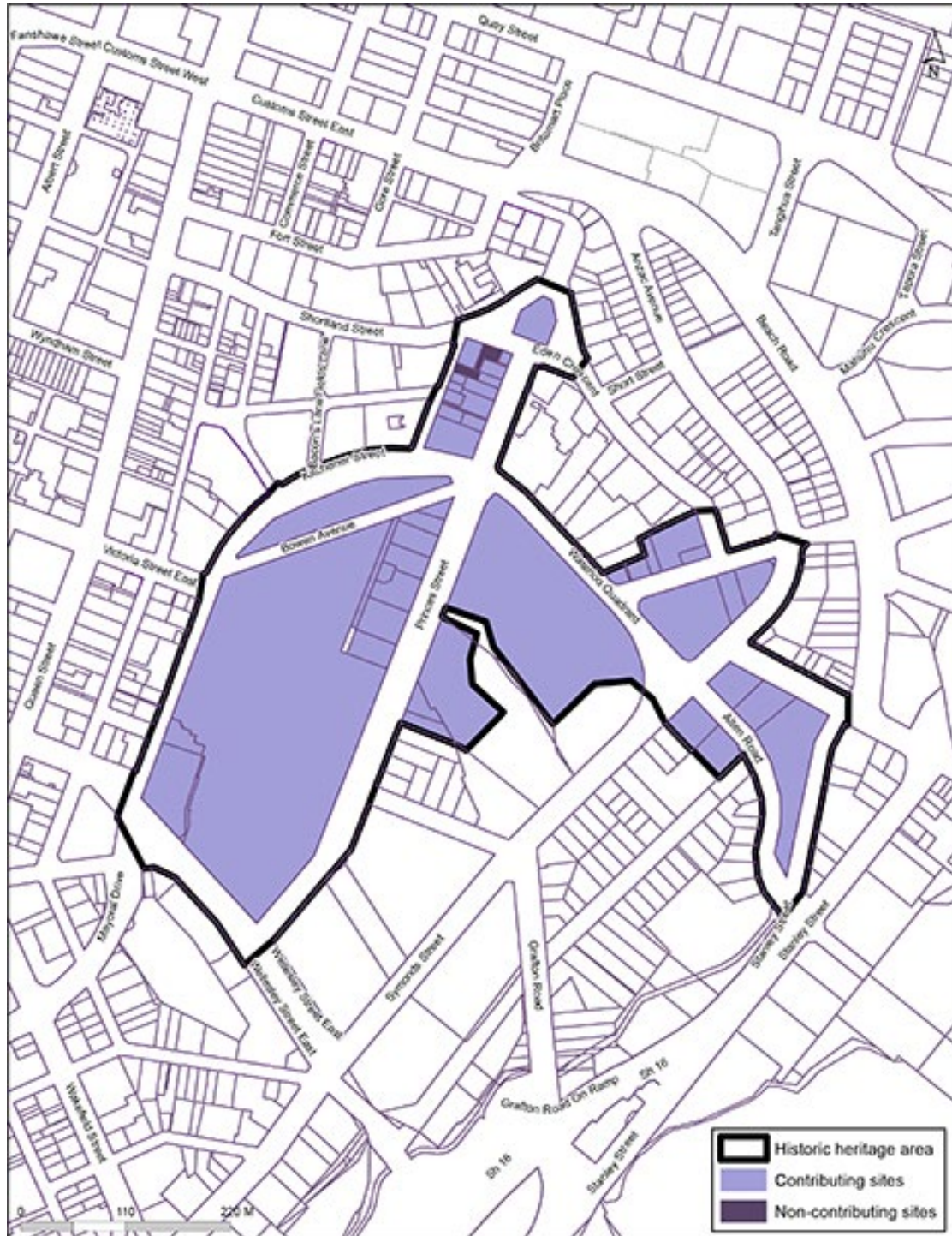
The Auckland Art Gallery was remodelled between 1969 and 1971 with the addition of the Edmiston Wing. At this time, the library was transferred to a new building and the gallery gained sole occupancy. Former uses of the building are as Civic facilities, for recreation both as an art gallery and library, and use as a Council/Local Government building.

In 2008 the Auckland City Council approved an extension, and alteration and renovation of the building.

Summary

The Princes Street Historic Heritage Area is characterised by a significant concentration and continuity of sites, buildings, structures, objects, and landscape features centred on Albert Park, one of Auckland's most significant 19th century recreational landscapes. The area has multiple and layered significance for its historical, social, mana whenua, aesthetic, knowledge, technological, and physical attributes values. The northern part of the Symonds Street ridge incorporates places of significance to Maori and was the epicentre of British administrative and military power in early New Zealand. Large parts of the area have archaeological value as part of the Albert Barracks site - the largest military barracks in colonial New Zealand. The Princes Street Historic Heritage Area is of exceptional overall historic heritage value. Many of the buildings, objects and features are individually included in the Schedule of Historic Heritage ([Schedule 14.1](#)) and/or the New Zealand Heritage List/ Rārangī Kōrero, and the area includes numerous scheduled individual and groups of notable trees.

Map 14.2.10.1 Historic Heritage Area: Princes Street



Schedule 14.2.11 Renall Street Historic Heritage Area ([Schedule 14.1 ID 02512](#))

Statement of significance

The area includes a narrow street of original housing dating predominantly from the late 1860s, but also includes housing up to the early 20th century. It is a scarce remnant of Auckland's 19th century artisan housing and buildings, and its character is evocative of the humble streets of small-scale houses of that period. In addition to being within a historic heritage area, the houses in the historic heritage area are also scheduled as individual historic heritage places (refer to [Schedule 14.1](#)).

The area includes the stuccoed-brick Foresters' Hall, which was built soon after 1900 at 5 Renall Street. There are only a few houses from later periods within the historic heritage area, such as the California bungalows at 3 and 22 Renall Street. They retain the characteristics of that style and the simplified forms inherent from the era they were built. There have been modifications made to the building at 2 Renall Street but these modifications have come to form part of the historic fabric of the place.

Jeremiah Moloney bought parts of the land and laid out Renall Street. The street was set out in 1865 with a reserve width of only half a chain (ten metres). The street was named after Alfred William Renall, who was a Member of Parliament from 1858 to 1873. The narrowness of the street (at 33 feet) and of the sections is significant to the qualities of the place, with minimal distance between each property and building. The typical narrow lots of 7-8 perches (180-200m²) have survived to this day. The houses sit tightly together with minimal side yards, so that they are orientated entirely to the front and rear. The lots are shallow, and the houses sit well forward with little or no front yard. Planting is small scale and delicate. Only a narrow footpath separates the properties from the carriageway, a characteristic of artisan housing of the period. The ambience, at both the front and rear of the houses and buildings, is very compact, close-spaced, with tight density.

The qualities of the street are also derived from the steepness, the bend in the middle, and views of the harbour and to Freeman's Bay over the roof tops. The steep gradient and curve of the street allow the physical attributes of the housing to be appreciated more fully than in a straight level street. Because of this topography, each building plays a role in the visual composition of the streetscape. There is a feeling not only of enclosure but also of distance, due to the gradient of the street providing views of the harbour.

The street is aligned east-west, and the houses on the north side are single storied while those on the south side are mainly two-storied. This allows the latter properties to receive maximum sunlight.

The houses were built predominantly in the 1870s and 1880s, and remain largely unmodified. The oldest homes, located at 6 Renall Street and 8 Renall Street, date from the late 1860s. The houses are essentially simple in form and aligned square to the site boundaries. They are clad in weatherboard, with pitched roofs of corrugated iron. Brick chimneys are prominent. They have sash windows, with generally no bay. Timber

ornamentation is generally simple and low key. Windows are predominantly double-hung. Door panels are Victorian. Low picket fences, in various designs, predominate.

The simple form of the buildings under a simple roof, with no roof additions or dormers has been retained. The intactness of the roof forms is a significant feature of Renall Street. Generally, there are no additions to the sides of the houses since the street has been subject to heritage management since 1973.

The street has been made one-way, and car parking is predominantly on-street. The side yards are too narrow for vehicular access and there is insufficient depth for parking in the front yard. In consequence, the front yards have largely retained their original character. Traditionally garages and carports were not part of the properties and there is generally limited ability for on-site parking structures. Several properties now have parking pads or carports and a few have garaging under the main house form. Appropriate scale, detail and location are important for any garaging proposed.

In the design of the house facade and treatment of the shallow front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath still survives to some extent today, particularly where high front fences have not been added. Bluestone kerbing remains a feature.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear (the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation, which was of formal design, with at least some degree of articulation and ornamentation. Within the finances of the family, it was their grand statement. The rear elevation was simple and plain, with an absence of ornamentation or articulation of surfaces. Additions were traditionally added to the rear. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Map 14.2.11.1 Historic Heritage Area: Renall Street



Schedule 14.2.12 Karangahape Road Historic Heritage Area ([Schedule 14.1 ID 02739](#))

Statement of significance

The Karangahape Road Historic Heritage Area has significance for its historical association with the commercial and residential development of Auckland, from the time of the city's colonial establishment through to the mid-20th century. The area retains considerable significance due to the predominance of Victorian and Edwardian-era buildings that have survived modern redevelopment. The decorative physical appearance of these buildings combined with the unity of scale and form reflects the historical pattern of development and creates an urban landscape that is distinctive within Auckland. Despite the many changes that have occurred in the rest of the city throughout the years, Karangahape Road has retained its original purpose, which reinforces its significance as one of Auckland's earliest and most important commercial and entertainment areas.

Karangahape Road rose to prominence as a shopping area for the residential suburbs of Grey Lynn, Newton, and Ponsonby, and this function is tangible through the many shops, theatres and department store buildings that remain. The road serves as a main access point to the inner city from the outer suburbs through its connections with Grafton Bridge, Great North Road and Pitt Street, and provides an entry point to Symonds Street Cemetery, the earliest European cemetery in Auckland. The area also connects to historic Myers Park. Its location along a ridgeline served as a definitive division between the inner city and the suburbs, long before the arrival of the motorway interchanges.

The identified extent of place for the Karangahape Road Historic Heritage Area is the area of Karangahape Road in between Ponsonby Road at its eastern end and Symonds Street Cemetery at its western end. Included within this area are the buildings and areas that were part of the commercial and residential development of this area from Auckland's colonial settlement through to the era of Karangahape Road's decline in the mid-1960s.

The character of the area is dominated by the presence of Victorian, Edwardian, and Interwar-period commercial buildings. The buildings are generally two- to three-storeys and have a verandah that covers all or part of the footpath. These features have maintained the historical pattern of commercial development which define a retail landscape of the early-mid 20th century and reflect the core pattern of development for Karangahape Road. Along the associated side-streets there are more modest early and mid-20th century shops and warehouses that are part of the historical pattern of development and support the area's commercial importance.

There has been redevelopment along the road and in its surrounding area, resulting in the presence of modern infill buildings amongst the historic buildings of Karangahape Road. These have been included in the historic heritage area, but have been noted as non-contributors. Past precinct rules have required new buildings in the area to be sympathetic to the historical setting and character of the road, and infill buildings have generally had a neutral impact on the historical integrity of the street. The retention and sensitive adaptation

of existing contributing buildings is important to retaining Karangahape Road’s historical integrity.

Map 14.2.12.1 Historic Heritage Area: Karangahape Road



Schedule 14.2.14 Winstone Model Homes Historic Heritage Area

Historic Heritage Area (Schedule ID 02832)

Statement of significance

The Winstone Model Homes Historic Heritage Area is significant as an important group of houses constructed by Winstone Limited to showcase their line of locally manufactured building materials. The ten houses in this area were designed in the Arts and Crafts and English Cottage style and feature the Steeltex stucco cladding system. The area also demonstrates a cohesive context, including original lot sizes, open front gardens, and lack of infill development. The houses are part of the Royal Estate subdivision, one of the many housing developments undertaken by the Winstone family during the 1920s and 1930s.

The Winstone Model Homes Historic Heritage Area is situated at 26-42 (even numbers) Eldon Road and 41 and 43 Cambourne Road, in adjacent suburbs Balmoral and Sandringham, approximately five kilometres south of the Auckland Central Business District. The area features bluestone kerbing, street trees, footpaths and grass verges, all of which contribute to its suburban amenity and aesthetic.

The Winstone houses were built between 1933 and 1938 as part of the Royal Estate, a Depression-era housing subdivision initiated by Auckland building merchant company Winstone Limited. Despite the poor drainage associated with this land due to its proximity to Cabbage Tree Swamp, the Royal Estate was well-placed to take advantage of the existing tram service and established shops in nearby Dominion Road.

The Winstone family were active in suburban subdivision in Mt Roskill, Mt Eden, Epsom and Grey Lynn during the 1920s and 1930s. In addition to meeting a perceived need for affordable housing during the Depression, their interest in housing developments was also intended to showcase Winstone Limited's innovative building products, particularly their stucco lathing system "Steeltex". The Steeltex stucco cladding system represents an important innovation in construction in New Zealand. Not only does the construction technique respond directly to the 1935 New Zealand Standard Model Building By-Law, issued following the Napier earthquake, it also served as a solution to waning native timber stocks and high house construction prices.

Nine of the ten houses in this historic heritage area were constructed using the Steeltex system and still feature their original stucco cladding today, demonstrating the longevity of this construction technique. In addition to their shared construction materials and techniques, the Winstone houses were also designed using the same architectural language (the show home at 38 Eldon Road was designed by architect Basil Hooper). The houses are all essentially small, one-storey bungalows with Arts and Crafts and/or English Cottage style features. The Winstone houses are characterised by asymmetry of both their design and form and also a number of other features including: timber or steel joinery in a variety of shapes, sizes and placements; gable and/or hipped roof forms clad with Marseilles tiles; a small porch or entry portico; sparing use of plain or pigmented plastered detailing, especially around windows, doors or on chimneys; and chimneys (both stuccoed and un-stuccoed) that feature prominently in the design and help balance the asymmetry.

The context or setting of the Winstone houses is equally important to their collective value. The Arts and Crafts and English Cottage aesthetics were as much about the house as the spacious and well-vegetated setting. The large front gardens of the Winstone houses are generally landscaped with low plantings and trees, sometimes in a formal English garden style (house setback is quite varied, ranging from five meters to 15.5 meters, with an average of ten meters). All ten houses have a formed path leading to the front door and some have provision for parking (a parking pad or driveway) in front or alongside the house. None of the houses have garaging or carports either in front or in the side yards, except 38 and 42 Eldon Road. If provided, garaging is generally located behind the houses, in the rear yard. Front boundary treatments in this area are varied, including stucco walls, picket fences and hedges – but are universally low in height. Boundary treatments to the side and rear are generally less formal, and feature either a timber fence or mature vegetation.

The historic subdivision pattern in this area is intact; none of the land parcels have been subdivided. Site sizes in this area range from 500-650m², and all ten houses are located on the full extent of their original site, though the houses near the corner do extend across an original parcel boundary through the middle of their sites.

Number 32 Eldon Road is a weatherboard house, likely dating from the 1950s. While this is a replacement building (and a non-contributor to the historic heritage area), it follows the original subdivision pattern and average setback of the neighbouring Winstone houses. There is no infill housing in this area. Some minor development has taken place at the rear of most of the houses, such as extensions, decks, garaging, sheds, and/or pools.

Map 14.2.14.1 Historic Heritage Area: Winstone Model Homes



Schedule 14.2.16 Point Chevalier Shops Historic Heritage Area Historic Heritage Area (Schedule ID 02834)

Statement of significance

The Point Chevalier Shops Historic Heritage Area is significant because it illustrates the historical development of Point Chevalier as both a suburb and a destination for recreation. The shops on Point Chevalier Road were constructed during the Inter-war period, when the suburb was amalgamated into Auckland City and the first tram lines were laid. The shop locations are closely linked to the development of the tram and associated tram stops, providing a clear illustration of the development of the suburb. The shops also reflect the development of suburban shops, demonstrating the way residential uses were combined with retail. Collectively, the shops and their associated residences have considerable coherence and contribute to the sense of place of Point Chevalier.

The area is a non-contiguous group of ten local and corner shops along Point Chevalier Road. The area is located in the suburb of Point Chevalier, approximately 5.5 kilometres west of the Auckland Central Business District. Point Chevalier Road generally runs northwest as far as Raymond Street, then turns and continues generally northeast until it reaches Coyle Park at the end of the peninsula. Blue stone kerbing and footpaths extend along most of the road, and these characteristics contribute to its urban amenity and aesthetic.

The Point Chevalier shops include both one- and two-storey buildings constructed of plastered brick or timber in an Inter-war Stripped Classical style. The shops are characterised by parapets and suspended verandahs; some have recessed entries surrounded by large plate glass display windows. Some buildings feature the following elements: a shaped parapet, original timber or steel joinery, leadlight glazing above transoms, and/or Stripped Classical plaster detailing. Where shopfronts from the period of significance are intact, their design and materials should be retained.

Most of the shops in this historic heritage area were originally constructed to accommodate both commercial and residential uses, with a clear physical distinction between these uses that is still legible today. The residential component of each building is generally located to the rear or side of the shop, often takes on a more domestic form and style and, in particular, references the bungalow architectural language. These portions of each building are characterised by weatherboard or plastered brick cladding; a shallow-pitched hipped, gabled or mono-pitch roof; exposed rafters; casement and/or bay windows; and chimneys with simple caps. These residential components are an important part of the suburban shop building type, and should be retained.

The context of the Point Chevalier shops is predominantly residential, and reflects a way of life that was once common, when people shopped every day and relied on neighbourhood outlets within walking distance. In contrast to their residential neighbours, the shops are all built to the front boundary of the property, with no set back, and with a verandah extending over the adjacent footpath. They have no front boundary treatment, though most have a timber fence or hedge along the side and/or rear yards. Most of the shops have some

landscaping in the rear yard, which is associated with the residential component of the building.

The historic subdivision pattern is generally intact. Site sizes range from 420-1200m², and all ten buildings are located on the full extent of their original site. None of the land parcels have been formally subdivided, though several are cross-leased, with infill development in the rear yard. Other development has taken place in the rear yard, including extensions to the original houses or shops, and garages and/or sheds; these are not usually significant in terms of their historic heritage values, and have been identified as exclusions.

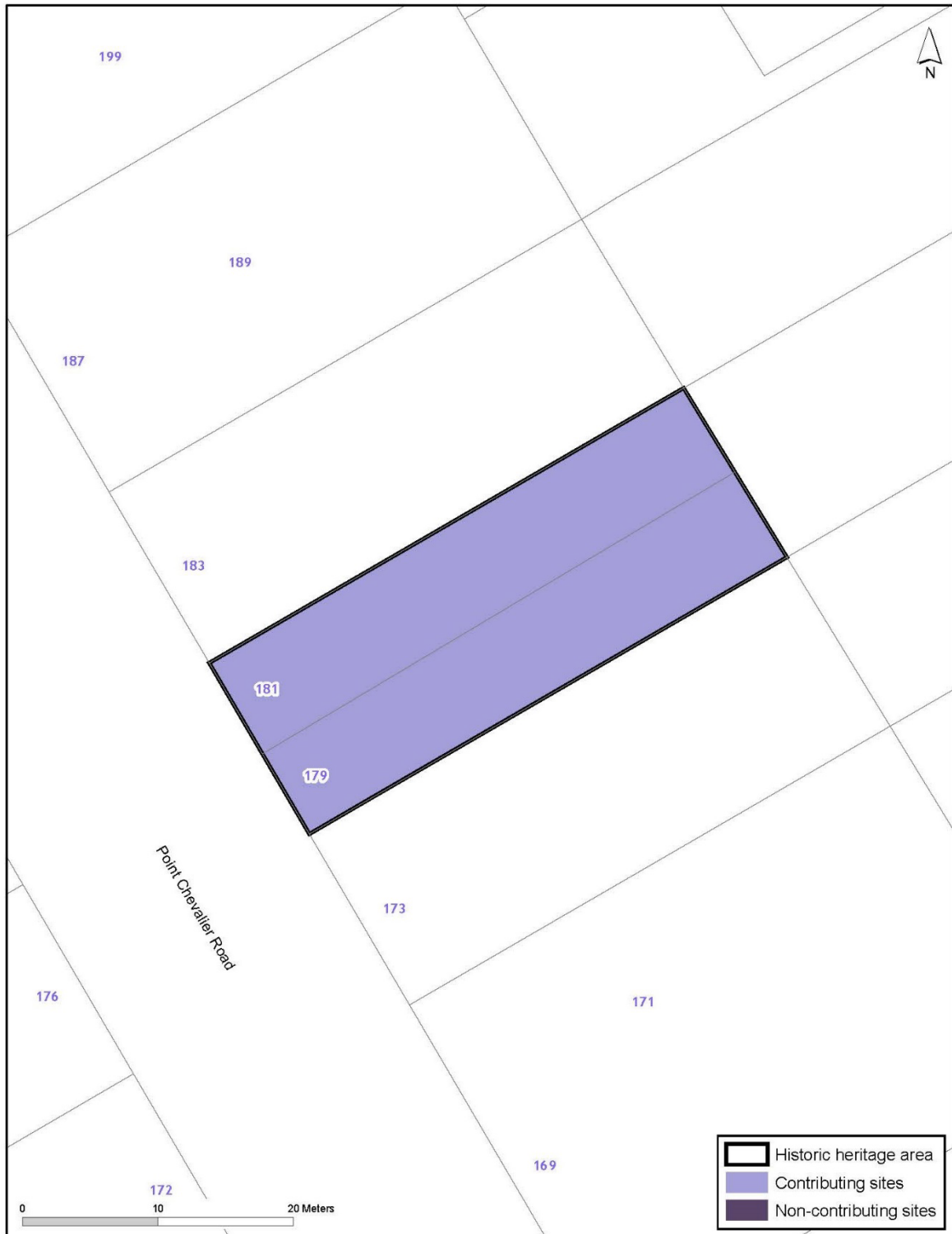
Map 14.2.16.1 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Map 14.2.16.2 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Map 14.2.16.3 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



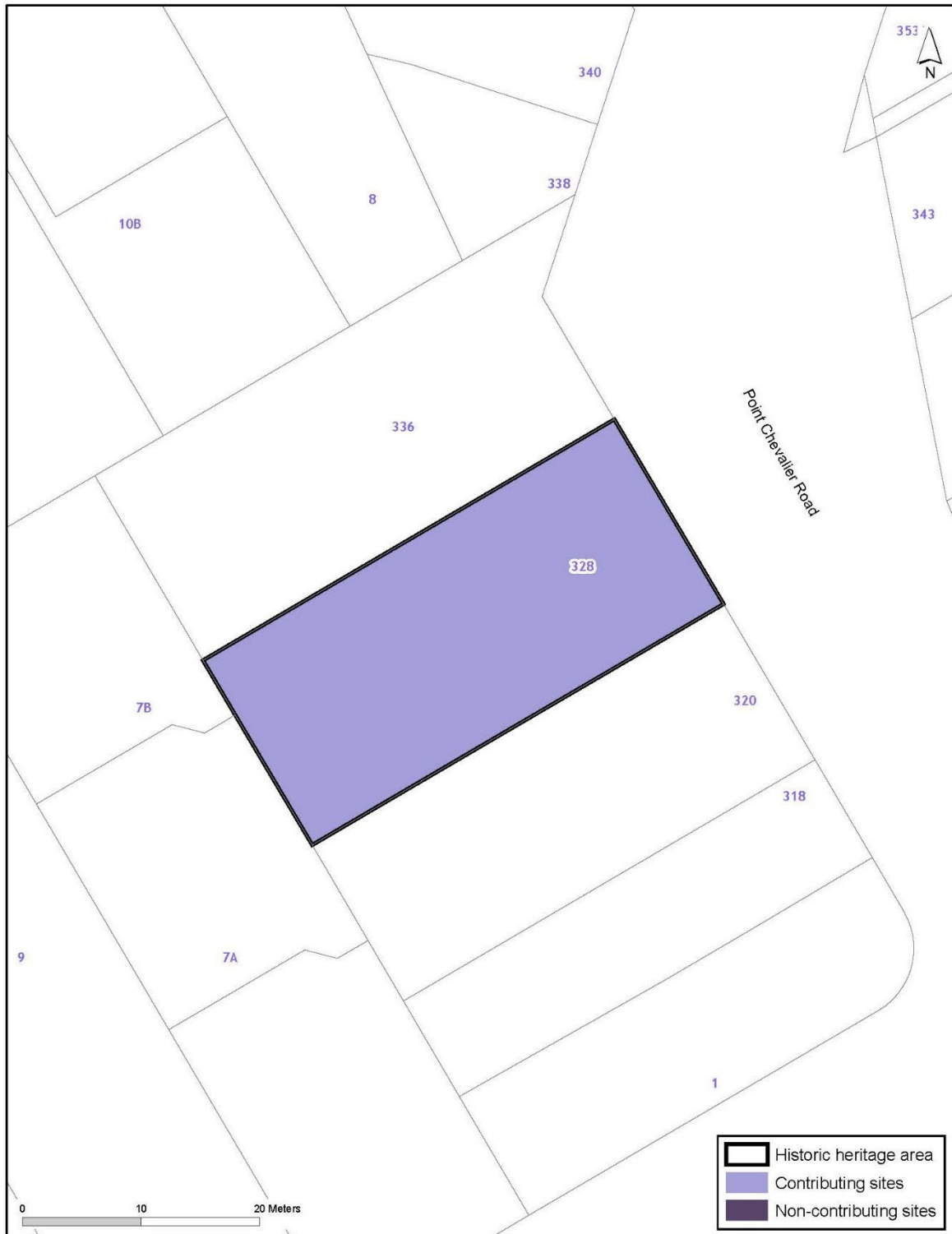
Map 14.2.16.4 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Map 14.2.16.5 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



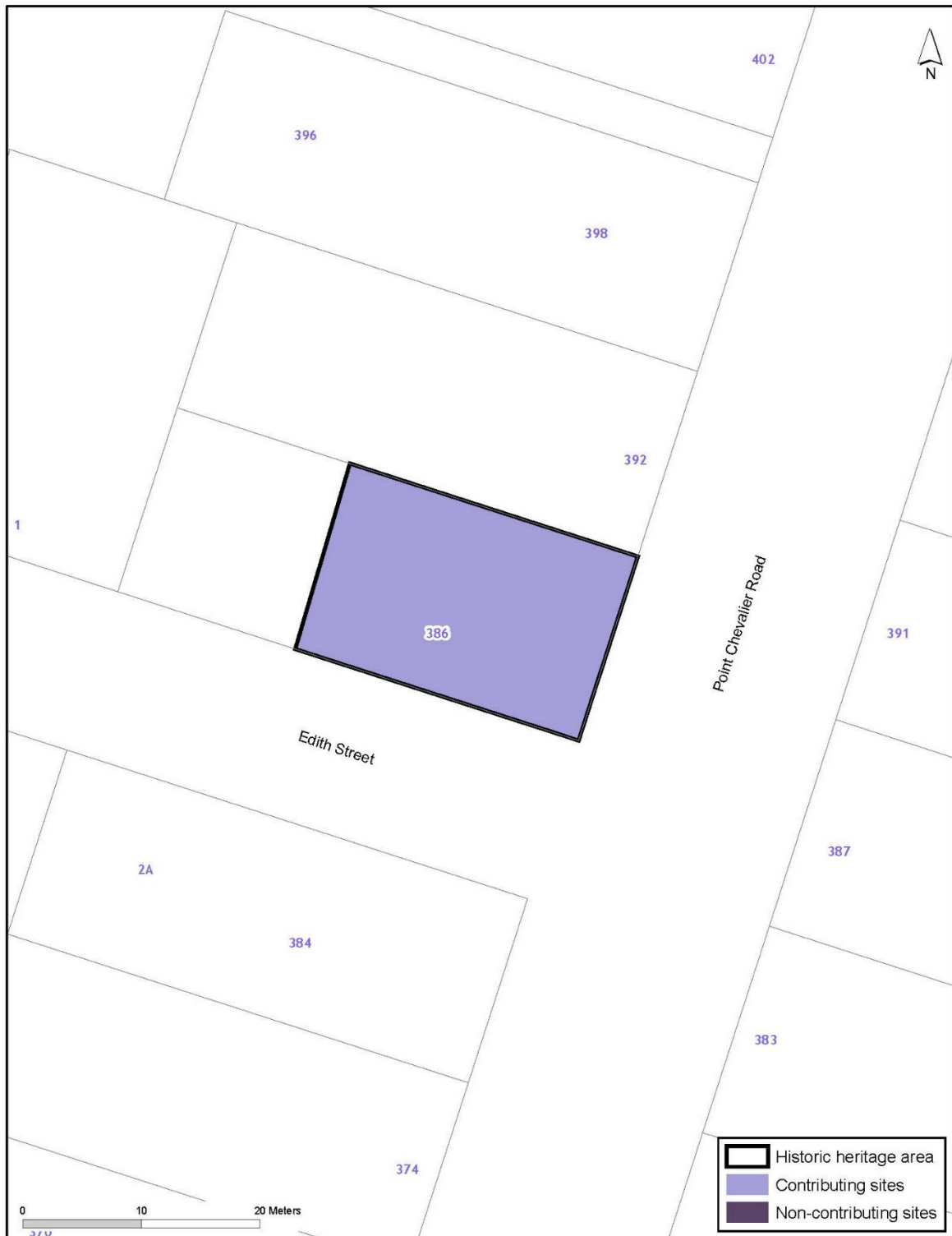
Map 14.2.16.6 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Map 14.2.16.7 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Map 14.2.16.8 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Map 14.2.16.9 Historic Heritage Area: Point Chevalier Shops Historic Heritage Area



Schedule 14.2.17 Upland Village Historic Heritage Area (Schedule ID 02841)

Statement of significance

Upland Village HHA is a small retail hub located within Remuera, one of Auckland's oldest and most affluent residential suburbs. Established around the crossroads of Remuera, Upland and Minto Roads within the eastern portion of the suburb, the area represents one of Auckland's most intact small-scale shopping centres principally established during the interwar era.

Upland Village's first and most important phase of development occurred between 1915 and 1938, a 23-year period of significance that captures its commercial origins following the extension of the eastern tramline to Upland Road, its most prolific period of construction during the 1920s, and the erection of its last building in the late-1930s.

Prior to the commencement of Upland Village's commercial development, the area was predominantly rural with a small number of residences located on and near the land now occupied by the shopping centre. The gradual subdivision of allotments and larger lots into smaller (albeit irregular) sections during the early decades of the twentieth century resulted in an underlying layout and building arrangement that remains legible today.

The establishment of the centre was closely linked to the arrival of the electric tramline to Upland Road in 1913, which encouraged residential expansion and prompted the establishment of shops and services to support the growing local community. Following the formation of the first two buildings on the corners of Remuera and Minto roads in 1915 and 1917, Upland Village's development occurred swiftly and simultaneously on both sides of Remuera Road. By the end of the 1920s, the majority of the area was built out with blocks of residential shops and lock-ups. This was followed by the construction of two additional buildings in the 1930s.

Upland Village is a well-defined commercial core that adopts a traditional, but small, main street configuration. It maintains a relatively dense development pattern produced by the positioning of the structures of the street edge, with only minor variation in rhythm and setback. Its strong collection of commercial buildings define the area and illustrate the eastern expansion of the Remuera district during the early decades of the twentieth century. The majority of the buildings were established as 'residential shops', offering a range of services on the ground floor that developed to meet the needs of the growing community and with living quarters on the first floor. Other building types included a service station and substation.

The architecture, scale and construction of development within Upland Village provide a strong sense of cohesion, continuity and permanence, and collectively reflect the area's first phase of development. Designed in styles associated with the interwar period, the most prevalent being the Stripped Classical and Spanish Mission styles, the buildings generally represent a more modest interpretation of the designs adopted for larger commercial buildings in urban centres. Notable examples within the area include the block of structures on the northern side of Remuera Road (586-608 Remuera Road). Several buildings were designed by local architects, including E. Rupert Morton, Frederick A. Browne, H. S. James and E. T. Hawkes.

The buildings are predominantly of two-storey construction, interspersed with a small number of single-storey structures. They generally take the form of terraced shops, with an almost continuous line of ground-floor verandahs suspended from the principal elevations. The predominant building material is brick and/or concrete, with finishes that include painted render, painted or exposed brick, and stucco. Rear elevations, visible from the access lanes behind the shops, are generally of exposed brick. Roofs are mainly clad with corrugated

metal, with some examples of clay tiles. Traditional shop fronts have given way to modern timber or aluminium replacements, while first floor fenestration appears to remain largely unchanged and comprise timber casements and sash windows. The scale and extent of signage varies across the area. With the exception of one site (561 Remuera Road), only minor changes appear to have occurred to the rear of the buildings.

Upland Village is considered an area of local historic heritage significance. It has historical value for reflecting important development patterns and representative aspects of Auckland's transport and commercial history during the interwar period – a time of marked advancement in the locality and region. Established following the advent of the electric tram at Upland Road in 1913, the area has value for its intimate association with the expansion of Auckland's electric tram network and for reflecting the progressive eastward development of the Remuera suburb during the early decades of the twentieth century. It is particularly significant as the only known interwar shopping centre in the isthmus to develop in direct response to the arrival of the electric tram and location of its terminus, and notably exists as one of the most intact examples of commercial development in Auckland's eastern suburbs associated with this important theme.

The swift growth of Upland Village is apparent in its group of buildings that collectively reflect the construction boom of the interwar period and the composition of small-scale commercial centres during that time. The area has physical attributes value as a notable representative example of a traditional small-scale shopping centre, which developed swiftly and compactly during this time in Auckland. Its largely intact group of masonry buildings are of particular value for their strong sense of cohesion and continuity, and for modestly reflecting architectural styles and trends in commercial interwar architecture. Although the buildings within Upland Village have experienced change over time, most noticeably to their shop fronts, the overall integrity of their historic form, features and fabric remains.

Creating a definable geographical area that can be distinguished from its residential surroundings, Upland Village has context value for its individual components that when taken together form a historic townscape that is notable for its unified built form and strong associations with a key period in Remuera's history. Its uninterrupted blocks of buildings collectively contribute to the area's sense of place and legibility as an intact retail hub in the locality and as one of only a small number of authentic interwar centres in Auckland.

In comparing Upland Village with other traditional town centres and smaller retail hubs within Auckland, similarities in location, historical development and physical qualities are apparent in some cases. Despite its establishment as a secondary commercial centre within the suburb of Remuera, rather than the principal town centre, Upland Village appears to be no less expressive of Auckland's important period of commercial development during the 1920s and 1930s. It also represents a notable representative example of a small-scale commercial centre in the isthmus. Whilst Upland Village is one many commercial centres associated with Auckland's electric tram network, it is the only known example to develop as a direct result of the tramline extension and exists as one of the most intact examples along its former eastern route. In the Remuera context, Upland Village represents a strong group of commercial buildings that reflect the swift development that occurred during a period of pronounced growth and prosperity in the locality.

Map 14.2.17.1 Historic Heritage Area: Upland Village



Schedule 14.2.18 Pūhoi Township Historic Heritage Area (Schedule 14.1 ID 02849)

Statement of significance

Located in a valley on the banks of Pūhoi River, the Pūhoi township was established in 1863 by German-speaking Bohemian immigrants from the Staab region of the present-day Czech Republic. The town was established as a “special settlement” under the terms of the 1858 Auckland Waste Lands Act, through which the province offered prospective European immigrants free 40-acre blocks, disposing of unsold “waste land” it had acquired from Māori through Crown pre-emption.

The Pūhoi township has outstanding historical value as an intact 19th century “special settlement”, representing a phase in the history of New Zealand when there was considerable effort to change the environment and make-up of the population to be a colony of the British Empire. The township also has significance as one of few settlements established by non-English-speaking settlers from mainland Europe through the Auckland Waste Lands Act (1858) legislation. The great majority were from England, Scotland and Ireland. Indeed, the Pūhoi township was the first Bohemian settlement in New Zealand, and the only one in the Auckland region (one other, smaller, settlement being set up in Ohaupo in Waikato in the 1860s).

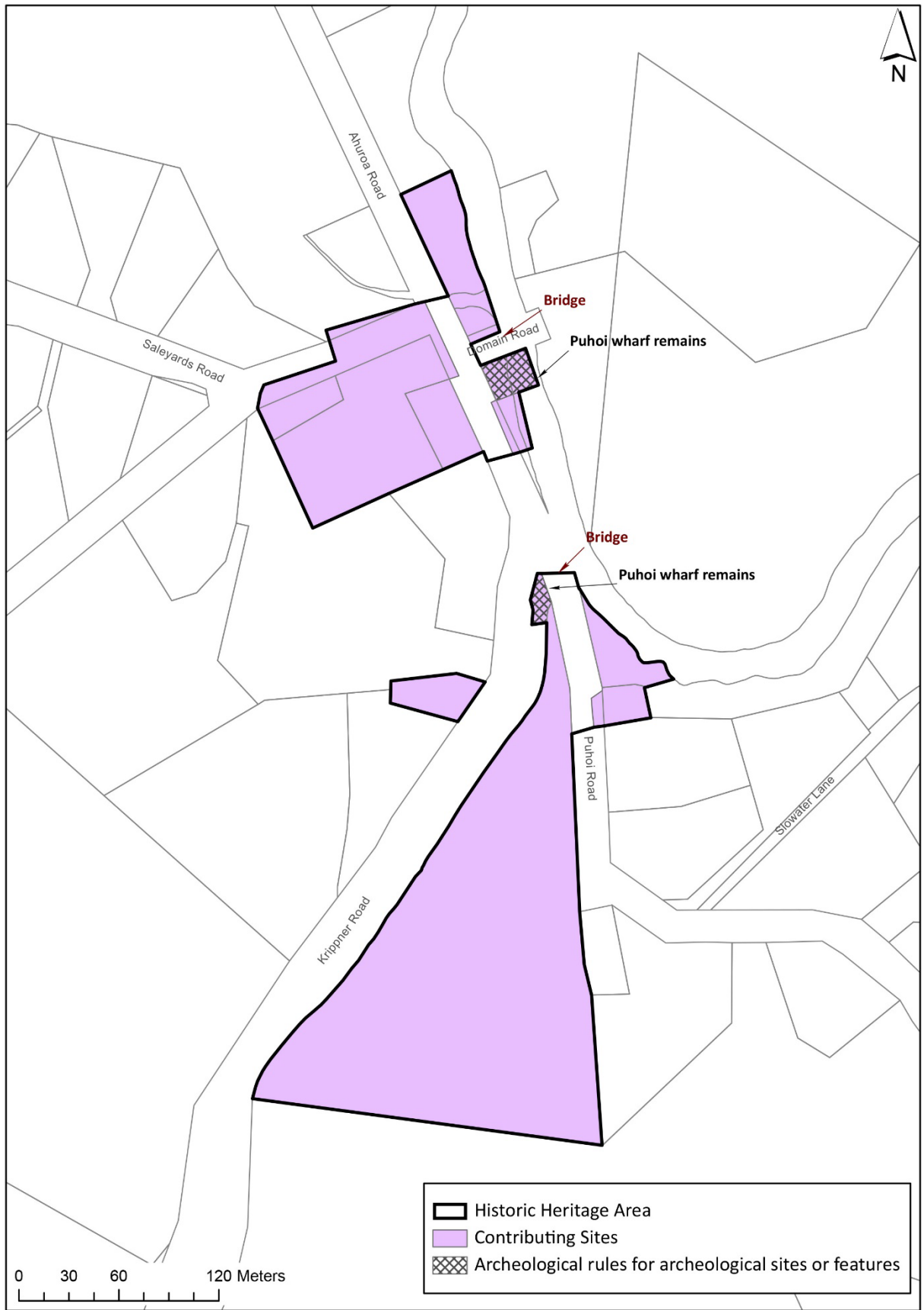
The Pūhoi township began to flourish in the 1870s and civic, religious and commercial buildings were built, many of which still exist today. By the early- to mid-20th century the settlement included a church (1881) (including a 1906 presbytery, a 1922 convent school, and a 1923 convent), stables (1883), workers residences (1886 and 1901), a community hall (1900), a hotel (1901), a library (1913), a wharf shed (1924), and a general store (1939). All of these buildings still exist. Other buildings and structures were also built but no longer remain today. However, sites and remnants are still apparent in the township, including the remnants of the 1877 wharf and Pūhoi Road bridge (late 19th century), as well as the (now vacant) sites of the landing spot and first buildings of the settlement (1863), the Schischka boarding house and store (built 1876), the blacksmith premises (1880s), and the first presbytery (1880). The Pūhoi township has considerable context value as a well-preserved example of a colonial New Zealand town dating from the second half of the 19th century, and indeed one of the most distinct and discernible “special settlements” established in the 1860s.

The Pūhoi township is generally characterised by ribbon development along the main roads. The Pūhoi township has a strong rural village character, with buildings located in varied positions and orientations, generally facing the main road. The Pūhoi River is an important and prominent feature, running adjacent to Pūhoi/Ahuroa Road from the bend in Ahuroa Road in the north to close to the intersection between Pūhoi Road and Krippner Road in the south. Two tributary channels from the Pūhoi River are located west of the river under the main road. On the eastern side of Pūhoi Road is reserve (grassed) land, the location of many early buildings (but no longer extant) and memorials to the Bohemian settlers. As a whole, the Pūhoi township has considerable aesthetic value as a picturesque rural settlement, of 19th century origin. Its collection of late-19th to early-20th century buildings and structures, together with trees and the rural and river backdrop, provides strong visual appeal.

Pūhoi township's collection of buildings from its key period of development (1863-1939) has considerable physical attributes value. Most of the buildings have had minor additions and alterations, but these do not substantially affect their physical attribute values. Two of the historical buildings particularly stand out as local landmarks due to their height and picturesque appearance: the Church of St Peter and St Paul – on the northern end of the township – and the Pūhoi Hotel – at the southern end of the township. All the historical buildings are constructed in timber with metal roofs, with the exception of the concrete and plaster Pūhoi Library and the Pūhoi Store. The buildings are generally in a simple vernacular style, similar to other late 19th and early 20th century buildings of their type. However, the Church of St Peter and St Paul – designed by the early notable Auckland architect James Wrigley – and the convent school (1922) and convent (1923) – designed by well-known Auckland architect Thomas Mahoney – stand out as architecturally-designed buildings.

Pūhoi has considerable social value and is held in high esteem by the descendants of the Bohemian settlers of the 1860s and 1870s. Jubilee celebrations commemorating the arrival of the first settlers in 1863 were, and continue to be held, through the 20th and 21st centuries, drawing large crowds. Memorials were made to mark occasions, including the Pūhoi Pioneers Memorial Park (1938 – 75th anniversary), the memorial gate to the park (1953 – 90th anniversary), a Wayside Shrine on Pūhoi Road (1953 – 90th anniversary), the Pūhoi landing stone (1988 – 125th anniversary), and a time capsule in the landing reserve (2013 – 150th anniversary).

Map 14.2.18.1 Historic Heritage Area: Pūhoi Township



Schedule 14.2.20 Parkfield Terrace Historic Heritage Area (Schedule 14.1 ID 02851)

Statement of significance

Parkfield Terrace has significance for illustrating the last phase of residential subdivision and development in Grafton. While the surrounding land had been subdivided beginning in the 1860s, the subject area remained in use as the Bennett and Green Ltd plant nursery until 1911. Parkfield Terrace is now one of the few remaining areas of suburban residential development in the area, following the demolition of much of the housing stock for the construction of State Highway 1. This residential subdivision helps define Grafton as a suburb and demonstrates a historic pattern of development that was once common in the city fringe, but is becoming increasingly rare.

The area is a contiguous grouping of 22 houses along Parkfield Terrace, which is located in the suburb of Grafton, approximately 600m from the edge of the Auckland Central Business District. Parkfield Terrace is a cul-de-sac road extending from Khyber Pass and connecting to Carlton Gore Road via a pedestrian walkway. Bluestone kerbing, footpaths and mature plane trees extend along the road, and these characteristics contribute to its historical value, urban amenity and aesthetic.

The residences included in Parkfield Terrace are one- or one-and-a-half storey timber houses in styles that were popular during the early years of the 20th century, including villas, transitional villas and bungalows. In particular, the area includes good examples of smaller types of these styles, including bungalow cottages and centre-bay villas. Collectively, the area has exceptional consistency in terms of its scale, fabric, massing, rhythm of development, setback and subdivision pattern. The area is almost entirely as built, with only one of the original houses missing (due to being destroyed by a fire). Generally, houses retain a high degree of physical integrity and have had few significant modifications.

The historic subdivision pattern is intact. Lot sizes are small - ranging from 215m²-330m² - as their size was constrained by surrounding development. All houses in the area are located on the full extent of their original site, and none of the land parcels have been formally subdivided. Minor development has taken place in the side and rear yards of sites where the narrow side and rear yards permit. This type of development usually amounts to a small extension to, or replacement of, the original lean-to and a garage or shed.

Houses are built close to the front property boundaries with a small setback of around 1.5-2m. The visual appeal of the houses is enhanced by low timber, brick or stone fencing (usually around 1m), which ensures houses are open to the street. Some houses have small gardens or other plantings in front, which combine with the mature street trees to give the area a strong sense of place.

The context of Parkfield Terrace is that of an urban residential subdivision, close to the City Centre and the amenities in Karangahape Road and Newmarket. This location contextualises the area as a city fringe subdivision, developed with a reliance on public, rather than private, transport.

Map 14.2.20.1 Historic Heritage Area: Parkfield Terrace



Schedule 14.2.21 Jervois Road Streamline Moderne/Art Deco Block Historic Heritage Area (Schedule 14.1 ID 02852)

Statement of significance

The Jervois Road Streamline Moderne/Art Deco Block is a cohesive group of Streamline Moderne/Art Deco-style apartment buildings that represent an important period of development in Herne Bay and inner suburban Auckland. They are the most intact grouping of this type of building from this period in Auckland. Built between the late 1930s and early 1940s, the group consists of nine lots, located between 175 Jervois Road and 2 Salisbury Street, Herne Bay.

All but one of the apartment buildings occupy the entire Jervois Road frontage of the block that was formerly a tram barn (depot) site. The site, between Wallace Street and Salisbury Street on Jervois Road, was a facility that served the Auckland Tram network from the 1880s until 1929. Herne Bay developed as a suburb during this period, and consequently the area around the tram barn has strong Victorian and Edwardian character.

The Jervois Road tram barn was replaced in 1929 by a larger facility in the city. The building was demolished, freeing up the land for subdivision. However, the onset of the Great Depression meant that the property remained undeveloped for almost a decade. In the late 1930s and early 1940s, the properties were finally developed. The developers appeared to share an interest in the popular Streamline Moderne/Art Deco architectural style and were happy to invest in a relatively new (and dramatically different) form of housing: multi-unit apartment buildings.

The row is a highly intact grouping of apartment buildings or 'flats' designed in, or influenced by, the 'Streamline Moderne' typology with the exception of the single storey English Cottage Revival house at 183 and the former duplex at 185 Jervois Road. Varying in size and height, the buildings are all located close to the front of their lot, with a minor setback – most are around 4m from the front boundary. The properties at 183 and 185 Jervois Road are set back a little further (8-9m). The apartment buildings take up most of the area of the lots, with garages (part of the original design) found at the rear. Only one property (183 Jervois Road) has infill to the rear.

The north-eastern half of the block is generally open to the street, with either no wall, or a low masonry wall fronting the street. The south-western half of the block has higher masonry walls fronting the street, with the exception of 2 Salisbury Street which has a hedge.

The apartments are of masonry construction, with textured stucco cladding. Apart from some minor alterations over time, the buildings have retained their original form and characteristics. Notable features of the Streamline Moderne/Art Deco architectural design of the buildings include: fenestration (banks of casement windows), high parapets (and flat roofs), horizontal coloured bands, dimensional lettering (showing the name of each building), and textured stucco finish. Some buildings also have curved flowing façades.

All but one of the buildings are known to have been architecturally designed, most by architect A.C. Jeffries (but also A.S. O'Connor and A.B. Cocombe). These architects were prolific Auckland architects during the interwar period, drawing on architectural fads of the time, including the Spanish Mission and Art Deco styles. The Jervois Road Streamline Moderne/Art Deco Block buildings are illustrative and highly intact examples of a design type for which they were noted.

The apartment buildings have regional historical significance as they represent the shifting lifestyles of the period and the approach taken at that time to provide a more intensive alternative form of residential accommodation (especially around tram routes).

Forming a highly cohesive and visible group, the apartment buildings are a landmark feature in the locality. Situated in a prominent position along the Jervois Road ridge, they are clearly visible from the street and are considerably significant for their aesthetic and contextual values. The end buildings, "Raycourt" sweeping around the corner of Wallace Street, and "Riverina" on the corner of Salisbury with the Salisbury apartments opposite, are focal points in the local urban landscape. In the Herne Bay context, they are an extraordinary collective grouping of apartment buildings, in an area that historically and to a large extent still is predominantly individual villas on their own lots.

Map 14.2.21.1 Historic Heritage Area: Jervois Road Streamline Moderne/Art Deco Block



**Schedule 14.2.22 Workers' Dwellings Act Housing Area Historic Heritage Area
(Schedule 14.1 ID 02853)**

Statement of significance

The Workers' Dwellings Act Housing Area on Findlay Street and Hewson Street in Ellerslie is a group of 22 workers' dwellings that were constructed between 1908 and 1919 under the Workers' Dwellings Acts of 1905 and 1910. The area was part of the Lawry Settlement, which was one of three workers' dwellings settlements in Auckland, and the largest planned settlement in New Zealand.

The Workers' Dwellings Act Housing Area is of considerable national historical significance for associations with the Workers' Dwellings Acts of 1905 and 1910, which were the first central government-led legislation in the western world providing for the government to build public housing for its citizens.

Specifically, the Workers' Dwellings Act Housing Area has strong historical associations with the Lawry Settlement, of which it was a part. Named after Liberal Government Member of Parliament, Francis (Frank) Lawry, the area which includes a highly intact grouping of original workers' dwellings that assists greatly in understanding the roots of New Zealand's State Housing program.

The Workers' Dwellings Act Housing Area predominantly retains its street-facing pattern of development. Together with the deep setbacks, low fencing or hedging and a general lack of garaging in front yards, the layout of the area continues to reflect the ideals of a suburban community, as originally envisioned by the First Labour Government.

Workers' dwellings within the Workers' Dwellings Act Housing Area are early State-designed housing by government architect Woburn Temple. In their design and construction, they exemplify the notion that State Housing should be indistinguishable from private housing. Workers' dwellings were designed to be high quality and included a range of amenities. Special attention was paid to ventilation and sanitation, and modern conveniences such as hot-water and indoor plumbing were included.

Temple prepared a set of 24 house plans (later reduced to 15) that future residents could choose from; the Workers' Dwellings Act Housing Area contains examples of six of Temple's plans, and they are the only known examples in the region. The houses are characterised by their villa and transitional villa style and materiality, their massing, roof form, weatherboard cladding, timber joinery, ornamentation, and corrugated metal roofing. All dwellings remain single-storey and most dwellings have a lean-to styled roof extending to their rear.

Distinctive features of Temple's designs remain evident in the area, including cant windows and side entries. Timber ornamentation including eaves brackets, gable detailing, shingles and fretwork are highly visible, with some designs displaying geometric and Arts and Crafts influences. Many houses retain at least one decorative chimney which are a significant feature in the streetscape. The houses largely retain their original architectural features and built form.

The area also exhibits aesthetic value in its well-maintained wide berms, its consistent patterning of mature street trees and the integrity of the original bluestone kerbing across

the entire area. Infill development is present in the streetscape but is not a dominant feature.

The houses within the Workers' Dwellings Act Housing Area have considerable value as part of a wider cultural and thematic context of State Housing across Auckland and New Zealand. Houses on Findlay Street and Hewson Street comprise a group of interrelated places which have coherence because of shared age, architectural style, and historical associations. The houses contribute to the townscape of Ellerslie and have a streetscape character and sense of place.

The period of significance is between 1905 when the first Workers' Dwellings Act was passed, to 1923 when the government decided not to pursue further development in the Lawry Settlement.

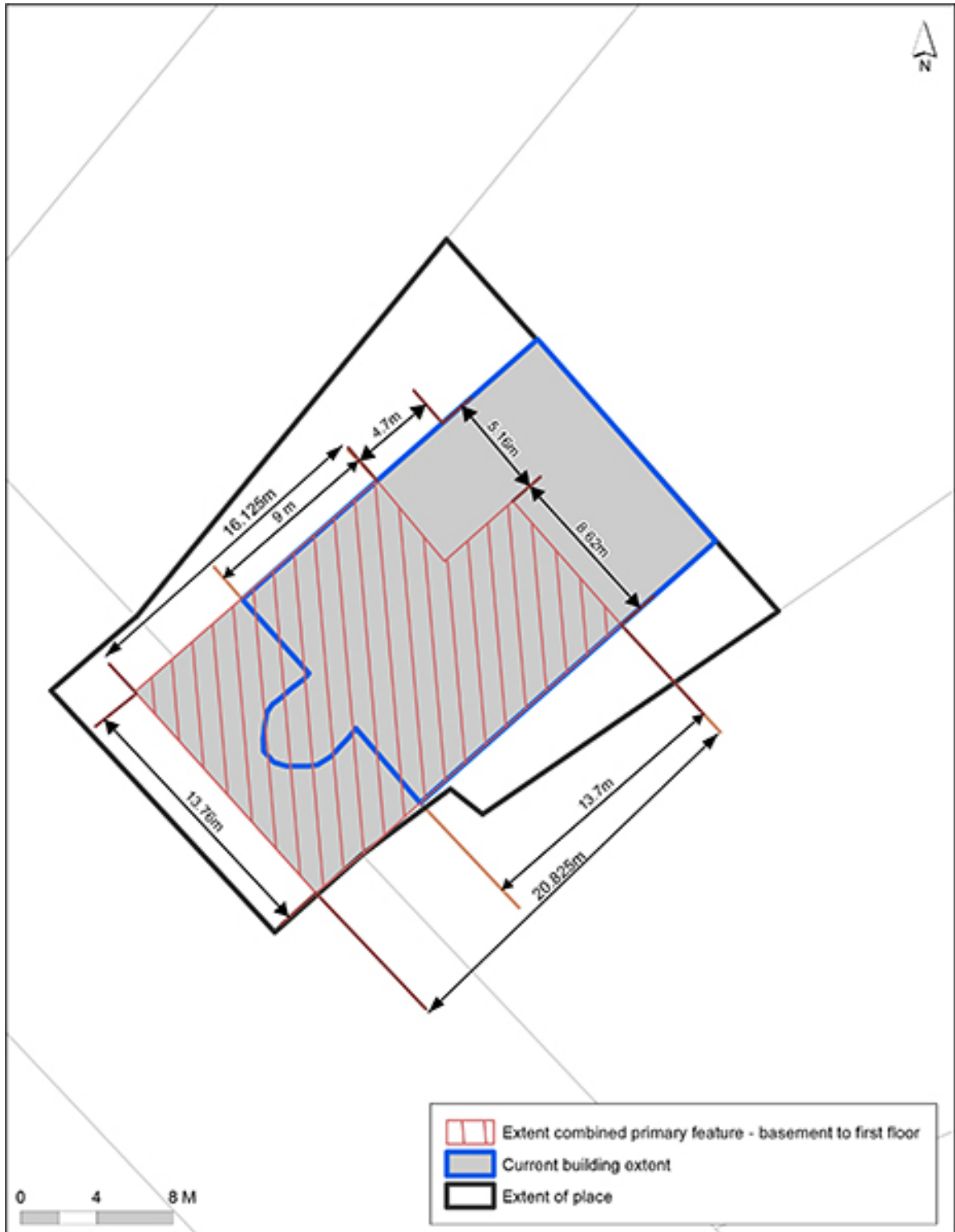
Map 14.2.22.1 Historic Heritage Area: Workers' Dwellings Act Housing Area



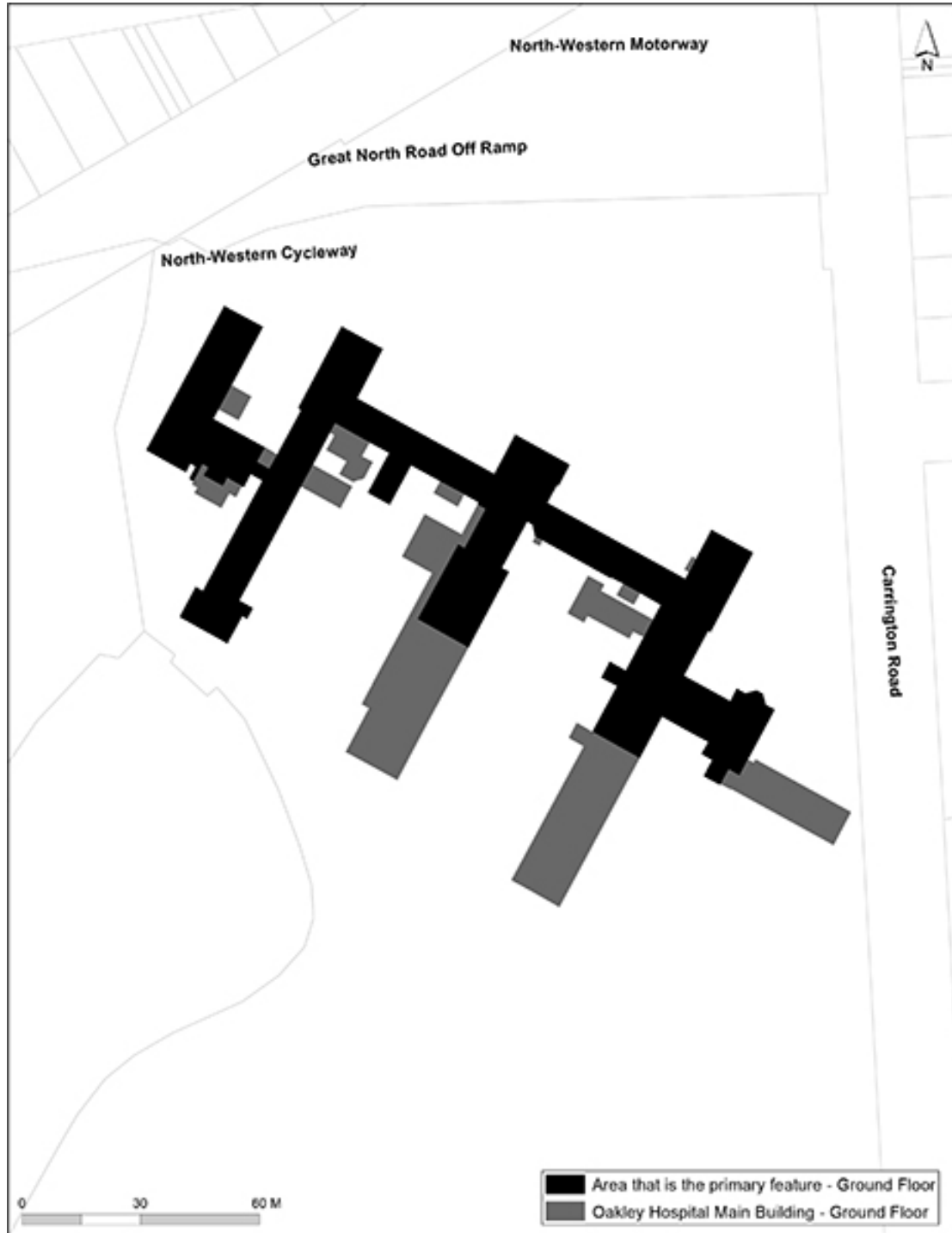
Schedule 14.3 Historic Heritage Place maps

Historic heritage place maps are qualifying matters in accordance with sections 77I(a) and 77J(a) of the RMA within the urban environment.

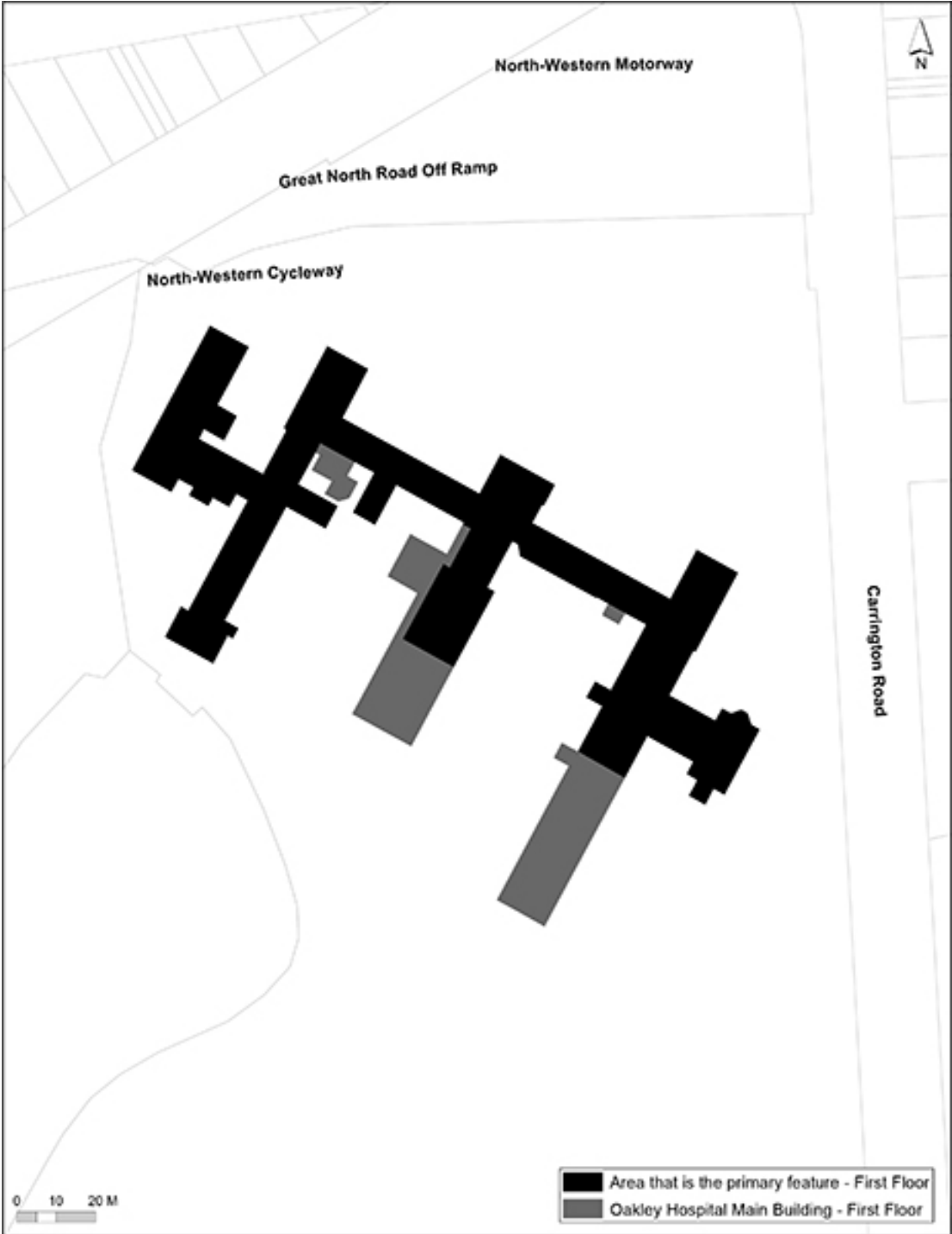
Map 14.3.1 Schedule ID 2083 – Merchant House (Newman Hall)



Map 14.3.2 Schedule ID 1618 – Oakley Hospital Main Building (Ground Floor)



Map 14.3.3 Schedule ID 1618 – Oakley Hospital Main Building (First Floor)



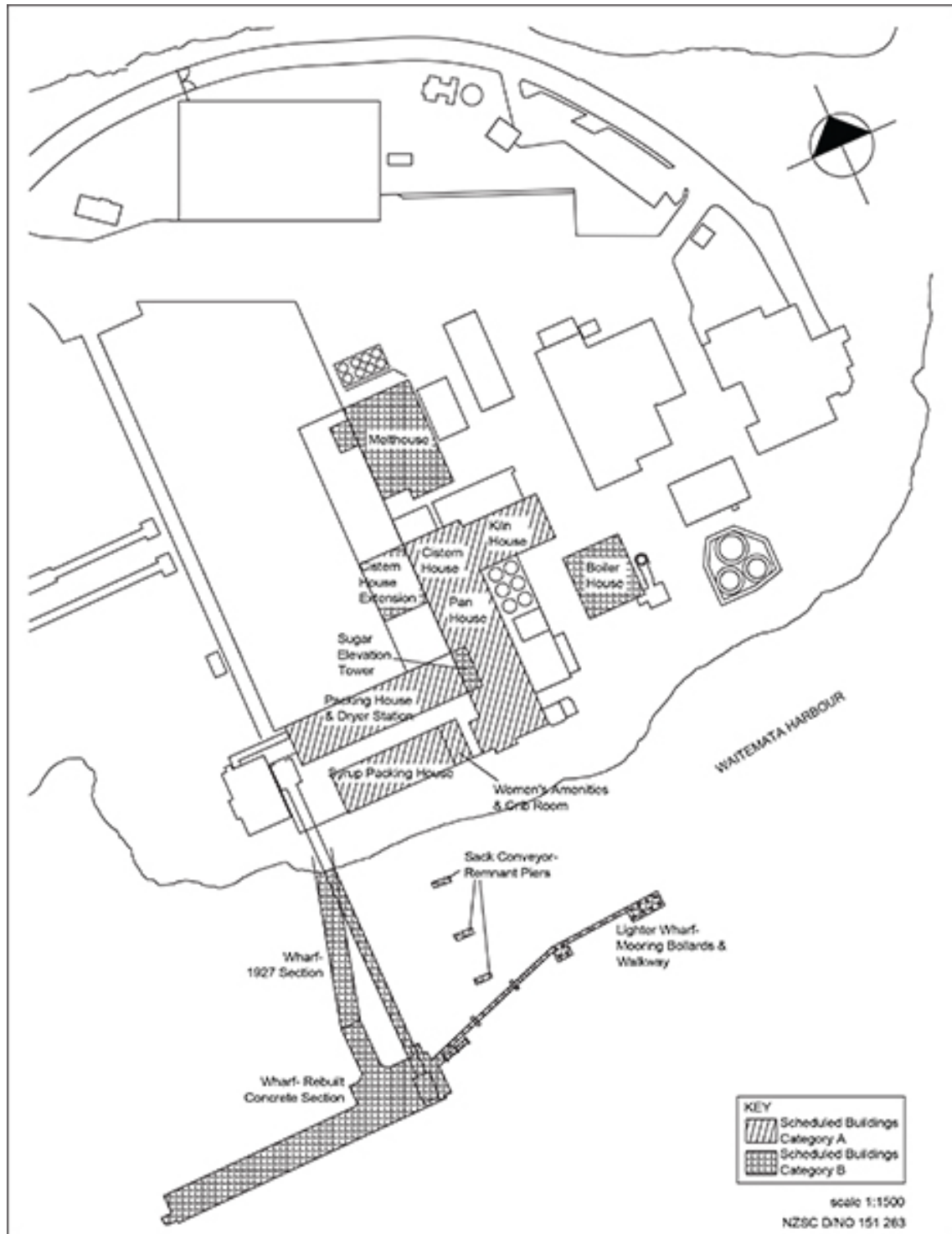
Map 14.3.4 Schedule ID 2589 – Arkell Homestead



Map 14.3.5 Schedule ID 484 – Riverhead Hotel (Forester’s Arms)



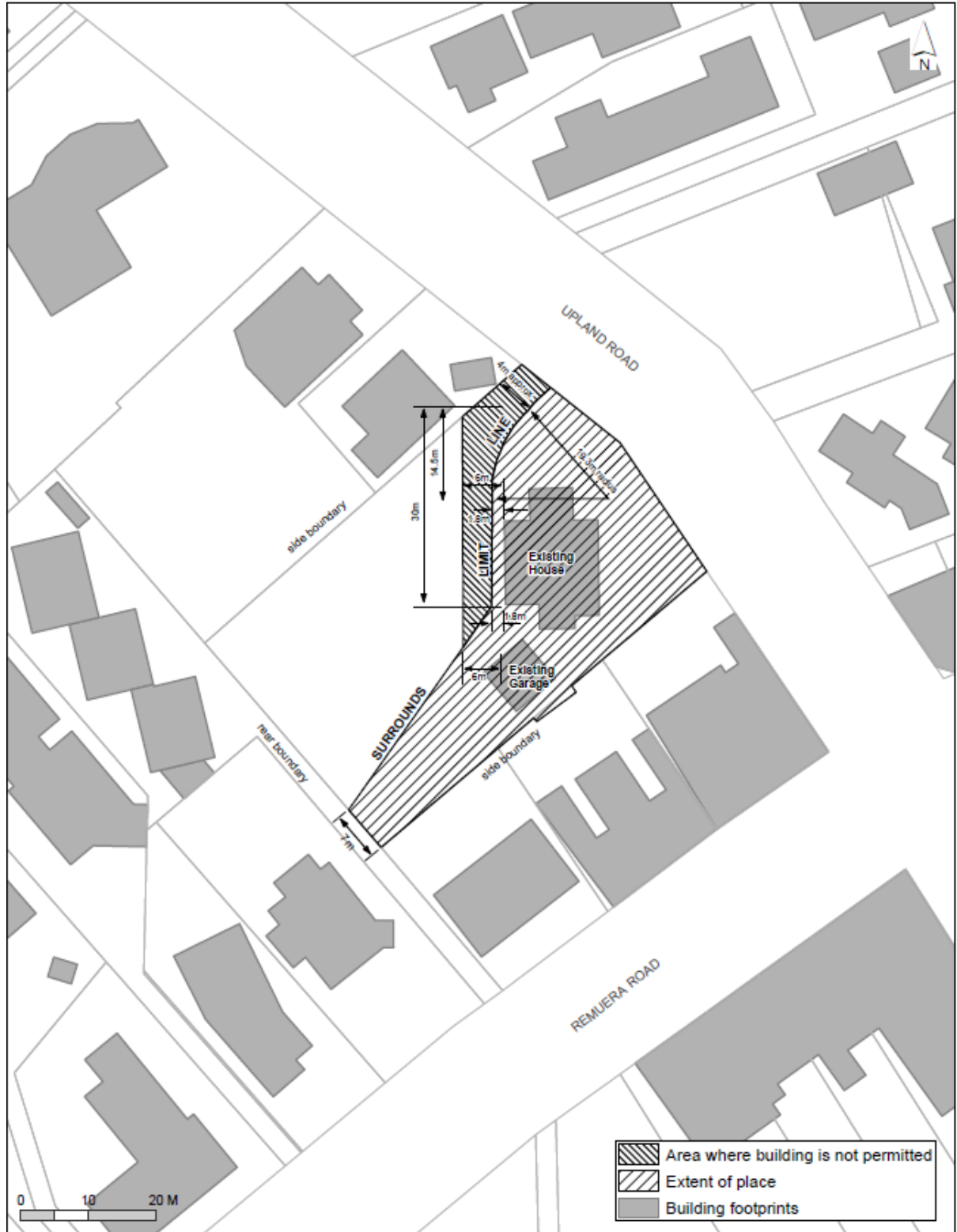
Map 14.3.6 Historic Heritage Place UIDs 880 – 892 & 894: Chelsea Sugar Refinery, Chatswood



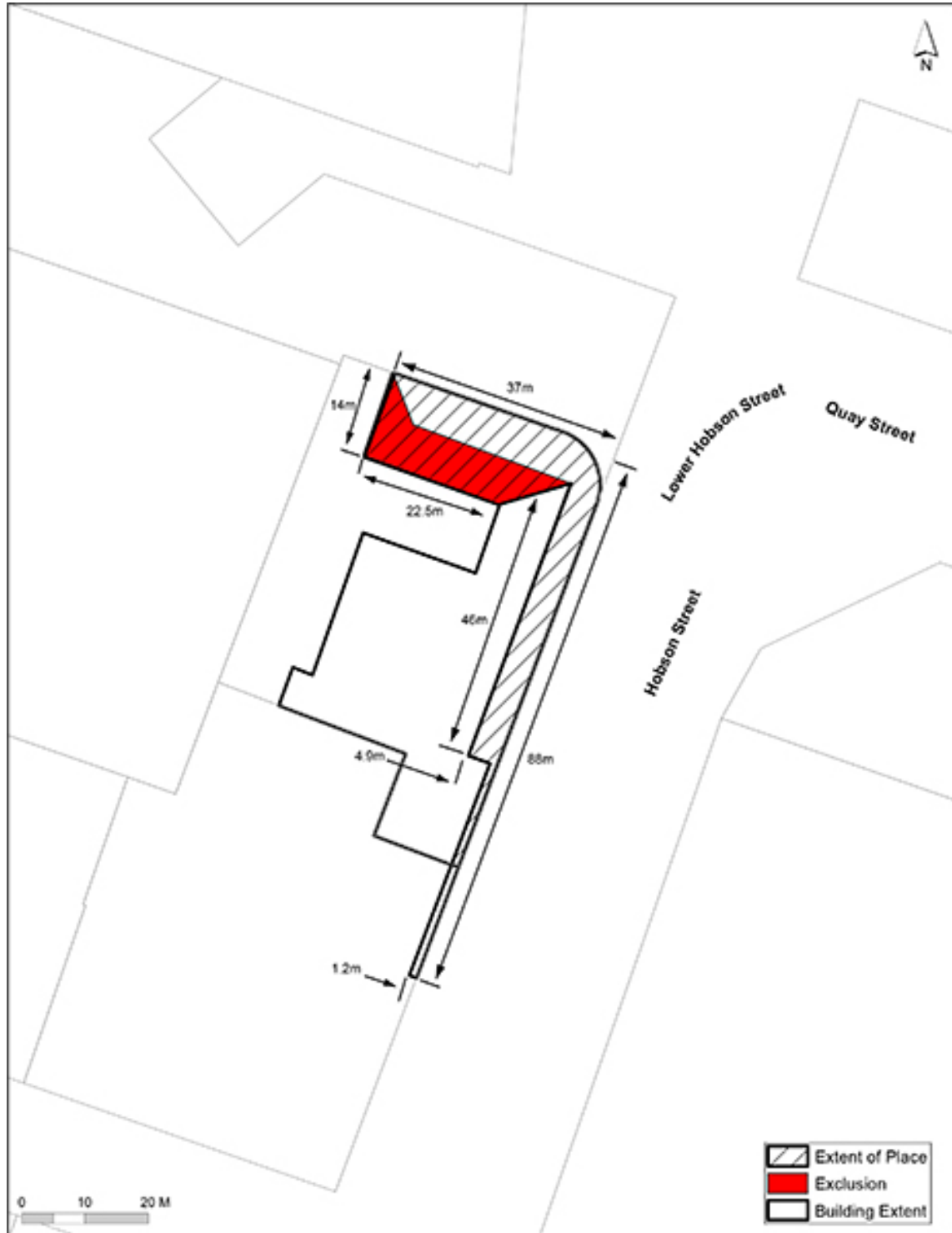
Map 14.3.7 Schedule ID 1756 - Onehunga Woollen Mills



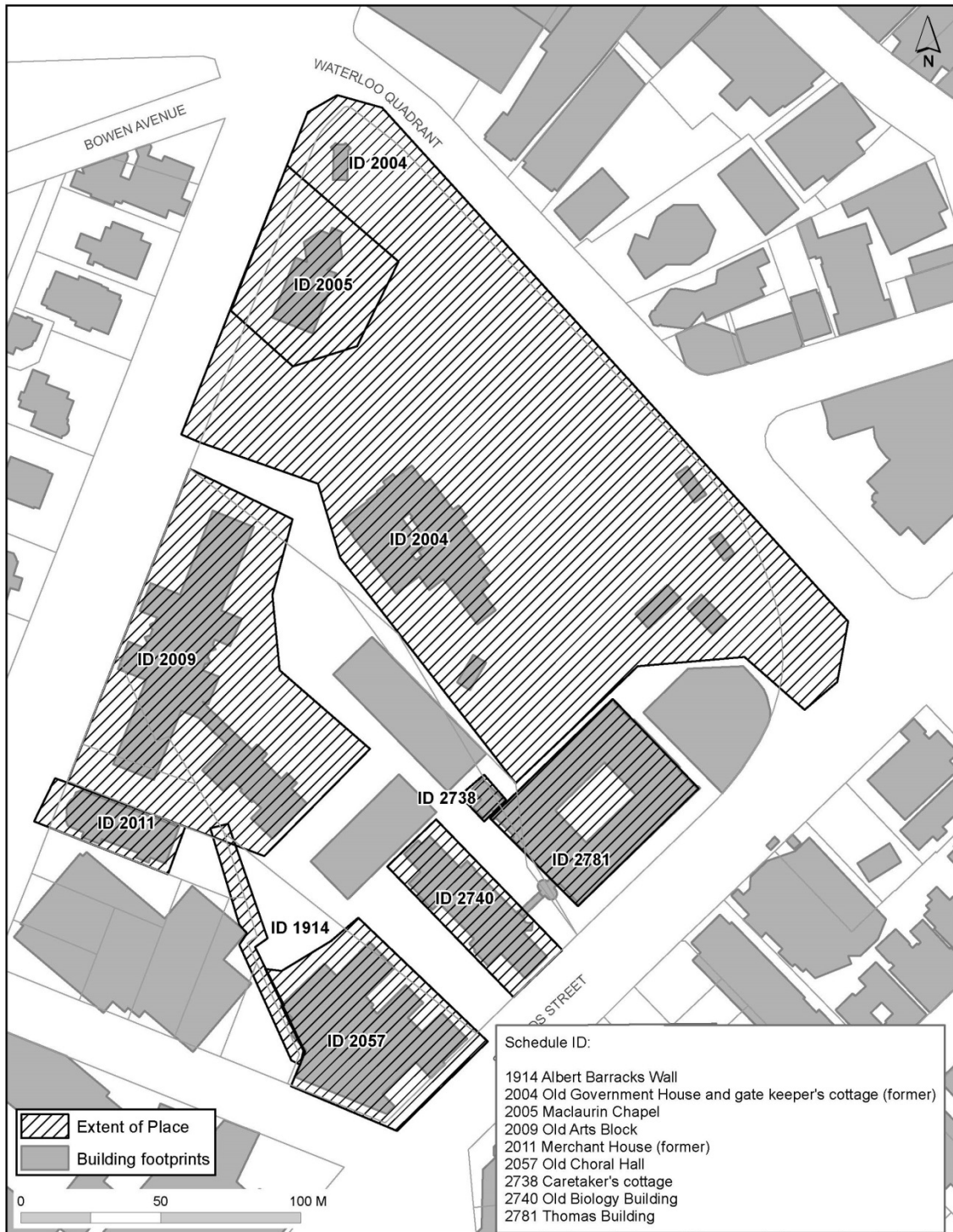
Map 14.3.8 Schedule ID 1894 – Residence, 4 Upland Road, Remuera



Map 14.3.9 Schedule ID 1969 – Auckland Harbour Board Workshops (former)



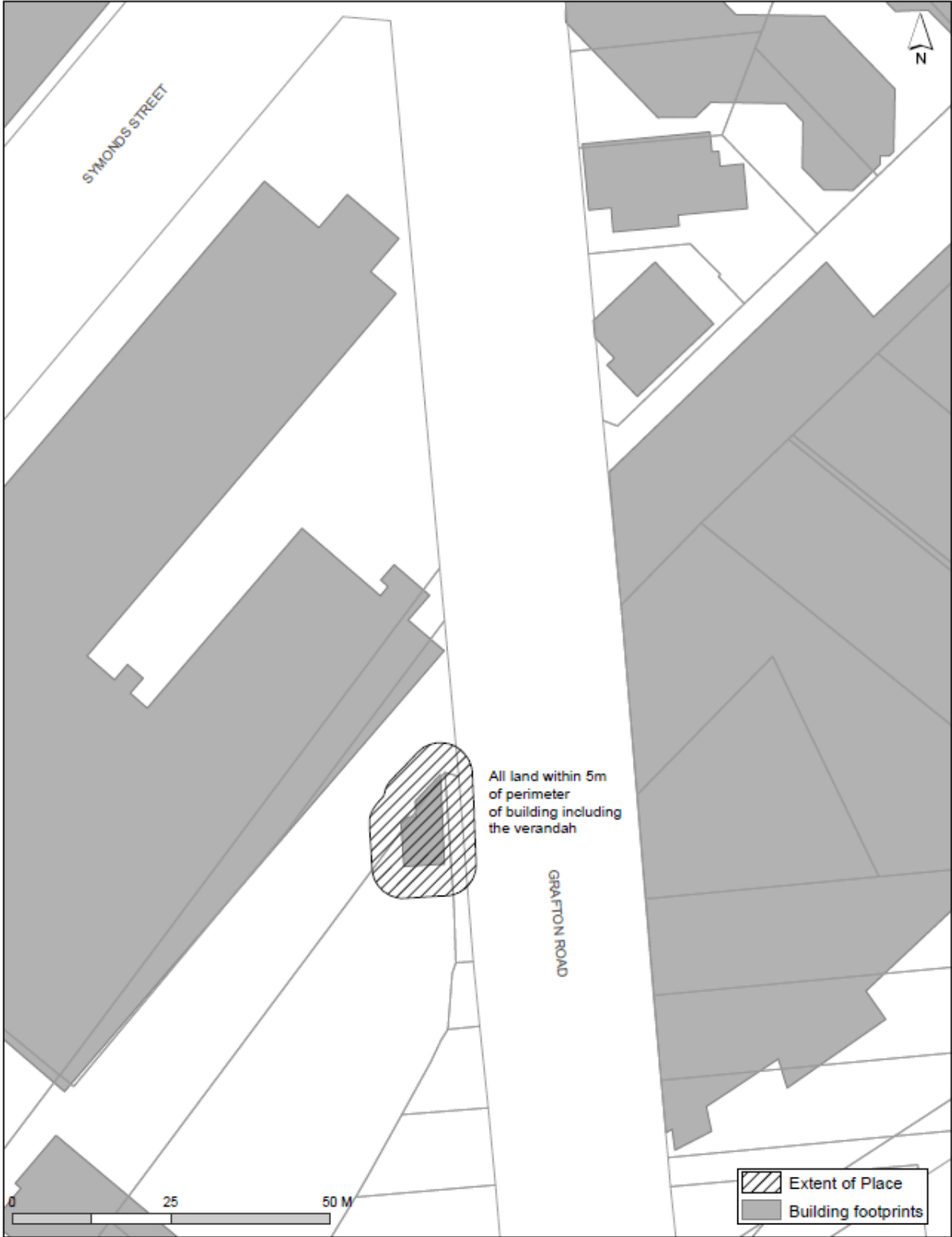
Map 14.3.10 Historic Heritage Places UID 01914, 02004, 02005, 02009, 02011, 02738, 02740 and 02781: University of Auckland, 16 – 24 Princes Street, Auckland Central



**Map 14.3.11 Schedule ID 1928 Historic Heritage Place UID 01928: Residence
(former), 5 Alten Road, Auckland Central**



Map 14.3.12 Schedule ID 1962 – Commercial Building



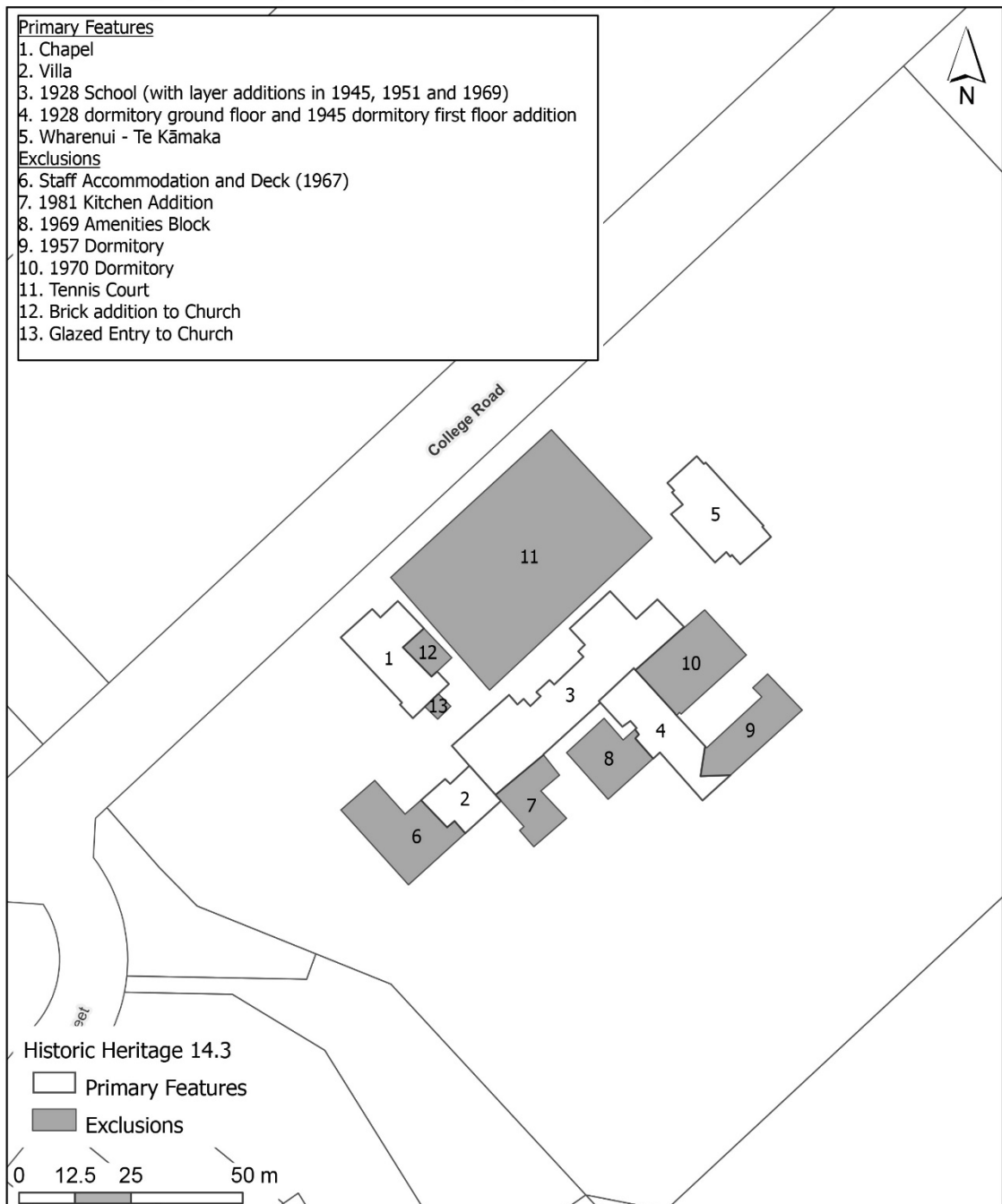
Map 14.3.13 [deleted]

Map 14.3.13.1 [deleted]

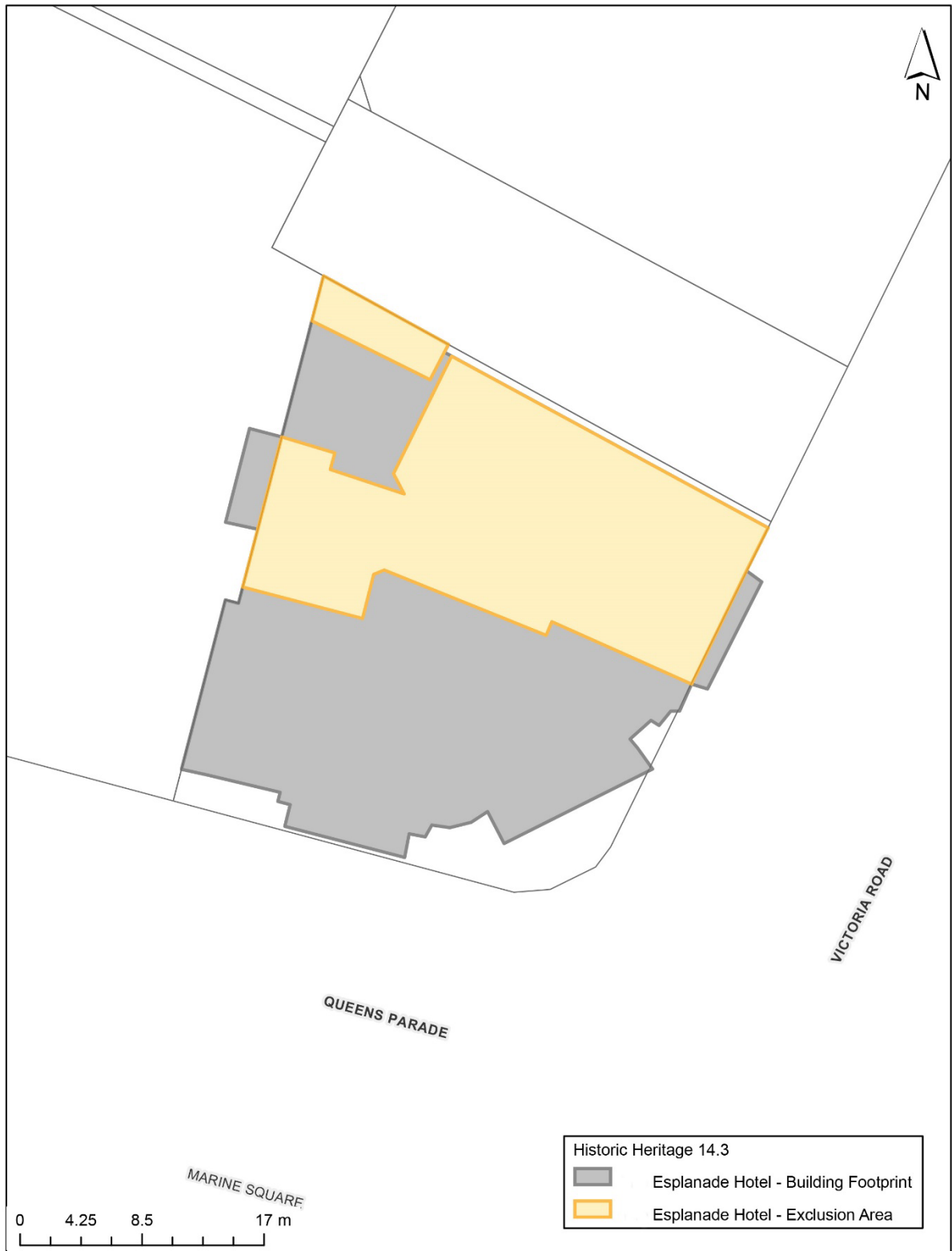
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Map 14.3.13.3 [deleted]

Map 14.3.14 Schedule ID 912 – St Peter’s Rural Training School (former)/St Peter’s Māori College (former)/Hato Petēra College (former)



Map 14.3.15 Schedule ID 1120 – Esplanade Hotel



Schedule 15 Special Character Schedule, Statements and Maps

The Special Character Areas Overlay – Residential and Business is identified as a qualifying matter in accordance with sections 771(j) and 770(j) of the RMA.

15.1.1. Background

The character statements include a summary of the special character values and physical and visual qualities for each special character area and how these elements interrelate and contribute to the predominant character of that area. This information is intended to assist applicants and Council in understanding and managing the special character values of these areas.

The Special Character Areas Overlay – Residential and Business seeks to retain and manage the character of traditional town centres and residential neighbourhoods by enhancing existing traditional buildings, retaining intact groups of character buildings, and designing compatible new building infill and additions that do not replicate older styles and construction methods, but reinforce the predominant streetscape character. When attempting to design something compatible, reference should be made to the relevant character statement for that particular area, as well as the general information contained in this introduction.

The special character of Auckland's residential and business special character areas results from a combination of elements including the urban structure, buildings and their relationship to one another, the street and open spaces. A collective coherence is often evident based on a mix in the age and styles of buildings in a particular area.

The attributes that contribute to the character of each area include:

Historical context

Physical and visual qualities

Built form

- Period of development
- Scale of development
- Form and relationship to the street
- Density/Pattern of development
- Building types
- Visual coherence

Architectural values

- Styles
- Materials and construction

Urban structure

- Subdivision
- Road pattern

- Streetscape
- Vegetation and landscape characteristics

15.1.2. Introduction

The following introduction provides a brief overview of the development of Auckland's early business and residential areas. It includes an overview of the special character of traditional town centres and a guide to residential types evident in Auckland's special residential character areas. This introduction should be read in conjunction with the detailed character statements prepared for each specific geographic area.

15.1.3. Historical context

Following an invitation to Lieutenant Governor Hobson by Apihai Te Kawau of Ngāti Whātua, the town of Auckland was established as a camp above the beach at Commercial Bay, in 1840. The tents were soon replaced by temporary raupo dwellings constructed by Māori for the European immigrants. The construction of a prefabricated dwelling for the Governor, who landed in Auckland in 1839, soon commenced on the site of Old Government House, now in the grounds of the University of Auckland.

The first land sales, set out according to a plan by Felton Mathew, soon followed, with land fetching high prices, attributed in part to the activities of land speculators from New South Wales, as well as the sale process put in place. The first substantial houses were constructed south of what is now Shortland Street.

Demand for land saw the early settlement of Parnell as Auckland's first suburb. Further suburban subdivision saw settlement to the west and south of the town, creating the suburbs of ~~Freeman's~~ Freemans Bay, Ponsonby, ~~St Mary's~~ Marys Bay, Arch Hill, Newton, and Eden Terrace. At the same time, settlement also took place at Onehunga on the Manukau Harbour, and other small outlying settlements in the rural hinterland. Slowly, commercial and industrial development displaced residential use in central Auckland and on its fringes. Māori communities of the region played a significant role in Auckland's early development, providing the bulk of produce, engaging in large-scale trade and providing labour.

By the late 1840s, roads had been formed over much of the Auckland isthmus; however navigable waterways and the portages such as those at Riverhead, Ōtāhuhu and Waiuku provided the most important connections between the city and settlements in outlying areas. Fencible villages established in the late 1840s at Onehunga, Ōtāhuhu, Panmure and Howick fostered settlement in these areas beyond the city. Most of the early settlements beyond Auckland were located on navigable rivers and creeks including Waiuku (1851), Warkworth (1853), Drury (1855), Puhoi (1862), Port Albert (1862) and Helensville (1862). Not all early settlements were a success; many that were planned as substantial subdivisions were not developed for decades, while others did not progress much beyond an original survey plan. Ferry services were essential to the development of the North Shore, with regular ferry services from Auckland City to Devonport and Northcote running from the 1850s. Other places such as Riverhead, Shoal Bay and O'Neills Point were connected by ferry with the city in the 1860s.

The early houses were typically small wooden cottages, with their origins in English Georgian cottages, but adapted to timber construction similar to that found in colonial America. Few of these remain in their original form today, but some examples from about 1860 still exist, as well as some early 'square villas' from the 1860s. Houses in the early (1860s - 1880s) inner-city suburbs such as Parnell, ~~Freeman's~~ Freemans Bay, Ponsonby and Arch Hill were usually small in size and closely spaced in narrow hilly streets. Fences were generally timber, with low pickets to the front boundary, and higher close boarding on other boundaries. On the lava fields, basalt stone walling was frequently used in place of timber fencing, with the height of the walls used often being similar to the timber fences used in other areas.

Within twenty years the area of Auckland City had expanded considerably. The population had grown from around 3,000 in 1842 to over 12,000 in 1864. ~~To encourage European settlement, the government provided for ethnically based Special Settlements in the early 1860s, such as the Bohemian settlement at Puhoi established in 1862. After the 1860s Land Wars, further Special Settlements were established on land confiscated from Māori in South Auckland at Otau (near Clevedon), Tuhimata, Bombay, Pukekohe, Patumahoe, Tuakau, and Pollok.~~

As the population grew, commercial and community institutions, as well as service and manufacturing industries were established to serve local communities. Gas was first supplied to Auckland City in 1865, and water was first piped from the Auckland Domain in 1869. The provision of local roads was a major function of early local government, and Highway Districts were constituted for much of the settled parts of Auckland by the 1870s, forming the basis of later boroughs. Farms soon covered the isthmus and villages developed around road junctions such as those at Mount Eden, Newmarket, and Epsom.

By the 1870s, extractive industries including timber-milling, brick-making, and kauri gum-digging were a vital part of Auckland's economy. Timber-milling remained the most important industry in the region until the late 1880s, as kauri and other mill-able timber were stripped from Auckland's forests. The Auckland region's agricultural base consolidated throughout the 1870s and the introduction of refrigeration in the late 1880s created a boom in farming. Manufacturing industries such as flour-milling, brewing, as well as ~~boat building~~ boat building and the construction industry continued to expand. The opening of the Chelsea Sugar Refinery in the early 1880s was an important catalyst for development at Birkenhead.

While coastal shipping played a significant transport role, the development of the railway network in the 1870s, as part of the Vogel government's programme of public works, was a major catalyst for development in Auckland. The regional railway made the Auckland market more accessible for farmers as well as providing an opportunity for further residential, commercial and industrial expansion. The railway was a catalyst for the growth of Onehunga, Ōtāhuhu and other small settlements to the south and ~~west~~ west such as Papatoetoe and Papakura, ~~as well as Glen Eden and Henderson in the west.~~

The suburban development of Auckland depended on the availability of land, affordable transport and the desire to move out of the crowded inner-city. The relatively compact

extent of the pedestrian inner-city expanded to a much wider area of suburbs with the introduction of the rail and tram networks. The population of Auckland had increased by around 25 per cent from 1874 to 1881, and the Auckland Borough doubled in size from 1881 to reach 33,161 people in 1886. This rapid population growth put pressure on areas close to the city as people tried to escape overcrowding. Demand encouraged those owning land close to the city to subdivide property for residential use. In the mid-1880s, small farm allotments were transformed into Auckland's inner suburbs.

Variations in the width of early city roads led to government intervention to achieve consistency. In 1867, the Municipal Corporations Act prescribed minimum width of forty feet for streets and not less than 20 feet for alleys. The Plans of Towns Regulation Act 1875 set out more generous requirements. Streets had to have a minimum width of 99 feet from building to building, and as far as possible were to be laid off in straight lines and perpendicular to each other. Subdivision plans had to be prepared by an approved engineer or surveyor. One-tenth of the area was to be set aside for reserves and land was also set aside for municipal use, gravel pits for road-making, as well as ~~night soil~~ night soil and rubbish.

Some of Auckland's earliest subdivisions are located closest to the city. These tended to have the smallest lot sizes with some sections less than 300m². A medium section size was typically 300 to 450m². In some of the later more generous subdivisions (such as Grey Lynn, subdivided as the Surrey Hills Estate from 1883 to 1886) section sizes were between 450 and 600m². Lot sizes varied however, in different parts of Auckland. Typical residential sections in Helensville, subdivided by the 1880s for example were around 450m², ~~while those in Papakura were around 800-1000m². A predominantly 1907-1913 period of residential subdivision in Bayswater, for example, is reflected in the rectilinear grid of streets, with section sizes typically around 1000m².~~ In some areas there is a noticeable pattern of further subdivision of the original large residential lots, where the original lot size (generally greater than 700-800m²) has permitted.

The economic depression of the late 1880s and early 1890s slowed development. With the upturn in the late 1890s however the outward expansion of Auckland's suburbs continued. Extensive areas in Grey Lynn, Mount Albert, Mount Eden, and Remuera were subdivided for residential development. Not all these sections were immediately built on and vacant sections often remained until the 1920s or later.

The pattern of subdivision and sequence of residential suburban development in Auckland has been determined by a number of factors including proximity to the central city area, the development of public transport and other services including reticulated water supply and sewer disposal. The provision of the first horse-drawn trams (1884-1901) followed by the electric trams (1902-1956) enabled a wide expansion of Auckland's suburban population. A similar but separate tram system was set up on the North Shore, while communities in the south and west continued to rely on the railway to connect to the city.

From the 1890s to the 1910s, expansion occurred along the main routes into the country, following tram lines which linked the inner-city to its smaller suburban centres.

Areas such as Mount Eden, Grey Lynn, and Herne Bay exploded with a boom of house building in the villa style. These houses occupied larger sections, and some were very grand, with sunny aspects and often splendid sea views. Streets were wider with grassy berms and, over time, pleasant deciduous trees. Between 1881 and 1921, 90 per cent of the houses in Auckland City were built of timber.

In conjunction with residential growth, suburban shopping centres developed along main roads and around main intersections, providing a range of services and retail shops that served the everyday needs of the local community including butchers, bakers, fruiterers, general stores, dairies, banks and often a post office. Hotels were a common feature of many town centres in the late 19th century. ~~Typically~~ Typically, one- and two-storied shops with residential apartments above are evident in many of Auckland's established town centres. While many centres were established in the late 19th century, a period of significant development in the 1920s is also evident, coinciding with the expansion of the tram network.

World War I coincided with increased interest in the town planning movement overseas, and the adoption of the Garden Suburb movement and its emphasis on the health benefits of space, sunlight, and vegetation. At the same time, it did not escape the attention of politicians and policy makers in New Zealand that many young men from the working classes were found to be in poor health when examined for their fitness to fight. Added to this concern was the devastating effect of the influenza pandemic of late 1918, when returning service personnel introduced the Spanish Flu to New Zealand, resulting in loss of lives equal to almost half of New Zealand's total war dead. Following these tragic events, overcrowding was regarded as a particular problem to be addressed.

The traditional inner-city suburb, with its 'cheek by jowl' houses and overcrowding, fell out of favour as the Garden Suburb, as first established in Hampstead on the outskirts of London in 1907, became a vision of the ideal in Auckland. Those who previously had to rely on walking because even the horse-drawn trams were too expensive, were now able to afford to travel on the cheaper electric trams, to get to their places of work and visit relatives in other parts of the city, achieving a better living environment while leaving behind their reliance on pedestrian travel.

By the 1920s, state provision of cheap mortgage credit had created a suburban housing boom. By this time Garden Suburb imagery was often used to promote new developments, particularly subdivisions that varied from the grid by incorporating curvilinear streets, reserves, and recreational amenities. However, the reality may have been a lesser version. In 1926 the Town Planning Act was passed, requiring local authorities to prepare a town planning scheme in which functionally zoned land uses avoided ad hoc growth of towns.

With increasing car ownership during the early decades of the 20th century, the provision of metalled roads and later concrete or bitumen roads also became a significant factor in suburban expansion and access to rural areas, ending the era of coastal shipping. Car service stations were a new building type evident in commercial centres. By the late 1930s, most main highways had been surfaced, improving road access within Auckland and to surrounding regions.

With the Garden Suburb came a new form of house, the bungalow. Bungalows were built here from around the turn of the 20th century, contemporary with villa type housing, as an alternative that embodied principles of the Arts and Crafts movement. By the end of World War I the bungalow emerged as the most popular housing ~~type, and type and~~ and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Based loosely on the open plan bungalow that evolved in California, the Californian bungalow in New Zealand was a more modest proposition, generally designed by builders, sometimes following standard plan books from the United States. These houses were less formal than the villa, often wider or lower with shallower roofs. More convenient features, such as indoor bathrooms, were also made possible by the provision of a reliable water supply for Auckland in the 1920s, with the commissioning of the Nihotupu and Upper Huia Dams. The 1920s would also see a substantial expansion of electric power in the Auckland Metropolitan area after the government took responsibility for electrical generation, and building power stations and transmission lines which dramatically increased the supply of electricity.

In the late 1930s the government was embarking on large scale State housing initiatives, sometimes creating whole new suburbs. ~~Construction of the first of 200 State houses at Orakei began in May 1937.~~ In 1939, a large area of land was purchased from the Wesley Estate in Mount Roskill, with sufficient land for 484 houses. The design of these State housing suburbs followed the prevailing town planning ethos, creating spacious open frontages to foster the building of community, but creating more private living space at the rear, with a level of privacy and security offered by fencing at each side of the house.

By the 1930s and 1940s, more exotic house styles had arrived. These included Spanish Mission style, Art Deco style and the later related Moderne. There were also revivals of the English Cottage and Georgian styles. Elements of these styles were often combined in various combinations, at a time when architecture in New Zealand was generally very eclectic.

Following World War II, modern architectural trends began to become apparent in the Auckland suburbs. Initially modern design influenced very small numbers of houses. Early Modern houses employed open plan living with standard detailing similar to State housing. Over time, increased glazing and more adventurous detailing developed a whole new design vocabulary, and a style with a much stronger relationship to its site and outdoor space developed, with a consequent desire for landscaping which gave increased privacy to those living in these more open houses. Many of these houses were built on rear lots in established suburbs, and as such, do not contribute to a consistency of character as can be seen in other suburbs. Nevertheless, these houses are an important part of Auckland's architectural history, and their value and contribution need to be recognised.

The opening of the Auckland Harbour Bridge in 1959 had a significant effect on the expansion of development on the North Shore, and the construction of Auckland's motorway network encouraged further development in the south and west. Changing land uses and motorway development have seen most of the early Eden Terrace and Newton workers' cottages removed, and residential intensification has changed the

character of many other suburbs. The established special character of suburban building development of the late 19th and early 20th century is recognised as one of the distinctive aspects of Auckland.

15.1.4. Character of traditional town centres

The traditional town centres in Auckland were initially developed during the late 1800s and early 1900s and usually along both sides of a main public transport route to provide a diversity of commercial and community services from a range of individually managed buildings for the local area. ~~Essentially~~ Essentially, they are linear urban centres formed along a main street with direct pedestrian interaction between the street and each building or tenancy, and almost continuous active edges to the street.

Relatively narrow site frontages have generated a rhythm and diversity of individual buildings along the street. Building height generally varies from one to three-storeys but often with a predominant continuity of two-storeys.

The built fabric, including walls, roof, floors, windows, shop fronts and verandahs are an important aspect of particular buildings. Commercial building façades are typically highly modulated, both horizontally and vertically. Parapets, verandahs, windows and decorative detail such as pilasters and cornices create rhythm and articulation that contributes significantly to a coherent street character. Street corners and intersections are celebrated by architectural means. Traditional building materials, predominantly plastered brick work, have generated rich architectural details including deep reveals to window and door openings and sculptural decoration.

15.1.4.1. Architectural style

The dominant character of the traditional town centres is not dependant on particular architectural styles but rather on the architectural elements and common design principles evident. Commercial buildings in the late 19th and early 20th centuries were commonly designed in ~~classically derived~~ classically derived architectural styles including for example, Italianate, Classical and Free Classical styles. During the inter-war period the Stripped Classical style became popular, with reduced decorative detail. Some centres retain a variety of building types such as churches and houses that may reflect a range of architectural styles.

The traditional town centres may contain pockets of consistent architectural style, but typically a mix of late 19th and early 20th century styles is evident, along with ongoing development. The vitality and character of the traditional town centres are generated by both this unity and diversity of architectural styles.

15.1.4.2. Building types

Many of Auckland's traditional town centres include a variety of building types, which contribute to a diversity of character and reflect the mix of uses established in the late 19th and early 20th centuries. The main roads along which they developed often included a mix of commercial buildings, houses, churches, hotels, warehouses, and stores as well as purpose-designed post offices, banks, and theatres.

Shops with dwellings above are a building type evident in many of Auckland's suburban town centres, dating from the late 19th and early 20th century. The 1910s and

1920s was a period of considerable development of this building type in many centres, on main public transport routes. These buildings were mixed-use developments comprising retail with residential apartments or offices at the upper level. From around the 1950s upper floors were more commonly designed as offices. Single-level purpose-designed shops with dwellings to the rear, or houses extended to provide a shop at the front, are other types commonly evident from the late 19th and early 20th centuries.

15.1.4.3. Street definition

Generated by public road transport of their time, traditional town centres formed along both sides of a main street, usually incorporating an important intersection. The buildings defined a linear enclosed street space with direct pedestrian interaction along the street edges. The generally two-storeyed commercial buildings typically formed a continuous wall along both sides of the street. Access for servicing was often located to the rear of buildings. Where different building types remain in some centres, for example churches and residential buildings, variation in street definition occurs. These types of buildings may be set back from the street edge, with gardens or landscaping at the front.

15.1.4.4. Site frontages

Sites within the traditional town centres have relatively narrow street frontages. This early subdivision pattern has generated a series of different buildings along the main street, giving a repetitive vertical rhythm to the street and a diversity of architectural character along the street.

15.1.4.5. Active frontages

An essential characteristic of traditional main street development is the continuity of active building frontages promoting public interaction between the street and the buildings. For commercial buildings, at street level this takes the form of continuous glazed frontages and entrance doors in the case of retail shops, and a multiplicity of windows and doors in the case of other services. Upper floors often have numbers of windows overlooking the street. Most commercial buildings are further subdivided into separate tenancies fronting the street, creating a diversity of shops and services each with direct pedestrian access to and from the street. Other types of buildings that may be present also contribute to the impression of an active street edge by way of windows and building entranceways as well as front gardens or landscaping where buildings are set back.

15.1.4.6. Building heights

The streetscapes of the traditional town centres are characterised by a general continuity of building height, typically one and two-storeys for commercial buildings. While a variation of height, generally one to three-storeys, provides some diversity and visual interest, the general continuity of a reasonably consistent building height contributes to the coherence and enclosure of the street space.

15.1.4.7. Street corners and intersections

Street corners are important strategic places, defining activity nodes at intersections, where a sense of place and a feeling of arrival are experienced. Formerly, corner

locations were highly ~~prized~~prized, and owners recognised the landmark qualities of a corner, celebrating it with buildings using elaborate parapet features, re-entrant corners, towers, turrets, elaborate corner entrances or other special features. Corner sites possess a potential landmark quality which can be easily identified from many directions, creating a sense of place and legibility of access. At corners, the buildings are seen in three dimensions and buildings in these positions were often designed to address the corner.

15.1.4.8. Verandahs

Verandahs provide pedestrian shelter, define the pedestrian edge of the street, and reinforce the identity of individual buildings along the street. In the past verandahs were supported on posts (often decorated) at the kerbside, creating a colonnade-like space, separating the carriageway and the footpath. Early verandahs were typically open on the underside exposing the structure and corrugated iron cladding. After World War I verandahs were suspended from façades by metal stays and typically had flat roofs and were generally lined with sheet materials. Pressed zinc panels were sometimes used, or fibrous plaster fixed with timber battens. The frontages of the verandahs were, and continue to be, used for shop signage, normally within the depth of the verandah fascia. Verandah fascias were often quite detailed. While some town centres in Auckland retain examples of verandahs supported on posts, more commonly verandahs are suspended from the building frontages by tension stays.

In some centres however, some buildings were designed without a verandah and remain this way. This forms part of their particular character.

15.1.4.9. Parapets and cornices

Commercial buildings in the traditional town centres exhibit a wide range of parapet treatments ranging from flat or stepped parapets and small pediments to more elaborate examples with towers and domes. Parapets and cornices were used to cap the building and conceal the roof. Parapets often extend well above the roof to create an illusion of height and give the building a more imposing frontage than it would otherwise have. Some examples of Victorian parapets use a number of decorative devices such as ornamental gables, balustrades, finials, towers and flagpoles to great effect, contributing to the identity of the street and adding interest and variety to the urban form.

A proportional relationship between the height of windows and the height to the top of the parapet is evident. A variation of parapet heights and variety of forms that may be evident often contribute to the architectural character and rhythm evident along the street.

Where other types of buildings remain, such as churches and houses, these are often seen in the round with hipped or gabled roof forms visible from the street, contributing to the diversity of the established character of the area.

15.1.4.10. Façade modulation

In accordance with the design philosophy of their time, façades were modulated both vertically and horizontally. A rhythmic hierarchy of bays was built up, each bay in turn being a composition of windows and ornamentation. This subdivision of a building into

visually articulated elements suggested the variety of spaces behind the frontage. The many vertical elements combine to give a visual intricacy to a frontage when seen in perspective along the street. A central bay of the building was often projected forward slightly, or distinguished by larger or more numerous windows, pilasters, ornamentation, or parapet elements. On longer frontages, bays to each side may also have been articulated in this way and windows were often grouped in pairs or groups of three.

Human scale and a sense of the hierarchy of levels in a building were achieved by dividing a frontage into two or more horizontal bands. These included the verandah line, spandrel panels, windows, detailing such as string courses, cornices, and parapets.

15.1.4.11. Walls

The use of brick masonry construction, which was commonly used for many of Auckland's traditional town centre commercial buildings, has resulted in frontages throughout the traditional town centres appearing visually monolithic above shop front level: thick walls perforated with individual door and window openings with deep reveals. The continuity of the wall generally predominates over openings within it. The proportion of openings is generally ~~vertical~~vertical, and window and door openings are set back, indicating the thickness of the masonry wall. Windows in timber buildings were given a facing that framed the window. This often occurred on plaster buildings as well, where a plaster moulding would be used to frame the window opening.

15.1.4.12. Windows

The shape and arrangement of windows on the frontage gives pattern, rhythm and a human scale to the streetscape. Windows were often spaced along frontages to present an ordered appearance to the street. They are generally vertical in proportion, rather than horizontal, and often arranged in groups to give a rhythm to the façade. In Victorian and Edwardian times shops often had living accommodation on the first floor, with the shape, size and placement of windows conveying this domestic function. Windows at shop front level may contribute detail and interest to the pedestrian experience such as leadlight top lights above shop fronts. Windows in other building types that may be evident in some town centres such as churches may contribute further diversity and detail.

15.1.4.13. Shop fronts

Shop fronts are the dominant visual element under the verandah, framing the display of merchandise or the business within. Surviving early shop fronts often include recessed doorways, tiled entrances, and timber shop front joinery with a solid panel at the base. Many also have a transom above the display windows and door. In the early 20th ~~century~~century, there was a growing use of decorative glazing to top-lights, and some good examples remain in Auckland's traditional town centres.

15.1.4.14. Materials

Materials commonly evident for late 19th and early 20th century commercial buildings include brick and plastered brick, with some examples of timber construction. Solid

plasterwork was a highly developed technique to create detailed decorative forms in cement or lime plaster. This was applied over brick or other solid substrates which "roughed out" the same forms to provide a base and key for the plaster. The plaster was easily worked into a variety of architectural styles and was often used to suggest stone construction. A range of traditional materials is also evident in the range of other types of buildings in some of these centres for example timber, brick and plastered brick churches and houses.

15.1.4.15. Decoration

Decorative detail was an integral part of the architectural design of late 19th and early 20th century buildings, providing a further layer of complexity, visual definition and ~~three-dimensional~~ three-dimensional modelling to the façades. It offered visual cues as to the function and importance of a building – civic and private buildings were often richly decorated, with the style, amount of decoration and materials involved reinforcing the use and significance of the building. In the inter-War period, the use of decorative detail was reduced. Buildings designed in Stripped Classical style typically had more subtle detailing.

15.1.4.16. Colour

Many buildings from the late 19th and early 20th centuries originally had a natural plaster or brick finish. Often plasterwork was intentionally lined and finished to look like stone. Timber buildings were sometimes detailed and painted to achieve a similar monolithic appearance, or alternatively had detail highlighted with colours generally reflecting those found in natural materials.

During the late 1920s and 1930s there was also a use of softly tinted plasters in terracotta and ochre colours, often contrasted with areas of brickwork. Tiles, terrazzo and New Zealand marble and granite were often utilised for shopfront frames and stallboards. Paint finishes tended not to use very dark or very bright colours that would fade too ~~quickly, and quickly and~~ tended to reflect natural materials and finishes such as stones, brick and tinted plaster.

Modern architectural international influences on New Zealand architecture following World War II generally saw the use of much lighter colour schemes, however the principle of honesty to materials was important and again natural materials were expressed as part of the overall design intentions.

15.1.4.17. Signs

Signs were often designed as part of the architectural design of a building, rather than merely added to it, such as raised plaster lettering displaying a building name applied to the parapet. Signage on commercial buildings is most commonly fixed to the verandah fascia and may ~~have been~~ be framed by fascia detailing. Signage is also typically found within or above the shop front frame and suspended below the verandah. Signs did not tend to obscure architectural detailing.

15.1.5. Residential areas

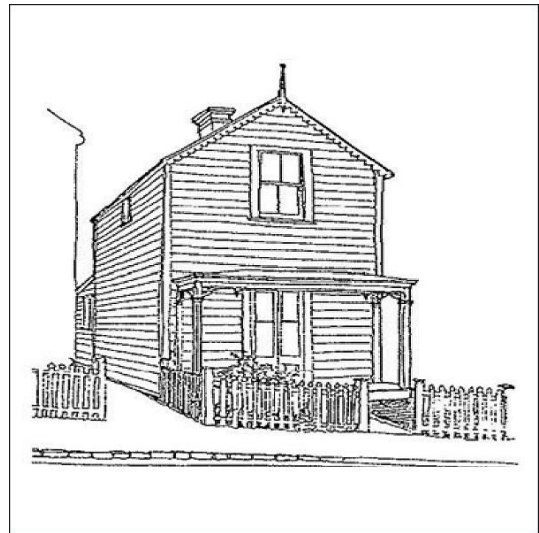
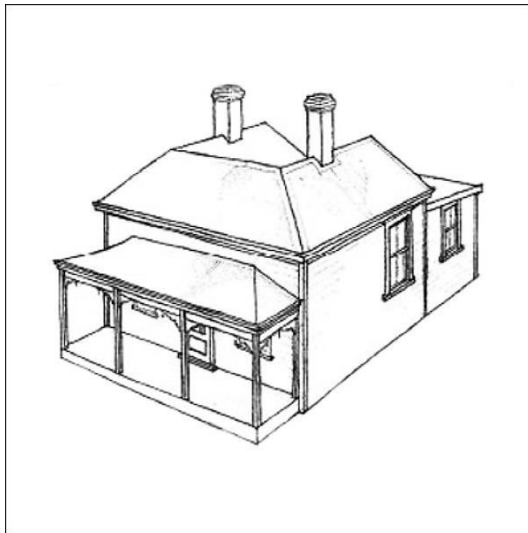
The residential areas within the Special Character Areas Overlay contain a significant collection of housing types and styles including early cottages and villas (1850 – 1890),

Late Victorian villas (1890 – 1905), Edwardian and transitional villas (1905 – 1920), and Californian bungalows (1920s – 1930s). Although these are the predominant housing styles, the Special Character Areas Overlay also contains other distinctive historic housing styles. These include early Arts and Crafts or English Cottage styles from the late 19th and early 20th century, Art Deco, and Moderne houses and apartments from the 1920s and 1930s. The areas also retain examples of State houses, both those built by the first Labour Government in the 1930s and 1940s, but also a small number of earlier examples from the first decades of the 20th century.

Most of these houses are built in timber, made possible due to a plentiful source of cheap timber, mechanisation of its production for construction and the relatively low cost of labour. This enabled the construction of large numbers of timber houses utilising varying degrees of decorative timber detailing.

15.1.5.1. Guide to residential types and styles

15.1.5.1.1. Cottages and early villas before 1890



Left: An example of a small early villa, with a lean-to which would have contained the original kitchen. Right: An example of an early two-storey cottage on a narrow site.

Although increasingly rare in their original form, there are still significant numbers of these early small houses in the city, especially around Arch Hill, Newton, Parnell, and ~~Freeman's~~ Freemans Bay. These are just some of the many thousands which once made up the inner-city.

Cottages

Early cottages were very small, sometimes only two rooms, with a simple gable or hipped roof – usually wood-shingled. Though small and cheap, they were still very orderly on the street side, with a centre door and windows each side. Others were two-storeyed but only one room wide with the end wall facing the street. At the rear there might be a lean-to, and over time even more lean-tos might have been added to the first. A verandah was often added to the front.

Main windows were ~~double hung~~ double hung, with two, four, or six small panes in each sash. Other windows were casement (hinged). Doors were panelled, and the front door might have had arches in top panels which were glazed. Decorative pieces were small and delicate, especially verandah fretwork, and moulded architraves were quite simple. Early cottages were typically very simple.

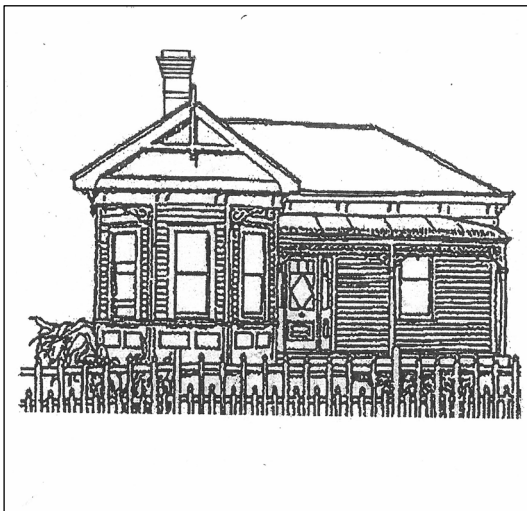
Early villas

Before 1890 the early villa was really a large cottage, usually of four rooms, but with additional rooms in a lean-to. The roof took on the typical shape of the later villa during this period, with a central gutter hidden behind a main cross roof at the front. Alternatively, a quite steep pyramid roof was common. Verandah roofs were sometimes straight, but also popular was the very elegant concave (curved) roof, and very occasionally, the ogee or reverse curve roof.

Slightly grander villas were built with a projecting front room, on the end of which a bay window, purchased from a joinery factory, could be added. The detail of these houses was very like that of cottages, with the same symmetry on the street frontage, and perhaps slightly more elaborate in the larger examples. Chimneys featured bricks of different ~~colours~~, colours or may have incorporated brackets made from white Oamaru stone. Roofs were frequently wood-shingled, but corrugated iron became increasingly common.

On many houses with a projecting room, elaborate carved bargeboards were fitted, with a tall sharp finial at the top. The carvings, which were usually produced by machine in the factory, were modelled on medieval examples in the Gothic style, and this form of decoration has been termed 'Carpenter Gothic'.

15.1.5.1.2. The late Victorian villa – 1890 – 1905



An example of a Victorian bay villa. The bull-nosed verandah was a common form, and the bay window below the gable end and level of decoration shown is typical of the period.

The larger late-Victorian villa has come to be the most sought-after of older houses in Auckland. These were built in very large numbers at a time when the kauri milling industry was at its peak, and timber factories were producing vast quantities of mouldings, decorations, doors, windows and weatherboards, all formed by steam-powered machinery. In addition, very colourful imported glasses were available; some etched or engraved in elaborate patterns.

The particular appeal of the large villa lies partly in its generous scale, but also in the quality and variety of its ornamentation. The suburbs comprised of these houses tend to be close to the city and are valued for this convenience and often splendid views of the harbours. Some of these houses were only slightly larger than the earlier small villa but at their grandest, villas were two, even three-storeyed, with turrets and verandahs.

The most characteristic form of villa was the bay villa, an evolution of the earlier small house with a projecting room. The faceted bay became a primary architectural element and attracted some of the most extravagant ornamentation in the gable above. Similarly, the verandah alongside was festooned with wooden fretwork and mouldings, in the balustrade and in the frieze overhead.

Larger houses had two bays, or a second on one side, joined to the first with a sweeping verandah around the corner. Every element facing the street was ornamented. These were the houses of the growing successful middle class, and no expense was spared. In spite of this public display, the rear of these houses remained very plain, with the scullery and bathroom still housed under a lean-to roof.

Generally, the villa roof was a uniform height all round, this being determined by the width of the bay and the roof pitch – commonly 30 degrees. On a large house, the front roof concealed a gutter in the centre of the roof which drained to the rear, or sometimes a long shallow roof which avoided the need for a centre gutter. All this was dictated by the preferred architectural character of the house which, as the name implies, sought to emulate the style of the classical Roman villa (but with Gothic decorations). Verandah roofs were commonly straight, but a very popular alternative was the rolled edge or 'bull-nosed' verandah roof.

Large areas of Auckland's early inner-suburbs, particularly on the isthmus and North Shore, were covered by these houses, facing onto wide streets, often tree-lined. In many streets, several sites were purchased by one builder who then speculatively built and sold several houses.

The plans of these houses were very like that of the earlier small villa, with a central hall from front to back and rooms arranged either side. The size and complexity of mouldings, doors and other features diminished progressively from the front to the back, and an archway ~~half way~~ halfway down the hall marked the change from public to private within the house. Bathrooms were at the rear, very often at the end of the hallway, but the lavatory remained in a small shed to the rear of the property or in an outside washhouse.

15.1.5.1.3. Edwardian and transitional villas – 1905 - 1920

The Edwardian villa



An example of an Edwardian villa. The bay window is now forward of the front gable end, and end and incorporates windows with fanlights made of fixed square panes of coloured glass. The ornamentation is also more Classical than the Victorian example, which sometimes had ornamentation based in the Gothic style.

At the time of the death of Queen Victoria (1901), the late villa was in the throes of change, responding to new ideas about taste, and influences from Australia and the United States. The extravagant ornament of the Victorian villa began to give way to a more restrained and elegant style with increasing formality. House plans became more complex, reflected in the changing location of the front door, now sometimes at the corner of the house, or even at the side. The exterior appearance of the villa changed accordingly, with increasing use of the multiple bays at the front and on the sides. Under the influence of the Queen Anne style, turrets were popular, most often at the corners of the house. The bay window regained something of its 1870s character, being once more an addition to the projecting room and with a roof of its own.

The main roof was freed from the constraint of a maximum height and rose to become a pyramid, or a combination of hip and gable, sometimes referred to as a Dutch gable.

Other notable changes were in the style and design of decoration. The Queen Anne influence, combined with new furniture styles, led to widespread use of turned wood for posts and brackets and a multitude of little spindles in the verandah frieze. Other popular motifs were the fan (or sunburst) pattern, used at junctions between posts and beams, and in the eaves brackets, while the balustrade and the eaves brackets also featured a complex geometry of spindles and plain sticks in an alternating pattern, referred to as Chinoiserie. New materials became popular, including pressed metal panels for ceilings, walls and even parts of the exterior. Windows continued to use the double-hung sash

principle, but with the addition in the front rooms of a fanlight above. The glass in these windows was decorative, with lead lights being used for the first time, or more simply being divided into many small panes of pale coloured cast glass. This glass was also used in the front door and in windows lighting the entry hall, in often complex patterns of diamonds, ovals or circles.

Transitional villas



An example of a transitional villa. Of note is the lower roof pitch, the verandah beneath the main roof form, and the move towards Arts and Crafts detailing, such as the eaves brackets. The main bay window is once more below the front gable end, but the bay window projecting to the side is now cantilevered in the manner of the later bungalow style.

At about the time of World War I, the villa underwent its final transformation. During and after the war, partly as a result of increasing austerity and partly again because of changing taste, the style began to adopt characteristics of the American bungalow style, as well as reflecting the Australian Federation style (this also influenced by the Queen Anne style). Transitional villas often featured a shallower roof pitch with exposed rafters, the verandah beneath the main roof form, and the move towards Arts and Crafts detailing (such as the eaves brackets). A main bay window was typically below the front gable end, but a bay window projecting to the side was sometimes cantilevered in the manner of the later bungalow style. Room heights reduced, so that these houses now had a distinctively lower profile. Interior planning did not change to the same extent and the inside of the transitional house remained essentially a villa. Decoration changed from fretwork and turnery to plain boards with simple patterns cut into the edges, often in a style reminiscent of Art Nouveau. Posts in verandahs now tapered to the top and balustrades were made of plain boards with elegant floral motifs cut out like a stencil.

In gable ends, shingles became common, often cut in elaborate patterns. The design of doors changed from the traditional four-panel to new designs with a single top panel and two or three vertical lower panels.

15.1.5.1.4. Early State houses



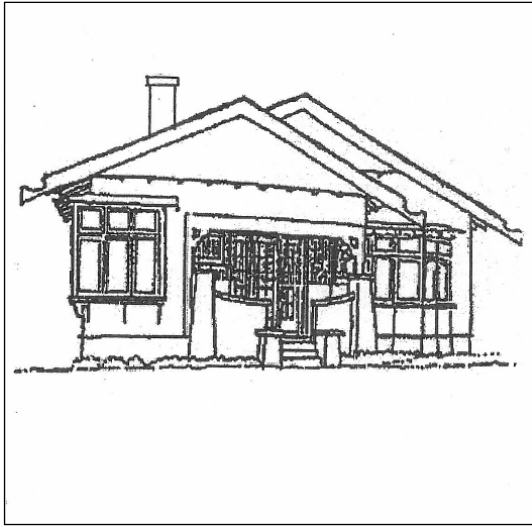
An example of an early State House. This particular design includes Queen Anne style ornamentation including stick-work boards over weatherboards on the main gable end, and multi-paned window sashes.

In 1905 the Workers' Dwelling Act was passed. This allowed the State to set aside land, and for the first time to build houses for lease to workers at modest rents. Thirty-four designs were selected from 150 submitted by local architects. Workers were reluctant to rent houses in some areas, however, because of cost and poor public transport. A second Act passed in 1910 increased the loan limits and encouraged tenants to buy houses over a period of 25 years. A maximum cost was set at £600 and the booklet of plans that was published showed houses in the transitional style. The Housing Act of 1919 increased the cost limits further, and the Department of Labour produced more designs in a loose English bungalow style, although applicants could present their own designs for consideration.

These early State houses were, however, still beyond the reach of many, and relatively few were built (about 650 between 1905 and 1919). One hundred and eighteen of these were erected in Auckland City, notably in the Lawry settlement at Ellerslie where many of them still remain intact as an important piece of Auckland's socio-political heritage.

These architect-designed houses strongly favoured the villa style, and style and may have influenced the popular taste for these houses.

15.1.5.1.5. The Californian bungalow



An example of a Californian bungalow.

By the end of World War I, the villa style had fallen from favour. Post-war society had become preoccupied with new ideas about domestic life, with increased interest in leisure, home comfort, cleanliness and efficiency. These ideas, shared in America and Britain, were equally popular in New Zealand and dramatically influenced the design of houses although in different ways. Most builders were influenced by plan books imported from America, while architects were more influenced by the British design journals.

The Californian bungalow had already influenced the transitional ~~villa and villa~~, and its architectural features were already familiar in Auckland houses. The long, low pitched roof with rafters exposed in the eaves, the design of doors, and use of materials such as wooden shingles became even more common in the new style, although truly transitional examples exist.

New features appeared, including barge boards at the roof edge in a scalloped curve. The double-hung window gave way to the casement (hinged) window, but with a fanlight window above, generally filled with leadlight glass in Art Nouveau patterns. (These were later replaced with more sober designs of uncoloured cast and bevelled glass in geometric patterns). Special feature windows appeared at corners and in main rooms, with sweeping curves and bell-shaped shingle walls beneath. Box windows and curved bow windows were widely used, sometimes in miniature, each with its own roof – usually flat.

The verandah of the villa was replaced in the bungalow by the porch. This was sometimes a ~~small covered~~ small, covered landing at the front door, but often was a wide spacious external room with its own roof spanning clear across and resting on massive posts of thick timber, or tapered masonry columns, or a combination of these. It was common in these early bungalows for families to

sleep in the porches during the summer but in many cases, ~~less hardy~~, later generations have enclosed them as sunrooms or additional bedrooms.

The roof was usually made up of one major gable with smaller gables over projecting rooms and porches. Sometimes a small false roof contained a window to allow light into the roof space. The elaborate moulded brackets of the villa were replaced by plain or scalloped propped beams in the gable. It was very common to build a louvered ventilator into the gable end wall. These were sometimes rectangular, but often narrower at the top or even round. Square openings were most often framed by tapered boards. The planning of the bungalow was much less formal than the villa. Typically, the entrance was now at the side, and the entrance hall led directly into a number of rooms which then gave access to the rest of the house. In the living room, the fireplace was often located in a shallow recess with built-in seating - an inglenook. The chimney finished above the roof with a wide flat cap.

15.1.5.1.6. English Cottage



An example of an English Cottage, with the characteristic asymmetrical steep-pitched roof, small-paned windows and dormer window indicating rooms within the roof form comprising much of the second storey.

After the end of World War I, society had become preoccupied with new ideas about domestic life, with increased interest in leisure, home comfort, cleanliness and efficiency. These ideas, shared in America and Britain, were equally popular in New Zealand and dramatically influenced the design of houses although in different ways.

Part of the inspiration behind these new ideas came from the Arts and Crafts movement of 19th century Britain. Following the work and teaching of such noted designers and architects as William Morris and C.F.A.C.F.A. Voysey, an increased appreciation of the value of hand-crafted construction, furniture and implements led to a revival of interest in traditional building forms, especially those of rural England. At the same time, new theories of town planning led to the development of the Garden Suburb movement, with an emphasis on picturesque

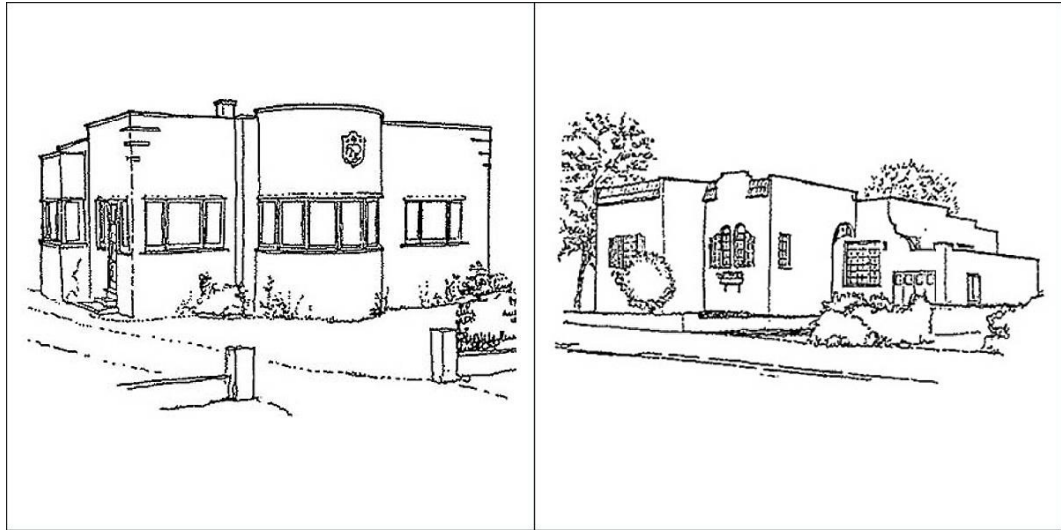
siting of buildings in tree-lined streets, close to public amenities. In New Zealand, these ideas took root, sometimes in diluted form, in what is now known as English Cottage style, or sometimes English Domestic Revival. These houses were characterised by steep pitched asymmetrical roofs over mostly two-storeyed plans. Many of the materials were those found on the bungalow, but there was greater use of picturesque features such as small-paned windows, arches and tall chimneys which became narrower as they rose up the outside of the house. Although the English Cottage style typically presented as larger two-storeyed houses in the new garden suburbs, there are also examples of the style applied on a smaller scale to the bungalow form.

In these houses, it is common to find dormer windows lighting attic bedrooms, while the stair may be lit by a small projecting oriel window, or by a tall narrow window, or a set of windows, with leaded glass. It is less common to find either verandahs or large porches in English Cottage style houses. In their planning, these houses closely resemble the bungalow in the relationship between rooms. However, the stair is a major feature which frequently occupies a considerable room at the entrance to the house. In some houses, the sleeping porch of the bungalow was incorporated on the first floor, but these have usually since been enclosed. Outside the house, fences were often of rough brick or plaster, and gardens frequently featured picturesque structures such as pergolas or frames for climbing plants.

15.1.5.1.7. Bungalow-cottage/English bungalow

Houses combining simplified elements of Californian bungalow and English Cottage styles were also developed. More conservative in character, these bungalow-cottages had simplified forms, often with hipped roofs, with rafters boxed in at the eaves. Bay windows were typically reduced or omitted altogether. This type persisted through to at least the 1950s.

15.1.5.1.8. Art Deco/Moderne and Spanish Mission



Left: An example of a Moderne house, showing plastered walls and flat parapets which step down towards the rear (concealing a sloping roof behind), bands of windows alluding to the International Style, and minimal ornament, but including a medallion with a ~~locally derived~~ locally derived motif.

Right: An example of a Spanish Mission house, with characteristic plastered walls, parapets topped with half-round earthenware tiles, and small windows, some with arched heads and shutters. A single garage is also incorporated.

Art Deco/Moderne

The Art Deco or Moderne style was a reaction to the traditional practice of adding ornament to buildings. It was a popular version of the International Style that evolved after World War I, based on a new philosophy of building and aesthetics. Moderne houses in New Zealand are identifiable by their apparently flat roofs (although some of these are low-pitched roofs, sloping to the rear of the house behind level or stepping parapets), textured masonry walls (often stucco on a timber frame), and windows arranged in horizontal bands flush with the wall surface. Walls frequently curved around corners, giving the house the appearance of being enclosed by a continuous horizontal strip of wall. These repeated curving changes of wall surface in some houses gave rise to the term Waterfall Style.

While the style rejected ornament, owners of Moderne houses could not resist a few embellishments. Typical decorative motifs included horizontal bands (often in threes), wave patterns, chevrons and even sailing ships, all formed in plaster on the surface of the stucco wall. Many of these designs and patterns came from the Art Deco style – another European decorative style which emphasised abstract designs representing speed, streamlining and energy. The sailing ship however seems to have been a symbol of British patriotism, recalling New Zealand's close ties with England. The Moderne style was especially popular for cinemas, and this influenced ordinary New Zealanders who perhaps associated it with sophistication and progress. In spite of all this, Moderne houses were simply bungalows in new clothes.

Spanish Mission

These houses are similar in interior planning and overall form to the Moderne style house. They are, however, relatively distinguishable by their exterior detail, inspired by a revival of early Spanish religious architecture in the American Southwest, and popularised through plan books as an alternative style to the Californian bungalow. The style was introduced to Australia in 1922, but in Auckland the most notable building in this style is Auckland Grammar School of 1913.

Typically, Spanish Mission style houses were built of stucco on a timber frame, with heavily textured finishes. Windows were rather small, often with arched heads, and often with decorative timber shutters. Groups of windows might have a twisted column separating each sash. The trademark of the style was the parapet wall topped by a row of half-round earthenware tiles, and perhaps also the ends of false timber beams stepping out of the wall at roof level.

15.1.5.1.9. 1930s - 1940s State housing



An example of a State-designed house. This particular design is influenced by the English Cottage style.

In 1935 the first Labour Government made a major commitment to providing good, cheap state rental housing on a mass basis. The houses constructed were well built ~~and~~ and, in many cases, provided accommodation well beyond the tenants' expectations.

Over the ensuing years, the driving ambition was to decently house all New Zealanders, either in rental homes or by the provision of low-interest loans ~~to~~ for customers to build their ~~one's~~ first home. Loan applicants were encouraged to use architect-drawn designs and specifications issued by the State Advances Corporation. These design books contained a large number of design variations and in the 1938 edition the emphasis was on a simplified form of English Cottage, with an exposed brick chimney and multi-paned casements. The Moderne style was also offered as an option.

In 1936, a new Department of Housing Construction was created to build well-designed houses of good materials to let to worker tenants at low rental rates. The designs were similar in appearance to those of the State Advances Corporation Design Books. The then Under-Secretary for housing, John A. Lee, concerned himself with every detail of the programme and declared that no two

adjacent dwellings should be the same. However, they were defined by their characteristic roof tiling, roof shapes and pitch, window design and detailing. The State houses of the late 1930s/early 1940s were a compact form of cottage of English and some American origins. They were extremely compact with the last remnants of verandahs stripped away. The roofs were typically tiled, mostly hipped or gabled, with minimal eaves and a typical pitch of 30 degrees. Windows were casement type with high sills, divided horizontally into three panes. The houses were usually brick veneer or weatherboard; although a range of cladding materials were also used. This type of housing became a solid base for mass government and private housing in New Zealand for the next two decades.

When the Department first started buying land on which to erect State houses, it took up single or small clusters of sites in developed suburbs. However, by 1940, the State had begun buying whole blocks of undeveloped land on which it designed and constructed comprehensive neighbourhoods. Town planning in New Zealand was still in its infancy and this conscious neighbourhood planning and physical design was managed by the first town planners in the Government Service. Front yards were generally quite deep, and unfenced so that each unit would be a co-ordinated part of a community whole.

15.1.5.1.10. Post-War Modern Movement house (1950s – 1960s)



An example of a Post-War Modern house.

Post-War Modern architecture had its roots in the Modern Movement, a school of architecture that emerged in the late 1920s, in parallel with Modern Art movements and the search for primary forms without cultural references. In New Zealand, it was to be a further decade before the ideas embodied in the Modern Movement began to influence domestic architecture. Even by the late 1930s and early 1940s, Modern architecture in New Zealand was only practised by a few architects, who had the opportunity to study overseas or by some who had fled the political climate of Europe, and who designed for relatively wealthy or culturally sophisticated clients. Those clients that did build as the Great Depression lifted tended not to be adventurous in matters of style, preferring a precautionary approach to investment in buildings. The intervention of World War

II and the associated restrictions on building resulted in limited building activity, and a focus on austerity rather than conspicuous consumption. While some other architects adopted aspects of modern design in a more outward form, the result was more an imposition of a modern external appearance to houses, often with traditional internal planning and limited relationship to the site. During the 1940s, the staff and students at the School of Architecture of the (then) Auckland University College explored the theory and practice of Modern architecture, and its application to the New Zealand context. This coincided with popular dissemination of the same ideas through publications and newsreels, as well as the direct contact with Europe available to military service personnel and ex-personnel.

By the late 1940s and early 1950s, Modern architecture was no longer seen as the preserve of the elite, and there were deliberate attempts to popularise it by the Labour Government. There was a move to more open planning of the interior of the house, a stronger relationship between the interior and exterior (sometimes almost seamless), and ~~more simple~~ simpler, shed-like forms, often using low pitched roof planes which usually did not connect in a ridge, and sometimes even a butterfly roof form with a central gutter. This new architecture was based on a functional approach that responded to the social changes that occurred in post-World War II New Zealand. Refusing to conform to established conventions regarding suburban form and character, some of these houses were built in established neighbourhoods with little or no regard to neighbourhood character. As such, Modern architecture should not be viewed as a style, but a new approach to design and building, reflecting a changing way of life, and life and rejecting the social conventions and imported styles belonging to another time and place.

A key characteristic of Modern architecture is the strong response to the orientation of the site, and an ~~often immediate~~ often-immediate connection between the inside and the outside. Domestic architecture in New Zealand prior to World War II followed changes in fashion, and generally ignored factors such as orientation to the sun, views and outdoor living areas, in favour of formal relationships with the street. Internal planning of the houses was generally dictated by perceptions of public, semi-public and private space, as demonstrated in the hierarchy of spaces in the villa. Conversely, well-designed modern houses used extensive (sometimes full height) glazing providing visual and physical access between internal and external living areas, captured wide or even glimpse views with strategic window placement, and placed outdoor living areas according to access to the sun or aspects of microclimate including prevailing wind, and provided screening or landscaping to assist privacy within rather than the view from the street. Frequently, the planning of the house is used to create outdoor living opportunities within the site, sometimes using additional screening or landscaping to ensure a private outdoor living area, not viewed by neighbours or passers-by.

15.1.5.1.11. Traditional fences and boundary treatments

Traditionally, fences varied according to location, available materials and current fashion. The picket fence, typically about 0.8 to 0.9 metres high, was the most commonly used type at the street frontage. Other types of ~~fence-fences~~ fences at the street frontage were a relatively low height above the footpath, even if there was some element of retaining. Up until about 1910, plain boards were widely used on side and rear boundaries (generally at a height of 1.5 to 1.8 metres) while at the street frontage the picket fence was most often used. With time, many picket fences disappeared inside hedges of various species. At the height of the villa style, factories produced many picket designs which could be coupled with a choice of gates and gate posts. Cast iron fence panels were sometimes also used.

With the Edwardian villa came the crinkle wire fence, worked into often complex patterns within a metal frame, as well as on gates. Following World War I, it became increasingly common to find post and three-wire fences, with a top rail of 100x100 wood set on the diagonal. In volcanic areas dry stone walls were common, as well as stones set in mortar. Fences for bungalows were of various materials including brickwork (sometimes plastered), natural stone, post and wire and 'Cyclone' crinkly wire. Concrete blocks imitating stone were also popular.

The front fencing associated with English Cottage style houses was more ~~varied, and varied~~ and was constructed in a range of materials such as brickwork (sometimes plastered), wooden pickets, field stone, and even concrete blocks imitating stone. Where houses were of brick construction, it was usual to find a matching street wall with plastered capping to posts and wall. With the Moderne and Spanish Mission came low brick plastered walls. Low clipped hedges were sometimes associated with Moderne houses.

The State housing of the late 1930s and 1940s minimised fencing. In such areas, the front boundary, and the forward part of the side boundaries were often defined simply by a simple row of basalt stones, sometimes squared, set in the ground. This would continue until it met an open wooden fence between the house and the side boundary, which on one side of the house would include a matching gate. The side and rear boundaries of the rear yard were generally secured with utilitarian fencing (such as post and wire fencing), and privacy could be provided by adding a hedge.

15.1.5.1.12. Traditional outbuildings/ancillary buildings

The smaller sheds and traditional outbuildings which have always been a feature of the urban house section were rarely, if ever, finished like the house. As utilitarian buildings it was customary to conceal such buildings at the rear of the house and sometimes to conceal them under or behind fruit trees.

Garages were a later development for most houses built before about 1920. The need for a garage was solved in many ways including locating it, ~~not uncommonly, location~~ at the street frontage, and this became a feature of some streets of the 1920s and 1930s. Some garages have a character of their own by virtue of age and their innovative design at the time of construction.

By the 1930s, some houses, generally in the English Cottage style or Art Deco/ Style Moderne, were incorporating a single attached garage at one side of the front face of the

house. Even in the 1930s, however, car ownership was far from universal, and very few families had more than one car. For this reason, double garages were never included, and the garage remained a relatively secondary element in the design of the house.

In Post-War Modern houses, garaging was achieved in a number of ways. Sometimes it was beneath a house, particularly if the house had split levels. Frequently open carports were used rather than enclosed garages.

15.1.6. Special Character Areas Overlay - Business – Character Statements and Maps

15.1.6.1. Special Character Areas Overlay – Business: Howick

15.1.6.1.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Howick and sites with character defining and character supporting buildings are shown on the map below.

Special Character Area Map



Description:

The extent of the overlay area reflects the commercial centre of Howick, located along Picton Street, and includes parts of Fencible Drive, Moore Street, Uxbridge Road, Selwyn Road, Parkhill Road, Wellington Street and Walter MacDonald Street.

Picton Street is the ~~mainstreet~~ main street of Howick town centre. It is bookended by two historic landmarks: Stockade Hill to the northwest and All Saints Church (the Selwyn Church) at the southeastern end of Picton Street, at the junction of Selwyn Road, Cook and Picton Streets. Both Stockade Hill and All Saints Church are visible in views along Picton Street from the centre of the commercial area. All Saints Church is one of the most iconic and ~~character defining~~ character defining buildings of the centre.

15.1.6.1.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

Howick and its surrounds were traditionally known as Ōwairoa, which means ‘of the long (flat) water.’ The historic Papāroa pā was located south of Howick Beach, and pā, kāinga, middens and agricultural areas that were cultivated with kumara and bracken fern, are scattered throughout the area.

Howick is associated with an early period of European settlement and development in Auckland. Howick was established as a Fencible settlement in 1847. It was the largest of four Fencible settlements to the south of Auckland, tasked with guarding the south-eastern approaches to Auckland. The other three were at Onehunga, Panmure and Ōtāhuhu.

The features of the initial military settlement included the redoubt of Stockade Hill overlooking the surrounding landscape and roads radiating from the township along the ridgelines. Howick is named after the Rt Hon. Henry George Grey, 3rd Earl Grey and Viscount Howick, who was secretary for the Colonies in the British Parliament. Howick’s links to Auckland’s colonial and Fencible past are evident in both the street pattern and the naming of streets after British military heroes or battles such as Wellington, Picton, Waterloo and Uxbridge.

Howick was established with key features of a British settlement, including a village green (now Howick Domain, off Howe Street) and an Anglican Church, All Saints Church, erected in 1847 (the first parish church to be built in the Auckland region and one of the oldest remaining parish churches in New Zealand). This was followed by construction of the original Our Lady Star of the Sea Roman Catholic Church, on the corner of Parkhill Road and Picton Street, in 1854. The two churches with graveyards, located on the main street, and in close proximity to one another are a rare surviving feature amongst all of the

south Auckland Fencible settlements.

Originally, the commercial centre of Howick was focused around Howe Street. However, following the opening of the wharf in the late 19th century, Howick evolved into a popular seaside village and the community wanted to be closer to the churches and be able to enjoy the sea views. Therefore, during the early 20th century the main street commercial activity shifted to Picton Street, on the dominant ridgeline, where it remains today.

Following the initial military period of its history, Howick remained a small rural, seaside village that serviced the surrounding eastern farming areas. There was limited access to Auckland. Picton Street developed in the interwar period, from 1920 – 1930. Many of Howick's character defining buildings derive from this period. The 1930s saw the construction of a concrete all-weather road connecting Howick to Panmure via Pakuranga.

Following the end of WWII, Howick experienced rapid growth in conjunction with investment in transport infrastructure that connected the area with other settlements, such as Penrose, Greenlane, Panmure and Otahuhu. Growth also occurred because of major post-war subdivisions that were undertaken to help remedy the housing shortage. The opening of the Panmure bridge in 1959 was a catalyst for further development. A number of commercial buildings on Howick's main street date from the late 1950s to 1970s.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it represents the structure of an early rural village within greater Auckland. The overlay area demonstrates in its structure and built fabric, the progressive development of the town centre from the establishment of Howick in the Victorian era through to commercial expansion and consolidation in the latter half of the 20th century through to present day.

15.1.6.1.3. Description of physical and visual qualities

Built Form

Period of development

The core commercial area, centred on Picton Street, includes a small number of 1920s and 1930s commercial buildings, which are identified as character defining ~~character defining~~ buildings. However, most of the buildings along Picton Street date from the mid-20th century: late 1950s, 1960s and 1970s, following the opening of Panmure Bridge in 1959.

Fencible Drive was formed after 1959 and buildings along that street date from the second half of the 20th and early 21st centuries. Fencible Drive, itself, does not contribute to the special character of Howick, however 34

Moore Street (former Howick Borough Council Buildings) and 16 Fencible Drive contribute to the sense of place of Howick village.

It is the early street layout of Picton Street and its cross streets, subdivision pattern, open spaces, views on entry into the village towards All Saints Church, views to and from Stockade Hill, and views from Picton Street over Howick Beach to the Tamaki Strait, Gulf Islands and Beachlands that lends Howick its character.

Both Stockade Hill and All Saints Church are visible in views along Picton Street. The centre section of the street in the vicinity of the Uxbridge Road - Picton Street intersection is reasonably flat with the sections of Picton Street beyond rising towards Stockade Hill and towards All Saints Church, adding to the bookend qualities of these features.

Scale of development

While there are only a small number of historic buildings, one of the defining characteristics of Howick town centre is the scale of development. Picton Street possesses an intimate scale of one and two-storey buildings including two solid masonry two storey buildings from the early 20th century, both of which are scheduled historic heritage places (Marine Hotel (former)/Prospect of Howick Hotel and McInness Building). Larger developments, both in height and scale are located behind the main street, fronting Fencible Drive.

This scale of development was further reinforced by height limits of 9m along much of Picton Street the western side of Wellington Street and the south-western side of Fencible Drive in the legacy Manukau District Plan. This has been carried through to the Auckland Unitary Plan via the height variation control.

A greater height of 12m was provided for in the legacy Manukau District Plan on the northeastern side of Fencible Drive. This has been increased to 13m on the northeastern side of Fencible Drive (to provide greater variety in roof forms) and in Picton Street on some of the scheduled historic heritage buildings (to recognise the greater height of the church spires).

Form and relationship to street

Howick town centre includes two distinct urban forms that relate to key stages of development. The first is the Picton Street traditional main street. Buildings have a strong relationship to the street, directly abutting the footpath with continuous verandahs over retail shopfronts, with large windows and direct openings to the street.

The roof forms of the churches, the hipped roof of the Prospect of Howick and the many differing roof forms of mid-20th century retail buildings contribute to the diversity of forms and interest along Picton Street.

Exceptions to this continuous built pattern occur at Market Square, which contains the Howick War Memorial Community Centre (information centre) and, with cafés and community facilities opening onto it, is a hub for the village.

Other locations with breaks to the built edge include the garden outside the former Prospect of Howick Hotel on the corner of Picton Street and Uxbridge Road. The Our Lady Star of the Sea graveyard, which, dating from the mid-19th century, predates many of the buildings on Picton Street, and affords views to the Tamaki Strait.

In contrast, the blocks behind Picton Street, fronting Wellington Street and Fencible Drive, which relate to later development from 1959 onwards, do not exhibit the same strong relationship to the street and do not contribute to the character of Howick village. On the southwestern side of Fencible Drive, buildings are typically two storeys and built to the street edge, while the north-eastern side buildings are of a larger scale and mass and are set back from the street edge with car parking in front. The large gap in the street frontage on the southwestern side of Fencible Drive, and change of level within the adjacent car park, allows panoramic views from the street towards the Howick Domain.

Major features and buildings

~~Character defining~~ Character defining buildings which make an important contribution to the area are shown on the special character area map. These include:

- 78 Picton Street – ~~Good Home~~ (Marine Hotel (former)/Prospect of Howick Hotel (Auckland Unitary Plan Schedule 14.1 Schedule of Historic Heritage (Schedule 14.1), ID 01382))
- 127 Picton Street – McInness Building (~~Maes Corner~~ Schedule 14.1, ID 01374)
- 9 Selwyn Road - All Saints Church (~~Selwyn Church~~) and graveyard (Schedule 14.1, ID 01356).

Character-supporting buildings which contribute to the character and identity of Howick village are shown on the special character map and include:

- 28 Picton Street – Our Lady Star of the Sea ~~Roman Catholic~~ Church and graveyard (Schedule 14.1, ID 01372)
- 65 Picton Street – Bells Butchery and Rices Bakery
- 115 Picton Street – Howick War Memorial Community Centre (information centre)
- 35 Uxbridge Road - Uxbridge Arts & Culture Centre

Uxbridge, at the northern edge of the overlay area, is a community hub that includes the old wooden Uxbridge Presbyterian church dating from 1907 as well as the neighbouring Garden of Memories. Market square is also of significance as a gathering space and hub of the village.

Other contributing features include the bluestone kerbs, lampposts, street furniture, bus shelter adjacent to the Howick War Memorial Community Centre (Information Centre), the band rotunda, street trees, and the remnants of the old concrete road which add to the distinctive local amenity of Picton Street.

At the edge of the special character overlay area, the WWI and WWII memorial obelisk on the scheduled historic heritage Stockade Hill and the spire and Cypress trees at All Saints Church (Selwyn Church), also a scheduled historic heritage place, act as vertical markers for the entrances to the village centre.

Density/Pattern of development

Building frontages are based around an early subdivision pattern with lot widths between 12-30m. Buildings built to the street edge create a high density (although relatively low-rise) pattern of development that is maintained throughout Picton Street.

The lots fronting Fencible Drive are larger and less uniform and dominated by surface carparking. The buildings have large footprints and are up to 3 storeys, on the northeastern side of the street, with lower heights and a finer grain on the southwestern side of the street.

Types

The overlay area includes a range of building types and styles that reflect its development over a long period of time. The varied range of building types contributes to the vibrancy of the streetscape. Rather than a uniform architectural style, Howick village is defined by its street and subdivision pattern, relationship to heritage buildings and places and sea vistas between buildings.

Visual coherence

Despite stylistic variations, the general consistency along Picton Street of one to two storey relatively continuous buildings built to the street edge with overhanging verandahs, lampposts and exotic street trees provides visual coherence to Picton Street as a main street.

There is less visual coherence to Fencible Drive.

15.1.6.1.4 Architectural values

Materials and construction – built fabric

Visual coherence is further strengthened by a limited palette of materials and colours reminiscent of a British village including rendered brick, exposed red brick and white painted weatherboard, with red tile or slate/wooden shingle roofs. The Prospect of Howick and Howick Library with their exposed red bricks and yellow facings dominate the northeastern side of the village. Those colours and materials are repeated in other commercial buildings along Picton Street, including Howick War Memorial Community Centre. Windows are generally set within a solid façade. Some shopfronts exhibit the traditional tiled shopfront detailing.

15.1.6.1.5 Urban Structure

Subdivision

The subdivision pattern of the overlay area reflects the periods of development, as large farm blocks were subdivided for commercial and residential purposes in the mid-20th century. The lot sizes on Picton Street are

generally narrower than the surrounding residential lots. The relatively narrow lot widths create a fine-grained character to the centre.

In contrast, the lot sizes on Fencible Drive are predominantly large parcels both in street frontage and depth.

Road pattern

The street pattern in Howick town centre is relatively organic, reflecting the landform. Picton Street follows the dominant ridge, while side streets radiate on spur ridges wending towards Howick Beach/ Mellons Bay to the north or Howick domain to the south. This street pattern affords vistas from the town centre to the surrounding landscape, including the Tamaki Strait, which reinforces Howick's sense of place as a seaside village.

Streetscape

The special character of Howick village has evolved from its roots as a traditional British seaside village. It is the interrelationship of seascape, landscape and built form that lends Howick its charm and special character. The form of commercial development within the overlay area is that of a traditional suburban town centre, serving the surrounding residential area. The continuous retail frontage punctuated by open spaces with views to the Tamaki Strait, Gulf Islands and Beachlands reinforces the connection to the sea, and the topography which rises from the centre of the street emphasises the views of both Stockade Hill and All Saints Church along the street. The retail contributes to the streetscape quality by providing active building frontages with a mix of uses.

Parallel parking on both sides of the street and several pedestrian crossing points moderate traffic and lend Picton Street, and the neighbouring cross streets, a pedestrian-orientated character. At some of the intersections the footpath has been widened to provide amenity areas which contain seating and planting, Uxbridge Road is notable with the garden of Prospect of Howick on one side and the rotunda on the other.

Vegetation and landscape characteristics

Howick has a number of mature ~~exotic~~ exotic, and some ~~select~~ native trees, many of them scheduled notable trees in the Auckland Unitary Plan, which lend character to Howick, reinforcing the sense of a British village, and providing seasonable colour and enclosure to Picton Street. These include the oaks and Norfolk Island pines on Stockade Hill, Cypress trees in the ground of All Saint's Church, English oaks in the ground of Our Lady Star of the Sea Roman Catholic Church and pohutukawa trees and oaks on Cook Street.

The natural topography of the area, with the mainstreet running along a ridge, which rises at both ends towards Stockade Hill and All Saints Church, and providing views through gaps towards the Tamaki Strait, Gulf Islands and Beachlands makes a significant contribution to the overall character of the area.

15.1.6.2. Special Character Areas Overlay – Business: Balmoral Shopping Centre

15.1.6.2.1. Extent of area

Special Character Area Map:

The location and extent of the Special Character Areas Overlay – Business: Balmoral Shopping Centre and sites with character defining and character supporting buildings are shown on the map below.



Description:

The overlay area is located on Dominion Road, extending from the intersection with Balmoral Road southwards to just beyond Rocklands Road. The extent includes the first blocks of the business area along with two pocket parks either side of Dominion Road at the Balmoral Road intersection. It incorporates a largely continuous and intact group of commercial buildings, representing the area's first period of development in the early decades of the 20th century.

The Balmoral Shopping Centre sits towards a low point of the Dominion Road corridor within a larger area of reasonably level or gently undulating land that rises gradually to the east towards Mount Eden/Maungawhau and Three Kings/Te Tātua-o-Riukiuta to the south.

Dominion Road transverses some of the major lava flows from two of Auckland's major volcanoes – Mount Eden/Maungawhau and Three Kings/Te Tātua-o-Riukiuta. The undulation of the road along its length clearly indicates the location of these flows, which can also be clearly seen where the road has been cut through, revealing the basalt face in places. The use of stone walls and bluestone kerbs throughout the Mount Eden area and along Dominion Road provides further evidence of how the geological features have influenced built and urban character. A number of the boundaries of the earliest Crown Grant allotments were defined by bluestone rubble walls, some of which are still evident, such as that on the northern edge of Potter's Park.

The overlay area is located close to the Special Character Areas Overlay – Residential: Balmoral Tram Suburb, West.

15.1.6.2.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is significant as an example of a traditional commercial area formed as the town centre of an early 20th century residential tram suburb. It retains a group of buildings that collectively demonstrates a significant period of development from the early 1900s, as land around it was subdivided for housing. Extension of the electric tram service facilitated the surrounding the suburban expansion.

Such suburbs developed across the Auckland isthmus from the early 1900s through to the 1950s, following progressive expansions of the tram network.

An electric tram service was constructed along Dominion Road as far as Herbert Road just to the north of the Balmoral and Dominion Road intersection by 1908 and was extended to the Balmoral shops by 1917. This, combined with Balmoral's strategic location at the intersection of two major roads, served as a catalyst for the area's rapid commercial and residential development during the 1920s. The role of Dominion Road as the main street and main public transport route has always been an important part of its function. Its significance as such was recognised in its renaming from Mount Roskill Road in 1907, as the former colony of New Zealand celebrated its new status as a self-governing Dominion within the British Empire.

The Balmoral Shopping Centre was formed in the early part of the 20th century through the subdivision of larger farm allotments into smaller sites and the formation of side streets off Dominion Road. The first subdivision occurred in 1908, enabling establishment of the first shop around 1910, run by Alexander Spiers Thorburn. This was followed by construction of a small shopping block by 1912 which contained a baker, grocer, chemist and drapers. Neither of these buildings remains extant today, so the oldest building remaining from this early period of development dates from 1917 (594-596 Dominion Road). The next major period of development was in the 1920s as the residential population in surrounding streets steadily increased. This period saw the construction of many of the centre's two-storeyed commercial buildings with residential accommodation above, including a range of retail stores, post office and the Capitol Theatre (1923), providing most of the everyday services, supplies and entertainment needed by the surrounding suburb.

While tram services ceased in the late 1950s, the primacy of Dominion Road as the main street and major public transport route remains evident, maintained by the development pattern of retail focus on the main street and service lanes at the rear. The area also reflects district and regional planning objectives of the 1960s and 1970s when Dominion and Balmoral Roads were identified as major arterial routes. This created the need for road widening, evidenced in the building line setback of more recent buildings and in the pocket parks on the intersection of Balmoral and Dominion Roads, where corner buildings originally stood.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is significant for its physical and visual qualities because its remaining built fabric exemplifies a town centre that developed to service an expanding residential tram suburb. It retains a significant grouping of early 20th century buildings, which demonstrate the centre's consolidation and development from the 19th century through to the 1920s and 1930s. This includes a range of building types including shops with dwellings above and the Capitol Theatre designed in the architectural styles of the period.

15.1.6.2.3. Description of physical and visual qualities

Built form

Period of development

Much of the special character of Balmoral Shopping Centre was established by the succession of buildings constructed during the 1920s, although the earliest remaining building dates from 1917 (594-596 Dominion Road). The period of development in the Balmoral Shopping Centre is slightly later than the Eden Valley area (further north on Dominion Road), and is a direct reflection of the extension of the tram lines. The centre is significant for its physical and visual qualities which exemplify the typical architectural features of this period of development. The fabric includes buildings, street layouts, and urban form.

The business area is surrounded by single house lots also from the 1920s period which largely retain their single-level residences.

Scale of development

The special character buildings are mostly two-storeyed and generally have parapet walls facing the street which increase their apparent scale. An exception is the building at 565-571 Dominion Road, which features a gabled terracotta tile-clad roof. The three-storey Capitol Theatre at 610-612 Dominion Road is visually prominent on the eastern side of the street.

The centre's built form runs along both sides of the street to form a continuous retail strip. More substantial corner buildings with angled entrances create physical 'book ends' to each block at street intersections.

Form and relationship to the street

In a traditional pattern, the fine grain mix of buildings form a continuous frontage directly abutting the street with verandahs over and direct openings to the street. As is typical with many traditional main street configurations, the continuous frontage is facilitated by a rear service lane accessed off Dominion Road that provides for parking and service areas. Variations to this pattern occur in more recent buildings which are set back from the street edge with parking in front, reflecting the planning requirements of their era.

The continuous line of façades on each side of Dominion Road within the special character area establishes a strongly unified street presentation and visual character. This built form creates a strong enclosure to the street, shaping a character that is quite distinct from the transport corridors to the north and south. While the vehicle-dominated nature of Dominion Road itself creates a barrier between the two sides of the retail centre, the strong street enclosure, provision of on-street parking and projecting verandahs softens this divide.

Major features and buildings

Character-defining buildings which make an important contribution to the area are shown on the Special Character Area Map above. Some of these include:

The corner buildings located at street intersections:

- 594-600 Dominion Road;
- 602-616 Dominion Road – Capitol Theatre (~~category B historic heritage place~~ Schedule 14.1, ID 01644);
- 618-628 Dominion Road – Ngaire Chambers;
- 638 and 640-644 Dominion Road – Rocklands Buildings;
- 555-563 Dominion Road – E.F. Nelson's Building; and
- 573-575 Dominion Road – the Progress Stores.

Other features that contribute to the special character area are bluestone kerbing to footpaths, and the two pocket parks on the Balmoral and Dominion Roads intersection.

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a high density (although relatively low-rise) pattern of development that is maintained through the length of the special character area. On the southern end of the central core of buildings, the density decreases with more modern buildings set back from the street edge.

Types

The overlay area is defined by the survival of a relatively uniform and unified collection of commercial buildings, primarily shops, some constructed with residential accommodation at the upper level. The area also includes the Capitol Theatre.

Visual coherence

The overlay area retains an intact and consistent group of main street commercial buildings on Dominion Road. It presents a strongly continuous visual character with regard to building type, scale and style, constructed in the early 20th century.

15.1.6.2.4. Architectural values

Styles

The buildings within the overlay area present a clear picture of Auckland's main street commercial architecture of the 1920s ~~period, and period~~ and are good examples of the type of buildings being built throughout New Zealand around this time. The buildings are mostly two-storeys, designed in the Stripped Classical style. This developed as a transition between the ornate detailing of 19th century buildings and mid-century modernism. The classically derived architectural conventions of the time were followed, with architectural articulation and decorative detail subdued.

The façades of these early commercial buildings are generally modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and decorative parapets concealing roof forms. Plaster decoration and detailing is evident on the more substantial buildings, while on less ornate buildings the architectural detailing is plainer, in rendered and/or painted brick. The buildings have projecting verandahs to provide cover for pedestrian use below.

The Capitol Theatre is also designed in the Stripped Classical ~~style, and style~~ and is one of the most substantial and well-designed of the numerous suburban theatres which were traditionally featured in shopping centres throughout Auckland.

Some buildings retain early or original shop front detailing, providing evidence of retail design of the period, and enhancing the perception of special character values. Similarly, limited examples of early or original interior detail also remain, which are apparent from the footpath due to the highly glazed shop fronts. However, most shop fronts and interiors have been modified over time.

Materials and construction – built fabric

Construction is generally in plastered brick. Plasterwork (or in some cases, exposed brick) is largely painted over, but some retain their original unpainted render finish, notably the Capitol Theatre and Rocklands Buildings.

Upper-storey windows were originally generally timber-framed sashes, but there is evidence of an increasing use of steel-framed joinery from the 1920s. The Capitol Theatre retains some original steel casement window joinery.

15.1.6.2.5. Urban structure

Subdivision

The subdivision pattern of the overlay area reflects the period of development of the area, as large farm blocks were subdivided for commercial and residential purposes in the early 20th century. The lot sizes within the special character area are generally narrower than the surrounding residential lots. The relatively narrow lot widths, serviced by rear laneways, create a fine-grained urban character to the centre.

Road pattern

The Balmoral Shopping Centre is located on Dominion Road, which is a main transportation corridor and therefore quite wide. The street layout of the Balmoral Shopping Centre and its context feature short block lengths with minor residential streets arranged perpendicular to Dominion Road. These minor streets tend to be offset, so that there are no four-way intersections within the centre. The roads are approximately 20 metres wide.

Streetscape

The form of commercial development within the special character area is that of a traditional suburban retail strip located on a regional arterial route, between residential areas and low-intensity service uses. The continuous retail frontages contribute to the streetscape quality, providing active building frontages with a mix of uses. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath.

Vegetation and landscape characteristics

There is very little vegetation along the length of the overlay area. The strong built character of the main street contrasts with the adjoining residential streets where vegetation has a greater presence. The two pocket parks at the northern end of the special character area contrast with its traditional built pattern, although their maturing planting creates an attractive appearance on the edge of this major arterial intersection.

15.1.6.3. Special Character Areas Overlay – Business: Devonport

15.1.6.3.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Devonport and sites with character defining and character supporting buildings are shown on the map below.

Special Character Area Map:



[insert new map]



Description:

The overlay area includes the commercial centre of Devonport, focused around Victoria Road (north-south) and Clarence Street (west-east). The area extends from the sharp curve in Victoria Road where it meets Kerr Street in the north, to Queen's Parade on the waterfront in the south. On Victoria Road itself the area incorporates a largely continuous and intact group of commercial buildings which represent the centre's earliest periods of development in the late 19th and early 20th centuries, and side streets retain remnants of the area's early industries and businesses.

Long known as a marine suburb, Devonport and the overlay area is defined by coastal edges to the south and volcanic cones in the north. The underlying topography of the area was influential in the emergence of Victoria Road as the suburb's dominant main street, extending from the relatively level area near the waterfront and the wharf, sloping upwards along its north-south alignment towards Mount Victoria/Takarunga. To the south, the trees of Windsor Reserve form a vegetated backdrop to the urban form, and from lower Victoria Road the Waitematā Harbour is visible. These visual aspects set the context of the area and are key parts of its character.

15.1.6.3.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as the commercial and community centre of the earliest substantial area of European settlement and development that occurred on the North Shore in the late 19th and early 20th centuries in association with the introduction of passenger ferry services. Devonport is one of the three marine suburbs established close to Auckland City, the others being Northcote Point and Birkenhead. The pattern of development throughout the 19th and early 20th centuries is demonstrated in the significant collection of buildings in Devonport that date from this period, serving the surrounding residential area. This includes a concentration of commercial buildings as well as the Esplanade Hotel, banks, theatre and public buildings such as the former Devonport Post Office and Council Building, dating from between the 1880s and 1930s.

European settlement of Devonport began in 1840 with a powder magazine being built on the sandspit that is now Windsor Reserve. In the 1840s the area was administered by the Crown and occupied by naval personnel managing stores and ammunition. Known as Flagstaff, it was important to the Waitematā Harbour for the signal station that was set up in 1841 on Mount Victoria/Takarunga. The area was surveyed and subdivided for farms and town sections in the early 1850s.

These land uses catalysed the development of a fledgling community, with the arrival of the first boat builders, teachers, shopkeepers and the establishment of churches. As the earliest mode of transport to Devonport for both people and goods was by sea, it followed naturally that the first areas of commerce were adjacent to the water. The initial growth of Devonport saw intense rivalry between two 'ends,' one at Victoria Road and the other further east along the waterfront at Church Street. Competition to develop Victoria Road as the centre of the

settlement stimulated the construction of the Flagstaff Hotel in 1864 at the southern end of Victoria Road and the instigation of ferry services from Victoria Wharf. Trade soon followed, and Victoria Road emerged as the suburb's premier commercial centre.

Devonport continued to grow in the 1880s due to the establishment of military and naval bases in the area. Transportation was improved with the formation of the Devonport Steam Ferry Company in 1885 that provided efficient and reliable ferry services to Auckland's CBD. Daily commuting led to the construction of large residences for city professionals and a full range of services to cater for the growing population, which quickly established the town centre on Victoria Road.

While steam trams had limited success in Devonport, a horse-drawn coach service was a thriving business in the 1880s. Efforts to keep the roads passable were accompanied by the draining of Ngataranga Bay and construction of Lake Road in the late 1870s, which also provided a more direct route north. This reinforced Victoria Road's pre-eminence as the town centre and stimulated further subdivision. Horse services were progressively replaced in the 1920s and 1930s by bus services to surrounding suburbs and further afield, along with growing use of private automobiles.

From 1880 to 1920 Devonport was the main commercial centre of the North Shore. As the main point of communication with Auckland, it was a centre for goods and services to outlying areas such as Takapuna and Milford, and country settlements further north. The area included hotels, boat-building yards and various ~~large-scale~~ large-scale manufacturers. The suburb's entertainment options were enhanced with the opening of the purpose-built Victoria Theatre in 1912. Because of the ferry services, it was also a popular destination for weekend outings.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it demonstrates in its built form the commercial area associated with one of Auckland's earliest marine suburbs. It contains a significant grouping of late 19th and early 20th century buildings, constructed as the town centre progressively developed and consolidated from the 1880s through to the 1930s. This includes a range of building types including commercial buildings as well as the hotels, banks, and public buildings in a range of architectural styles consistent with the evolving architectural tastes of the period.

15.1.6.3.3. Description of physical and visual qualities

Built form

Period of development

The Devonport town centre's principal period of development is from 1880s through to the 1930s. Significant fabric includes buildings, street layouts, and urban form. ~~The side streets contain more recent commercial and light industrial development that supports the legibility and character of the town centre.~~

Scale of development

The special character area is particularly noteworthy in the Auckland region for its highly intact main street of two-storey buildings and the three-storey Esplanade Hotel (1 Victoria Road) that anchors the corner of Victoria Road and Queens Parade. Buildings along Victoria Road generally have parapet walls facing the street which increase their apparent scale. Street corners are often defined by more substantial corner buildings, some featuring angled entrances, which create physical 'book ends' to each block and visually maintain the centre's commercial scale.

Buildings along connecting side streets (also within the special character area) including Clarence, Wynyard, and Fleet Streets are more diverse in age and character but generally continue the predominant two-storey form, with some interspersed single or three-storeyed buildings. ~~These side streets generally present a more diminutive scale due to buildings being set back from the street edge and being designed without parapets.~~

Form and relationship to the street

~~The Devonport town centre includes two distinct urban forms that both contribute to the diversity of the special character area and provide tangible evidence of its key stages of development. The first is the Victoria Road main street has a distinct urban form. Here, the The fine grain mix of buildings from the late 19th and early 20th centuries form a continuous frontage directly abutting Victoria Road with verandahs over and direct openings to the street. As is typical with many traditional main street configurations, continuous frontages are facilitated by rear service lanes accessed off side streets that provides for parking and service areas. The continuous line of façades establishes a strongly unified street presentation and visual character. While each block provides strong enclosure to the street, the generous width of the road combined with the fact that buildings are only on one side (in the southern end) mean that the streetscape remains relatively open.~~

~~The second urban form is on Wynyard and Clarence Streets, where buildings were generally constructed later. It includes a mix of post-World War II light industrial buildings, and more recent constructions, which tend to be set back from the street edge with car parking in front. Examples of early dwellings are also evident. Commercial and light industrial buildings usually occupy the full width of the site. The generally continuous built forms, combined with the relative narrowness and lower traffic volume of these streets mean that they have some enclosure and pedestrian-centred character.~~

Major features and buildings

Character defining and supporting buildings which make an important contribution to the area are shown on the special character areas map above. Many of these buildings are also scheduled as historic heritage places in their own right. Some examples are:

- 1 Victoria Road – The Esplanade Hotel (category A* historic heritage place Schedule 14.1, ID 01120);
- 5-15 Victoria Road – May's building (category A* historic heritage place) Mays' Buildings (Schedule 14.1, ID 01122);

- 12 Clarence Street (49 Victoria Road) – Johnston & Noble Building building (category B historic heritage place)(Schedule 14.1, ID 01130);
- 61-67 Victoria Road – Devonian Building (category A* historic heritage place Schedule 14.1, ID 01134);
- 73-79 Victoria Road – ~~Alisons~~ Alisons' Buildings (category A* historic heritage place Schedule 14.1, ID 01136);
- 95-103 Victoria Road – Princess Buildings (category B historic heritage place Schedule 14.1, ID 01140);
- 10 Victoria Road – Devonport Post Office (former)/Council Building (former) (category A* historic heritage place Schedule 14.1, ID 01121);
- 14 Victoria Road – Bank of New Zealand (former) (category A* historic heritage place Schedule 14.1, ID 01140);
- 16-18 Victoria Road – ~~two-storey retail/residential block~~ Commercial building (category B historic heritage place Schedule 14.1, ID 01125);
- 48-56 Victoria Road – Victoria Theatre (category A* historic heritage place Schedule 14.1, ID 01132); and
- 5 Clarence Street – Telephone Exchange (former) (category B historic heritage place Schedule 14.1, ID 01189).

Other contributing features in the special character area include the footpaths with bluestone kerbing.

Density/Pattern of development

The Devonport town centre has a relatively consistent pattern of development, ~~with some variation between the main street (Victoria Road) and Wynyard and Clarence Streets.~~ Building widths along Victoria Road reflect the relatively narrow lot widths created by 1860s subdivision patterns. Many buildings extend across several sections, but their division into structural bays creates a fine-grained urban pattern. Buildings are constructed to the street edge, creating a high-density pattern of development that is maintained through the length of the main street.

~~While lot sizes were generally similar on side streets, some sites have been amalgamated and buildings are less modulated, meaning that the pattern of development is less fine-grained. There is also more variance on side streets in terms of street setbacks and gaps between buildings.~~

The higher density pattern of commercial development ends very clearly at the area's edges. There are two large residential apartment complexes at the north and south ends (~~105 Victoria Road and 2 Queens Parade~~) that complement the form and density of the ~~commercial hub~~, but immediately beyond these blocks the area is surrounded by predominantly standalone, single-storey dwellings with street setbacks and gardens. These sharp terminations provide a strong legibility to the town centre.

Types

The overlay area is strongly defined by the survival of an especially intact main street that predominantly consists of commercial buildings from the late 19th and early 20th centuries. As such, building types along Victoria Road are reasonably consistent and typify the architecture of Auckland's early prosperous suburban town centres. ~~The area's side streets are more varied, and include light industrial buildings and recently constructed apartments.~~

Visual coherence

The overlay area is particularly noteworthy in the Auckland region for its visual coherence along Victoria Road. This is due in part to a major fire that devastated commercial development on the lower western part of Victoria Road in the late 19th century. A major rebuild of the town centre occurred in a relatively short space of ~~time, and time and~~ reflected late Victorian and Edwardian design preferences expressed in plastered masonry rather than timber. This has resulted in a high degree of consistency. The eastern side of Victoria Road is a little more varied and reflects the 1920s and 1930s commercial expansion.

~~There is less visual coherence away from the main street, but the variety of building types, styles and ages in these side streets still supports and contributes to the legibility and character of the town centre.~~

15.1.6.3.4. Architectural values

Styles

Buildings in the overlay area present exemplars of Victorian, Edwardian and early 20th century architectural styles typically found in traditional town centres. The Free Classical style is dominant in late 19th and turn of the century buildings. These have highly modulated and decorated façades which variously feature ashlar linework, quoins, moulded pilasters and window architraves, articulated parapets with elaborately detailed pediments and balustrading, rolled or dentiled cornices, moulded string courses and other decorative detailing such as keystones, scrollwork and corbels. The ~~May's Building~~ Mays' Buildings is a good example, as is the Esplanade Hotel, which combines aspects of the Edwardian Baroque style and has particularly notable corner cupolas and Dutch gables.

Buildings from the inter-war era are generally designed in the Stripped Classical style. These façades are generally modulated vertically and horizontally with simplified classical detailing such as pilasters, string courses, cornice lines and parapets concealing roof forms. Detailing is more restrained. An unusual example is the Devonia Building which has some Vienna Secession style influence. There are also buildings designed in the Art Deco style, the former Devonport Post Office at 3 and 10 Victoria Road being good examples. The mixed-use retail and residential building at 18 Victoria Road ~~demonstrates~~ demonstrate the English Domestic style with Arts & Crafts influence.

Most buildings on the main street have projecting verandahs, although some are designed without. Many buildings retain a relatively large amount of early or original shop front detailing, including recessed entries, timber shop front joinery, panelled stall boards and leaded top lights. These features greatly enrich the pedestrian environment and provide evidence of retail design of the period. Similarly, some examples of early or original interior detail also remain, which are apparent from the footpath due to the highly glazed shop fronts.

~~The architecture of the town centre's side streets is more varied due to a wider range of construction periods and building uses and types. Buildings from the 1950s to 1970s were designed with a relatively simple exterior aesthetic, consistent with architectural design concepts of the period.~~

Materials and construction – built fabric

The special character buildings are typically constructed in brickwork, which is either finished in plaster or left exposed. Plasterwork is generally now painted, although there are some remnants of unpainted plaster and exposed brick on side and rear elevations. Inter-war buildings are often a combination of brick and concrete construction, plastered and painted. Buildings constructed from the 1950s onward are generally of a similar scale to earlier buildings but utilise a more diverse range of materials and construction methods, with reinforced concrete being the main structural material.

Upper-storey windows are generally original or early timber-framed sashes, sometimes with leaded top lights. Some inter-war buildings feature steel-framed windows in keeping with the building's particular style; the Art Deco former Devonport Post Office and the Devonia Building are good examples. Ground floor form and fabric is especially intact in the centre as noted above, although there have been various modifications throughout. Verandahs are generally supported on steel ties to the façade structure, although some are supported on posts. Signage is typically located on verandah fascias, and some buildings feature building names and/or dates in plastered relief on parapets or pediments.

15.1.6.3.5. Urban structure

Subdivision

The lowest section of Victoria Road was subdivided in 1863, its relatively narrow lot widths creating a fine-grained urban character to the main street. Side streets were also largely subdivided in the late 19th century, originally for housing, and therefore reflect the surrounding residential subdivision pattern and lot sizes.

~~While 19th century cottages were later replaced by light industrial, manufacturing and commercial buildings, the pattern of the original subdivision largely remains.~~

Road pattern

The street structure of the overlay area is based on an informal grid associated with incremental processes of subdivision back from the waterfront roads of Queens and King Edward parades. Victoria Road was laid out to follow natural contours such that extensive earthworks were minimised; this created a sharp bend at the south-western base of Mount Victoria/Takarunga which in turn established a clear boundary to the town centre.

Victoria Road is relatively wide with dual carriageway and car parking on either side. Footpaths have been widened in sections with extended corners with pedestrian crossings established to enhance pedestrian amenity.

Streetscape

~~The streetscape of the overlay area exhibits two distinct streetscape environments: the main street of Victoria Road and the side streets running perpendicular and parallel to that road.~~
The continuous retail frontages on Victoria Road contribute to the streetscape quality

providing active building frontages with a mix of uses. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath. At the southern end of Victoria ~~Road~~ Road, the street enclosure is one-sided; Windsor Reserve forms a large green space to the east with mature trees. The juxtaposition of contiguous built form and landscaped open space is a strong contributor to the streetscape character of the area.

~~Side streets have a more variegated streetscape character with varying building types and setbacks, a prevalence of car parking and an assortment of street trees. These rear areas provide a buffer to the surrounding housing and give the town centre legibility by illustrating evolving land uses and resultant streetscapes over time.~~

Vegetation and landscape characteristics

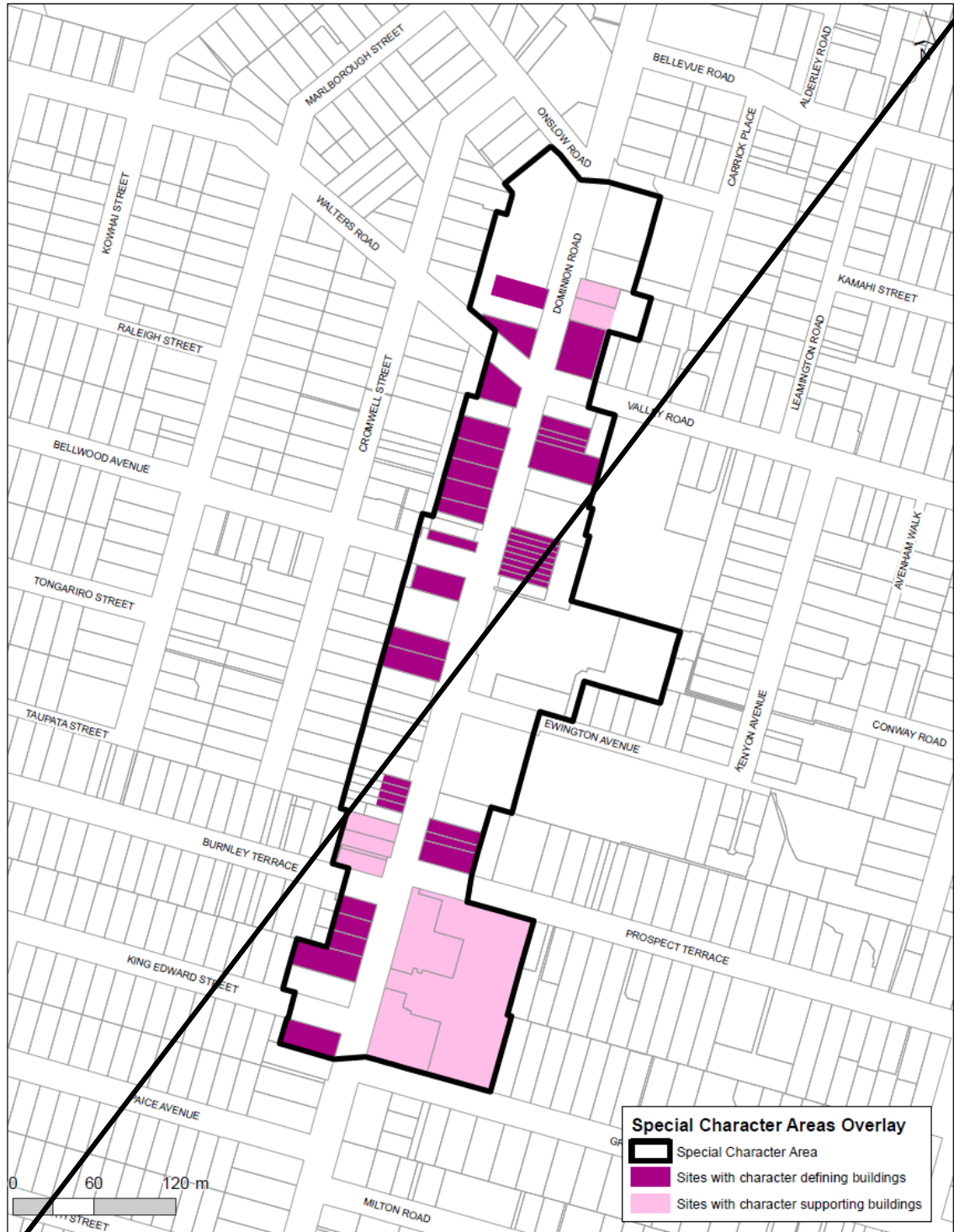
The overlay area is strongly defined by its connections to the adjacent beach and Windsor Reserve. Public recreation reserves in the Devonport area were formed from military land that had become superfluous; Windsor Reserve, a naval ammunition store, was one such area and was given to the Borough in 1911. The town centre's trees are also significant, with tree planting being seen as an important civic responsibility in Devonport's early settlement and consolidation. Most notable is the Moreton Bay fig near the Devonport Library, planted in 1883, and other Windsor Reserve trees that date from 1896. Other landscaped corners and street trees add another layer to the centre's diverse physical and visual character and amenity.

15.1.6.4. Special Character Areas Overlay – Business: Eden Valley

15.1.6.4.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Eden Valley and sites with character defining and character supporting buildings are shown on the map below.

Special Character Area Map:



[insert new map]



Description:

The overlay area is located on Dominion Road, between Onslow Road and Grange Road. The extent of the area is shown on the special character map above. The area contains significant groupings of early 20th century commercial buildings.

Dominion Road has a general north-south alignment. The underlying landform is relatively level within the overlay area, rising gently to the northern end. To the east of Dominion Road, the landform rises towards Mount Eden/Maungawhau, with views to the maunga along Valley Road.

The overlay area is closely associated with the surrounding Special Character Areas Overlay – Residential: Isthmus A.

15.1.6.4.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as an example of a suburban commercial area that developed in the early decades of the 20th century in conjunction with expansion of the surrounding residential area and development of the tram line along Dominion Road.

The Eden Valley business area was established around the early 1900s at the intersection of Dominion Road with Walters Road and Valley Road. Early commercial development is associated with the adjacent late 19th and early 20th century subdivisions and the tram suburb development pattern that occurred close to Dominion Road.

Dominion Road is one of the earliest roads to have been formed as the main arterial route extending across the isthmus. It was the main thoroughfare for all transport in the area. The provision of public transport and in particular the electric tram service which commenced in the early 1900s and extended to the Mount Albert intersection by 1930 has had a direct effect on commercial and residential development along Dominion Road. Dominion Road is still a main thoroughfare and important public transport route today.

Two-storeyed Edwardian style buildings were built on three corners of the intersection of Dominion Road and Valley Road around the time that the tram line was extended down Dominion Road to Herbert Road (north of Balmoral Road) in 1908. These included the 1907 Auckland Meat Company Building on the north corner of Walters Road, the 1909 Worota Building on the south corner of Walters Road and the similar 1912 Bridgman Building on the north corner of Valley Road. Numerous blocks of one and two-storeyed masonry shops were built in Eden Valley in the 1920s, as the local residential population expanded. Eden Valley demonstrates the progressive development of a suburban centre from establishment in the late 19th century through to a peak of development in the 1920s. Around this time the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.

The overlay area is significant for its physical and visual qualities because it retains a high concentration of early 20th century commercial buildings, particularly dating from the early 1900s and 1920s. The area includes a range of ~~buildings~~ building types in a mix of architectural styles consistent with the evolving architectural tastes of the period. The area's built form and urban patterns provide evidence of its development and associations.

15.1.6.4.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric a significant period of development that occurred in the area from the early 1900s through to the 1920s, directly associated with the arrival of the electric trams on Dominion Road. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to the Special Character Areas Overlay – Residential: Isthmus A.

Scale of development

The special character buildings in the overlay area are typically two-storeyed, with some single-level buildings. Commercial buildings in the area generally have parapet walls facing the street increasing their apparent scale. Street corners are defined by more substantial corner buildings, some featuring angled entrances.

Form and relationship to the street

~~Generally~~ Generally, all the special character buildings are constructed to the front boundary line and occupy the full width of the site facing the street. The buildings create a continuous fine-grained building line facing the footpath, which is generally covered by suspended verandahs. Most buildings are constructed with parapet walls to the road concealing roof forms. Development after around 1960 has been set back from the road boundary, ~~and~~ and differs from the patterns established during the key period of development.

Major features and buildings

Character-defining and supporting buildings which make an important contribution to the area are shown on the map above. Some of these include:

- 277-231 Dominion Road – Worota Building
- 234 Dominion Road – Bridgman Building
- 219-225 Dominion Road – The Auckland Meat Company Building; and
- Examples of 1910s to 1920s commercial main street buildings.

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. The division of some building façades into structural bays of around five to six metres further reinforces the fine-grained rhythm of the remaining early 20th century commercial building frontages. Buildings built up to the street edge create a strong sense of street enclosure. More recent development has been set back from the road boundary or has created breaks in the continuous street frontage, for example where car parking in the Eden Quarter Development extends to the east side of Dominion Road.

Types

Eden Valley is characterised by predominantly commercial buildings. Generally built in the 1900s through to the 1920s they were typically designed as mixed-use buildings, with ground floor shops and dwellings at the upper level. A former church, a villa with shop attached and the Koala flats on the west side of Dominion Road near the intersection with Burnley Terrace are examples of residential and community building types located among the commercial buildings of Dominion Road.

Visual coherence

The special character area has a high degree of visual coherence where groups of 1900s to 1920s main street buildings remain on both sides of Dominion Road, particularly in the area around and south of the intersection with Valley Road and Walters Road. In other parts of the area clusters of buildings built at a similar time retain a sense of visual coherence, with development interspersed or opposite that may have occurred more recently.

15.1.6.4.4. Architectural values

Styles

Buildings in the overlay area demonstrate a range of Edwardian and early 20th century architectural styles typically found in traditional commercial areas. Buildings dating from around 1910 are typically designed in Edwardian Classical or Italianate style, using classical composition, detailing and decorative elements. Buildings dating from the 1920s in the area are typically designed in Stripped Classical style popular during the inter-war period. The façades are generally modulated vertically and horizontally with simplified classical detailing such as pilasters, string courses, cornice lines and parapets concealing roof forms. Detailing is more restrained. Examples of other styles from a similar period in the Eden Valley area include Spanish Mission and Moderne styles.

Materials and construction – built fabric

The existing early commercial buildings are generally of brick or plastered brick construction, with some constructed using timber. Some retain shop fronts featuring decorative leadlight top lights.

The façades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to two-storied buildings. Plaster decoration and detailing is evident on the more substantial buildings. Window joinery is typically timber-framed-framed, and windows are

generally set within a solid ~~façade~~-façade. On less ornate buildings the architectural detailing is plainer, in either rendered brick or timber.

15.1.6.4.5. Urban structure

Subdivision

Residential subdivisions to either side of Dominion Road in the Eden Valley area occurred around the late 1870s and 1880s, with secondary roads formed during this period. View Road was formed in 1879, as was Ewington Avenue, Grange Road in 1881, Bellwood Ave in 1883, King Edward Street and Elizabeth Street in 1885, and Burnley Terrace in 1886. Onslow Road and Walters Road were formed as part of a subdivision dating from 1898. This subdivision period and pattern is generally evident in the relatively narrow lot widths and fine-grained urban character present. The later amalgamation of lots to form large sites has disrupted the original subdivision pattern, particularly in parts of the east side of Dominion Road.

Road pattern

Dominion Road runs in a straight line for approximately seven kilometres from New North Road to Mount Roskill and is one of the earliest roads to have been formed in the Mount Eden district. The street layout is generally orthogonal with the residential streets arranged perpendicular to Dominion Road located at varied block lengths. Walters Road and Onslow Road meet Dominion Road at an angle creating corner sites of varied shape.

Dominion Road and other streets in the area are 20 metres wide. Ewington Avenue is narrower, at around 15 metres wide. Dominion Road has a dual carriageway with bus lanes and car parking on either side. Footpaths are relatively narrow with basalt edging.

Streetscape

The form of commercial development within the overlay area is that of a traditional suburban retail strip located on a regional arterial route. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses. A strong sense of enclosure is created where continuous building frontages are located along the street boundary and verandahs are provided over the footpath. There is a generally consistent streetscape rhythm marked by individual buildings and repetitive shopfronts on sections of approximately 15 to 20 metres wide. The streetscape character varies where more substantial post-1960s development has occurred.

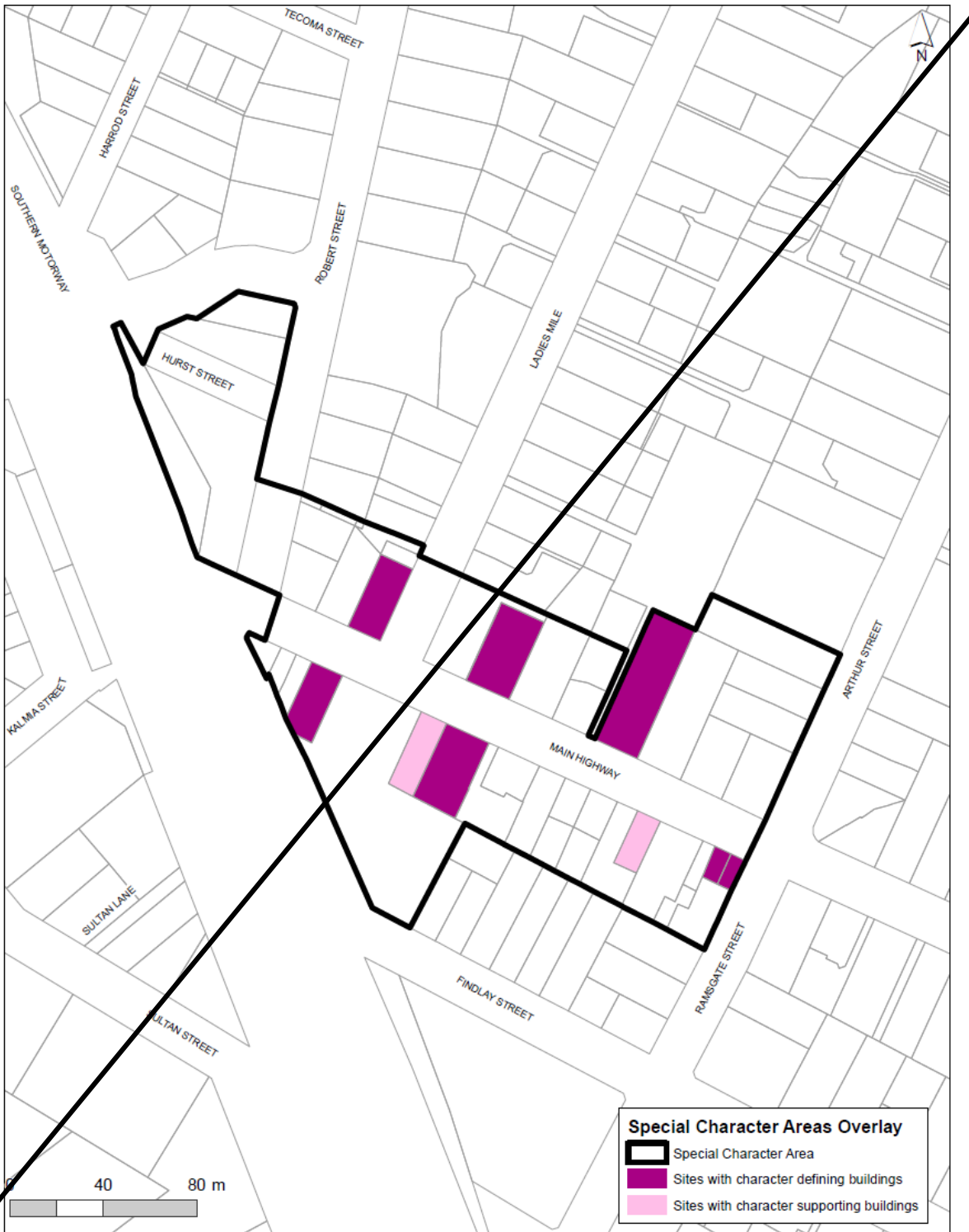
Vegetation and landscape characteristics

There is no distinctive vegetation pattern within the centre. Large specimen trees in Ballantyne Square, on the corner of Ewington Avenue and Dominion Road, provide a visual contrast to the surrounding built environment.

15.1.6.5. Special Character Areas Overlay – Business: Ellerslie [deleted]

15.1.6.5.1. Extent of area [deleted]

Special Character Area Map:



Description:

The overlay area is located along Main Highway, extending from the intersection with Ramsgate and Arthur Streets to the east, to just beyond the Robert Street corner overlooking the Southern Motorway to the west. The area is shown on the special character area map above. It generally covers the business area that developed close to the Ellerslie railway station, at the former intersection between Main Highway and the southern rail corridor.

The layout of Ellerslie was established by Robert Graham's early subdivision and shaped by the railway, racecourse and the topography of the Ladies Mile ridge, with the formative Main Highway following the foot of the contour and skirting the Michaels Ave and Waitatarua wetlands through to Panmure and Howick.

The railway line is located on the western side of the Southern Motorway. The relationship to the railway has always been an important characteristic of this centre, and the direct pedestrian access to the station over the motorway forms the central corner of the overlay area.

15.1.6.5.2. Summary of special character values [deleted]

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area possesses significance as an example of an outlying rural village established in the late 19th century that became an important residential and commercial centre focused around one of the earliest roads in the area. It demonstrates sustained development over an extended period of time.

Founded by Robert Graham in 1848, the Ellerslie town centre has significance as its development has paralleled the emergence and development of transport patterns within the Auckland isthmus. It demonstrates early commercial development that occurred in the area and reflects several distinct phases of transport infrastructure changes and residential expansion that have occurred in the Ellerslie area over time. The overlay area also has strong associations with horse racing which developed as part of the area's early rural history. These associations are still relevant to the identity of the community and are an integral part of the formation and history of Ellerslie.

Commercial development in Ellerslie was initially enabled by the 1873 rail link between Auckland and Onehunga, which facilitated suburban settlement and growth in areas along the rail line including at Penrose, Ellerslie and Newmarket. Ellerslie made its name through popular attractions such as the 1870s zoological gardens and racecourse, and early hotels and stores were built close by. The earlier rural character of the area changed from the 1880s onwards with residential subdivisions occurring in 1882. The first shops were constructed at a similar time. The Lawry Settlement, an area of housing developed under the Government's Worker Dwelling Act of 1910, saw the subdivision of land and construction of the first State houses close to the town centre.

~~The electric tram was extended along Great South Road during the 1920s, which served as a catalyst for further commercial and residential expansion and consolidation in the area. By 1950 the Ellerslie town centre was firmly established and enclosed within a short strip between Ellerslie station, Ladies Mile and Ramsgate Street, containing various retail and service outlets and the Borough Council Chambers.~~

~~Ellerslie was fundamentally changed by the construction of the first stage of the Southern Motorway in the 1950s, which split the borough and its commercial centre along Main Highway. The overlay area is located to the east of the railway and remained the commercial hub of Ellerslie.~~

Physical and visual qualities:

~~*The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.*~~

~~The overlay area is of significance for its physical and visual qualities as it demonstrates in its built fabric a grouping of early 20th-century commercial buildings along Main Highway that demonstrate progressive development in Ellerslie. This ranges from the establishment of Ellerslie in the Victorian and Edwardian eras close to the railway station, through to a peak of commercial expansion in the 1920s and 1930s.~~

15.1.6.5.3. Description of physical and visual qualities [deleted]

Built form

Period of development

~~The overlay area demonstrates in its built fabric a significant period of commercial development that occurred in the area between the 1900s and 1930s. More recent development has occurred in Ellerslie, but the early 20th-century character is still dominant. The built fabric includes the buildings, street layouts and urban form.~~

Scale of development

~~The overlay area is characterised by one and two-storey buildings, where building frontages and verandahs line the street blocks and provide an active street edge. While the core area is commercial in nature, land uses in the surrounding streets quickly change to traditional residential development on the periphery. The only building taller than two storeys within the overlay area is the former Southern Cross building at 87-93 Main Highway.~~

Form and relationship to the street

~~The overlay area has developed as a traditional main street. Commercial buildings lining Main Highway and Robert Street have a strong relationship to the street, being constructed to the front boundary line and generally occupying the full width of the site facing the street. Narrow lanes connect to service and parking areas at the rear.~~

~~Many buildings are constructed with parapet walls to the road which conceal roof forms, and most have verandahs to provide footpath cover, although some such as the former Ellerslie Post Office were designed without verandahs. These features create a sense of enclosure to the retail streetscape.~~

~~*Major features and buildings*~~

~~Character-defining and supporting buildings which make an important contribution to the area are shown on the special character map above. These include:~~

- ~~• 114-118 Main Highway – Mackenzie's Buildings;~~
- ~~• 87-93 Main Highway – Southern Cross Building;~~
- ~~• 124 Main Highway – Ellerslie Post Office;~~
- ~~• 111-121 Main Highway – unnamed building;~~
- ~~• 137-141 Main Highway – Borough Council Chambers; and~~
- ~~• 126 Main Highway – Four Square.~~

~~*Density/Pattern of development*~~

~~Building widths vary considerably from narrow lot early 20th century retail to more generous public buildings and large modern commercial blocks. Buildings built up to the street edge create a high density pattern of development along each street edge but this is variously broken by single and double width driveways, and the open plaza of the Community Centre and pedestrian bridge at opposing ends of Main Highway.~~

~~*Types*~~

~~The overlay area is defined by the survival of a variety of building types from different eras that include retail shops, the former Ellerslie Post Office, and cinema.~~

~~*Visual coherence*~~

~~The area includes a range of building types, scales, and styles from the early 20th century to the present day. Despite stylistic variations, the general consistency of façades built to the street edge with overhanging verandahs, on-street parking, provide visual coherence to the area.~~

15.1.6.5.4. Architectural values [deleted]

~~*Styles*~~

~~The overlay area retains a range of architectural styles representing commercial design from different phases of development through the 20th century.~~

~~The buildings are examples of early 20th century architectural styles typically of plastered brick construction. Buildings constructed during the 1920s and 1930s include Spanish Mission, Arts and Crafts and Georgian Revival styles. These are typically two-storeyed.~~

There are number of mid-century buildings that generally complement the early 20th-century buildings that define the character of the area.

Generally continuous suspended verandahs with fascia signage panels run along the main street frontages. The verandah of the former snooker saloon at 107-109 Main Highway is supported on posts rather than by steel rods tied back to the façade above. There are some buildings such as the former post office which were designed without verandahs; this is part of the architectural concept and contributes to the stylistic quality of the built form.

Materials and construction—built

The centre's building scale varies but is generally one or two storeys; the perceived height of some two-storey structures is amplified by parapets. Existing early commercial buildings are generally of brick construction, usually plastered or with a pebble dash finish, and painted. There are a few early timber construction remnants. Most post-war buildings are constructed of painted concrete blockwork with frontages of glass and aluminium joinery.

15.1.6.5.5. Urban structure [deleted]

Subdivision

The overlay area subdivision pattern reflects the surrounding residential subdivision pattern largely established in the latter part of the 19th century, and the subsequent subdivision and development of the commercial area. Sites are relatively narrow in width and a fine-grained urban character is evident.

The periods of development are reflected in remnant narrow lot widths interspersed with wider sections; however, larger buildings continue the earlier retail pattern of multiple small retail outlets facing the street, continuing the relatively fine-grained urban character established by the early subdivisions.

Road pattern

Main Highway is the main road through the commercial area. This originally diverged from Great South Road south of Greenlane and was the main transport route through Ellerslie. Secondary roads run perpendicular to Main Highway including Ladies Mile, Arthur, and Amy Streets formed as part of the 1882 residential subdivision. Construction of the railway in the 1870s and the motorway have modified the road pattern. The Main Highway is based on a standard one chain or 20 meters width used for most of the street network, with a dual carriageway and car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

Streetscape

The form of commercial development within the special character area is that of a traditional suburban retail strip located on an (originally) arterial route and serving the surrounding residential area. Main Highway between Robert Street and Ramsgate/Arthur Street forms the core of the town centre, and it is the character buildings along this section of road that contribute strongly to the area's distinct character. This retail strip creates strong street enclosure, mainly due to the reduced width of the road and the consequent interrelationship between both sides of the street. This contrasts somewhat with the wider Robert Street, where the street enclosure is less well defined despite some verandahs.

~~The continuous retail frontages contribute to the streetscape quality by providing active building frontages with a mix of uses.~~

~~*Vegetation and landscape characteristics*~~

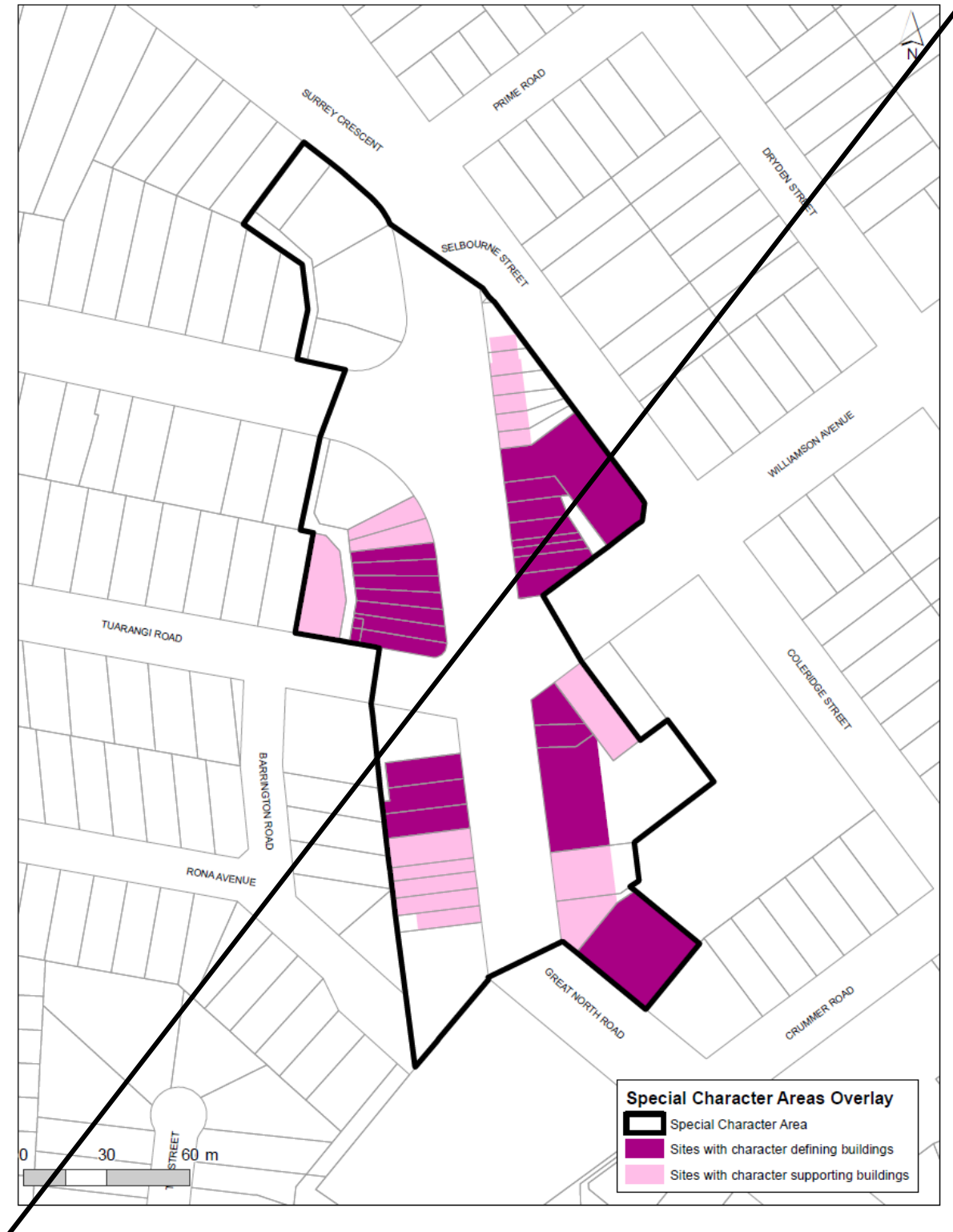
~~The War Memorial Community Centre's public plaza complete with large specimen trees, and the public open space and pedestrian bridge linking the centre to the railway station both contribute to the suburban centre character of the overlay area. The two mature Norfolk pines at each end of the centre are particularly significant as part of the area's development and urban maturity.~~

15.1.6.6. Special Character Areas Overlay – Business: Grey Lynn

15.1.6.6.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Grey Lynn and sites with character defining and character supporting buildings are shown on the map below.

Special Character Area Map:



[insert new map]



Description:

The overlay area is located on Great North Road, centred on the intersection with Williamson Avenue and Tuarangi Road. It extends southward to the bend in Great North Road beyond this intersection, and northward to the intersection with Surrey Crescent. ~~The extent is shown on the special character area map above.~~ It includes the town centre that developed largely in the early decades of the 20th century and incorporates a significant grouping of commercial and community buildings from this period as well as an example of 1920s terraced houses.

Great North Road is centred on a ridgeline with land falling to the east and west, ~~and and is~~ one of the oldest routes leading out of Auckland. Great North Road forms the spine of the centre and changes in its alignment to define entry points to the business area.

15.1.6.6.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as an example of an outlying suburban centre established in the mid to late 19th century on Great North Road, one of the earliest roads leading from the city. It demonstrates sustained development over an extended period of time. Grey Lynn centre developed in conjunction with the rapidly increasing population of Auckland City from the 1880s and the establishment of a tram line along Great North Road after the early 1900s.

While residential sections became available in the area from the late 1850s, the Grey Lynn area remained largely a mix of dairy farms and market gardens along with various industries with only small pockets of residential development. This mixed land use would remain a feature of the area for the remainder of the 19th century.

A small centre was established in the 1880s around the junction of Great North Road and Williamson Avenue as local farms and market gardens started to give way to suburban development. These two major roads defined the southeast edge of the 1883 Surrey Hills residential estate, Auckland's largest residential subdivision in the early 1880s. The former Arch Hill Pub, a two-storey timber construction built in the early 1880s on the corner of Great North and Tuarangi Roads (584 Great North Road), ~~still~~ remains from this period (albeit highly modified). Following the establishment of an electric tram terminus at the Great North Road and Williamson Avenue corner by 1903, the first substantial two-level plastered brick building was built around 1910 at 521- 531 Great North Road, consisting of a block of strip retail shops with residential accommodation above.

The most significant phase of community and commercial development occurred through the 1920s and 1930s, with the first sites of development being between Williamson Avenue and Crummer Road. During this ~~time~~ time, the centre served most of the everyday services, supplies, social and religious needs of the surrounding suburb. The centre's recognition as the area's commercial and community nucleus was reinforced by construction of the Grey

Lynn Public Library, St Joseph's Catholic Church, St Joseph's Convent and School, and Grey Lynn Primary School just outside the overlay area in the 1920s.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is significant for its physical and visual qualities, as it retains largely intact blocks of commercial main street buildings dating from the 1880s through to the 1930s. The area demonstrates in its structure and built fabric the progressive development of the town centre to service the surrounding residential suburb from the late 19th century to the present day.

15.1.6.6.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric a period of development from the 1880s and particularly the 1920s and 1930s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to parts of the Special Character Areas Overlay – Residential: Isthmus A area in Grey Lynn.

Scale of development

The overlay area has a mixture of single and two-storeyed buildings. The southern end of the special character area concludes in a row of five 1920s terrace houses; these are single-storey and their relatively modest scale and terracotta-tiled pitched roof forms contrasts with the adjacent commercial buildings.

The intersection of Great North Road with Tuarangi Road and Williamson Avenue features buildings which although stylistically varied are all of two-storeyed scale, which helps define this major junction. The slender fenestration and high parapet of the ASB Bank building at 592 Great North Road contributes to the scale and definition of the corner although only single-storeyed. Scale, building height, and setbacks at the northern end of the area are mixed.

Form and relationship to the street

~~Generally~~ Generally, all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. The buildings at the core of the area create a continuous building line opening directly to the footpath and generally feature verandahs. Some buildings were designed without verandahs, including the former post office and the ASB Bank, and this forms part of their original character.

Variations occur largely at each end of the area. At the southern end the row of terrace houses are set back from their front boundary but maintain a strong relationship to the street and contribute to the diversity of the established character.

Major features and buildings

~~Character defining~~ Character defining buildings which make an important contribution to the area are shown on the special character areas map. Some of these include:

- 592 Great North Road – ASB Bank;
- ~~584 Great North Road – Arch Hill Pub;~~
- 537 Great North Road;
- 543 Great North Road;
- 563-567 Great North Road;
- 596-602 Great North Road;
- 533 Great North Road;
- 531 Great North Road; and
- 495-503 Great North Road – Terrace Houses ~~houses (a category B historic heritage place Schedule 14.1, ID 01677).~~

There are also various character-supporting buildings including the ~~former St Columba Church Hall (571 Great North Road)~~ Mission Hall (1 Tuarangi Road) and retail blocks ~~to the southern end of~~ buildings throughout the centre.

Other important features in the special character area are bluestone kerbing to the footpaths.

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a ~~high density~~ high-density pattern of development along Great North Road. The density decreases away from the central core of buildings on Tuarangi Road and Williamson Avenue, and to the ~~northern~~ north-western end of the area.

Types

The overlay area includes shops, banks, the former St Columba Church Hall, the former cinema, the former post office, and residences.

Visual coherence

While the area retains a range of building types, scales and styles, their reasonably consistent age and context, scale and materials mean that they form a coherent experience of the town centre. Their combined attributes contribute to the visual coherence of the area.

The ~~four~~ buildings that define the Great North Road, Williamson Avenue, and Tuarangi Road intersection together act as local landmarks. In particular, the scale, style and configuration of the former post office building and ASB Bank building positioned diagonally across the street strongly define this main corner.

15.1.6.6.4. Architectural values

Styles

The overlay area presents a range of architectural styles typically found in commercial centres from the inter-war period. Buildings are predominantly designed in Edwardian

architectural styles with later buildings in Stripped Classical style (ASB Bank Building, 592 Great North Road), and Moderne style (former post office building 537 Great North Road). Façades are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms and enhance perceived scale and formal proportionality. Timber upper windows are standard, and verandahs are suspended from the façades.

Traditional shop fronts usually included a signage fascia, ~~large glazed~~ large, glazed display windows often with a stall board, and sometimes a recessed entrance. Some buildings retain early or original shop front detailing, providing evidence of retail design of the period and enhancing the character of the area. ~~Similarly~~ Similarly, a number of buildings in the area retain original interiors or some of their interior detail, which is visible from the footpath through glazed shop windows and contributes to the authenticity of special character buildings.

~~The former Arch Hill Pub at the corner of Great North and Tuarangi Roads is a prominent traditional corner hotel, constructed as a two-storey timber weatherboard building with hipped corrugated iron roof and hung sash windows. While it has been heavily modified it continues to represent the centre's earliest development in the late 19th century and the architecture of that period.~~

Materials and construction- built fabric

While the former Arch Hill Pub was of timber construction, most early 20th century buildings in Grey Lynn are constructed in plastered brick as was typical of this time. Plaster finishes are largely painted over. Some buildings use exposed brickwork as the main material, such as the ASB Bank and the public toilet building adjacent. Most roof forms are hidden behind parapets, but roofs that are apparent are generally a deliberate design feature, usually clad in terracotta tiles or corrugated iron.

Window joinery was originally timber or steel depending on the building's architectural style, set within a solid façade. This original joinery has been retained in various buildings while others have been replaced by aluminium joinery, although still within the original wall opening. Some buildings retain leaded top lights at ground level. Verandahs are supported by steel ties to the façade structure.

15.1.6.6.5. Urban structure

Subdivision

Built development within the overlay area is in the form of a traditional suburban main street. The original subdivision pattern of individual lots was consistent with the surrounding residential areas with section sizes being similar. Modulation of the built form reflects the relatively narrow lot widths of these early subdivisions.

Road pattern

Located along a ridgeline, Great North Road forms the spine of the overlay area. Bends in Great North Road's alignment define the north and south entry points to the town centre. The area's focal point is at the four-way intersection between Great North Road, Tuarangi

Road and Williamson Avenue. Here the streetscape is characterised by a continuous built frontage with parking and service areas located to the rear. Great North Road and Williamson Avenue were laid out as wider arterial roads and are approximately 27 metres wide. Tuarangi Road is based on a standard one ~~chain-chain~~ or 20 metres width used for most of the street network. Footpaths are relatively narrow with bluestone kerbs.

Streetscape

The character of the area has evolved around the traditional strip shopping centre configuration, with retail premises creating a continuous, positive relationship to the street. There is a mix of uses and active street frontages. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath, particularly at the area's central intersection. This is complemented by parking and service areas located to the rear of properties, with small access ways provided off Great North Road and Williamson Avenue.

Vegetation and landscape characteristics

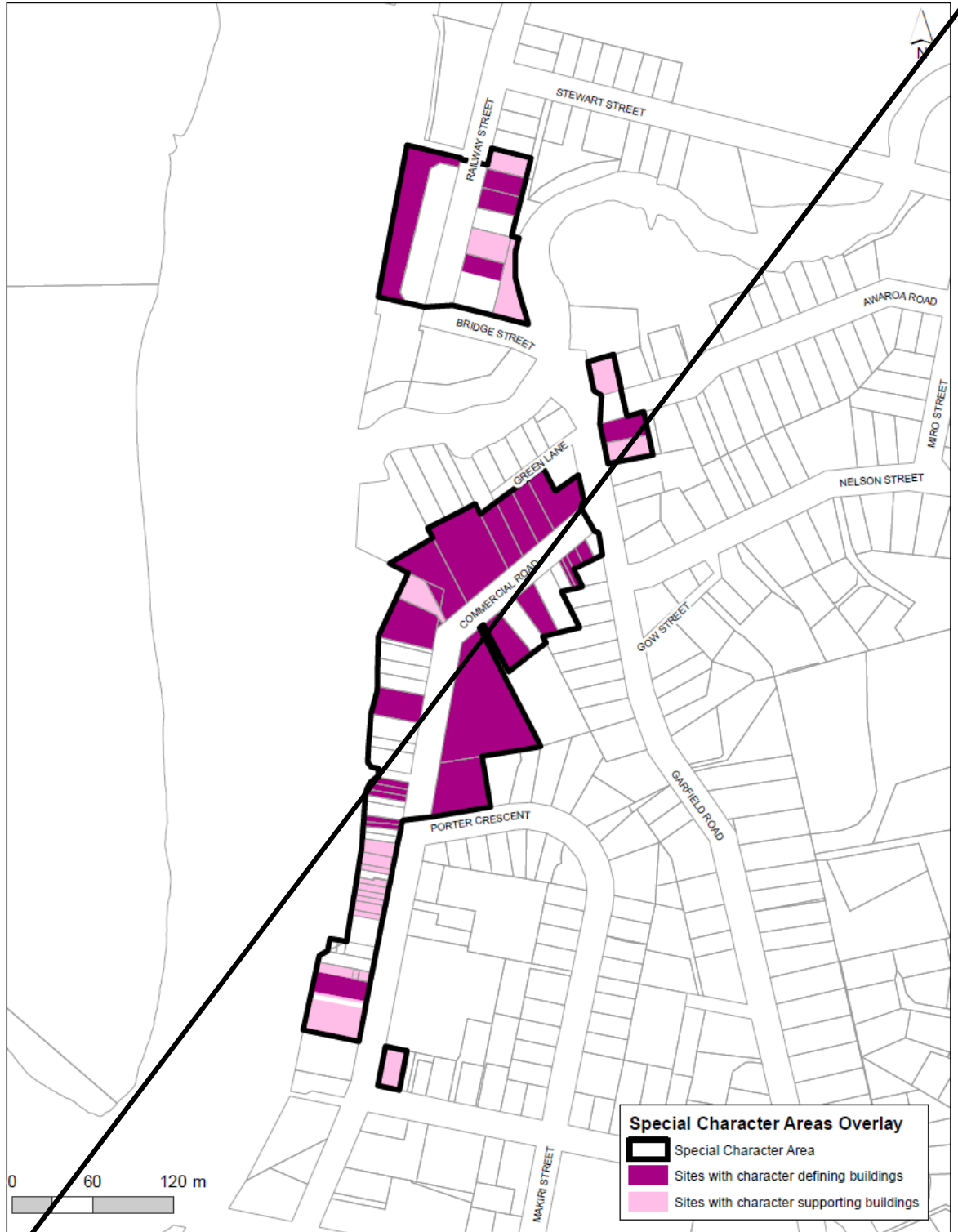
The character of the Grey Lynn town centre is primarily built, rather than vegetated, but street trees near the main intersection and along Great North Road together with planting in nearby residential sites do contribute to the character of the area.

15.1.6.7. Special Character Areas Overlay – Business: Helensville Central

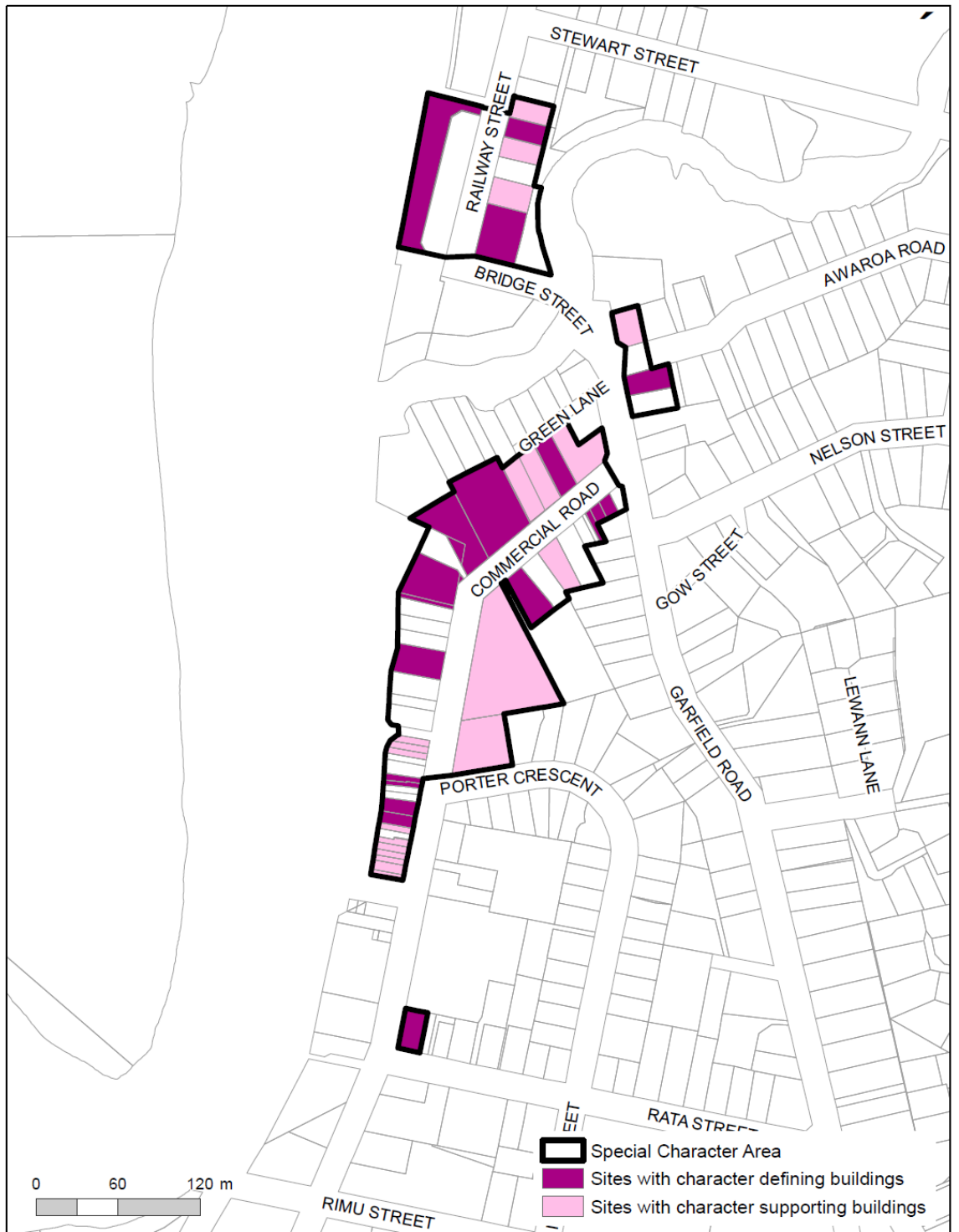
15.1.6.7.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Helensville Central and sites with character defining and character supporting buildings are shown on the map below.

Special Character Area Map:



[insert new map]



Description:

The overlay area is located along Commercial Road between Rata Street to Garfield Road, Road and continuing across Bridge Street to Railway Street. This follows State Highway 16 through Helensville. Its extent is shown on the special character areas map above. The area reflects the early period of European settlement in the Kaipara region and Helensville's subsequent development as a rural town centre to service the surrounding farming community.

The overlay area has been shaped by the underlying landform and proximity to the Kaipara River. The centre is adjacent to the Kaipara River and the rail ~~line~~ line, and its siting is directly related to these features, with the town's western border formed by the edge of the Kaipara River and its low-lying flood plains. The town is surrounded by hills which rise to the north and east; the centre's generally linear urban structure running north-south provides views of the hills to the north. Views of the Kaipara River are obtained via laneways and other openings between the shops along Commercial Road.

The overlay area is bounded to the north-east by the Special Character Areas Overlay – Residential: Helensville.

15.1.6.7.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as an example of an early rural settlement in the Kaipara region that developed between the late 19th and mid-20th centuries. It retains a collection of late 19th and early to mid-20th century commercial and community buildings.

The Helensville township was established in the 1860s on the east bank of the Kaipara River and includes the Māori pa sites of Otamateanui, Te Horo, Maunga a Nu and Te Makiri, the lands of which were progressively surveyed and sold. The first blocks sold were at the northern end of the overlay area in 1862. The land was subsequently developed by John McLeod for a sawmill, trading along the Kaipara River. At the southern end, a courthouse, Helensville Post Office, customs house and hotel were built by 1865. The two areas were originally distinct, separated by undeveloped scrubland.

From 1870 there was a boat service from Riverhead to Auckland central. The Northern Union Steamboat Company and Kaipara Steamship Company were utilising the river from around 1879 and the early 20th century, respectively. Transport was first provided by horse-bus until the opening of the Riverhead- Helensville railway line in 1875, followed by an Auckland direct line in 1881. Helensville was a relatively small settlement prior to the opening of the Riverhead to Helensville railway, which marked a significant period of development and expansion.

The opening of the rail station on Railway Road shifted the centre of the settlement from north of the Awaroa River to its current location along Commercial Road. Helensville prospered during the turn of the 20th century with local industries including farming, fisheries,

saw-milling, flour-milling, soap-making and canning. Housing developed in residential streets to the east of Commercial Road, which developed to serve the needs of the area.

There is an important relationship between the overlay area along Commercial Road and the adjacent Special Character Areas Overlay – Residential: Helensville.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it retains a grouping of late 19th and early 20th century buildings and some mid-20th century buildings that collectively reflect the area's settlement and subsequent development as the town centre grew. Its location on the Kaipara River dominated the urban form with the main street and building development located along its eastern edge. The mixture and combination of uses in the overlay area ~~is~~are also ~~notable~~, notable and is characteristic of rural settlements from this era.

15.1.6.7.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates, in its built fabric, periods ~~period~~ of development particularly ~~is~~ between the late 19th century and 1930s and during the mid-20th century. ~~a~~ A high concentration of buildings and features remain from this period. Significant fabric includes buildings, street layouts, and urban form including trees and landscaping.

Three main areas of development have been identified within the overlay area, representing its evolution over time. The northern area (Railway Street area) encompasses the earliest development of Helensville associated with the railway station and McLeod's sawmill of the 19th century. This area has various warehousing and service buildings as well as the railway station, Grand Hotel and several houses. The central area (upper Commercial Road to Garfield Road) is the commercial core, with groupings of late 19th and early to mid-20th century buildings. The southern area (the lower part of Commercial Road, western side) developed as a retail centre in the first ~~quarter~~ half of the 20th century.

Scale of development

While building types and forms vary considerably throughout the overlay area, the scale of development is generally single-storeyed. Various landmark buildings are two-storeyed, including the Grand Hotel (1 Railway Street) in the northern block; the former Regent Theatre (14 Garfield Road) defining the curve from Garfield Street into Bridge Street; and the Helensville Post Office (102 Commercial Road), highlighting the bend in Commercial Road. The centre's early churches (118-122 and 124 Commercial Road) with their steeply pitched roof forms and the former post office (100-104 Commercial Road) with its elaborate parapet also present a more substantial scale to the street.

Form and relationship to the street

There is variation in the form of buildings and their relationship to the street throughout the overlay area. In the northern area over the Awaroa Bridge, buildings are generally freestanding on individual sites. This includes early residential housing, some industrial development, the Grand Hotel, the Helensville railway station, McLeod's Motors, the Awaroa Bridge and some shops. The principal buildings and shops are built to the street. The railway station is set well back from the road.

The commercial centre of Helensville extends from the bottom of Garfield Street through to the middle of Commercial Road, ending at and including the Kaipara Medical Centre. It is both a civic and commercial area mixed with some residential dwellings. The area includes early housing, individual and groups of shops, the Helensville Post Office, the former Bank of New Zealand, and Malolo House. Commercial retail shops are built to the street edge and have verandahs. The various residential buildings and landmark municipal, institutional and commercial buildings are generally freestanding structures seen in the round with roof forms visible from the street. Houses are close to, but set back from, the street boundary.

The southern end of the overlay area comprises the retail area of Helensville and includes shops and offices. The predominant architectural form consists of shops of a fine grain and similar single-storey scale and proportion, generally with parapets and verandahs over the footpath.

~~Various areas of landscaping~~ Landscaped areas, grassed berms and street trees, the setback of many buildings from the street edge, and the absence of verandahs on many buildings contribute to the varied built form. This adds to the diversity of the area and its distinctive rural town centre character.

Major features and buildings

~~Character defining~~ Character defining buildings which make an important contribution to the area are shown on the special character areas map above. Some of these include:

- 1 Railway Street – Grand Hotel (~~a category B historic heritage place~~ Schedule 14.1, ID 00473);
- 2 and 18 Railway Street – Helensville Railway Station (~~a category B historic heritage place~~ Schedule 14.1, ID 00477);
- 14 Garfield Road – Regent Theatre (~~a category B historic heritage place~~ Schedule 14.1, ID 00476);
- 102 Commercial Road – Helensville Post Office (~~a category B historic heritage place~~ Schedule 14.1, ID 00473);
- 108 Commercial Road – Bank of New Zealand building (~~a category B historic heritage place~~ Schedule 14.1, ID 00475);
- 110 Commercial Road – Malolo House (~~a category B historic heritage place~~ Schedule 14.1, ID 00458); and
- ~~The~~ the centre's churches, medical centre, various railway cottages and villas.

Other features that contribute to the special character of the area include footpaths with bluestone kerbs and some remnant bluestone channels, street trees, traditional residential fencing, hedging, remnant basalt walls, grassed verges.

Density/Pattern of development

The overlay area has a varied density and pattern of development due to the range of building types that are present. It incorporates some areas where buildings are built to the road boundary and occupy the width of their lots, while in other parts buildings are set back from the road and side boundaries. The varied pattern reflects its progressive development as the centre of a rural community.

Types

The overlay area is strongly defined by the survival of a variety of building types including shops and service outlets, offices, municipal buildings, medical centre and churches, as well as examples of Victorian and Edwardian period houses.

Visual coherence

Due to its construction over a long timeframe, predominantly from the late 19th century to the 1930s, the area retains a range of building types, scales and styles. In addition, development has occurred over a relatively large linear geographic area along Commercial and Garfield Roads, Bridge and Station Streets. The centre is therefore defined by a mixed group collectively illustrating Helensville's development as a rural town centre.

15.1.6.7.4. Architectural values

Styles

Helensville's retail buildings date from the late 19th century through to the 1920s and 1930s, with some mid-20th century examples, and consequently exhibit a diverse range of architectural styles.

An earlier cluster of Victorian-style strip retail survives at 83 Commercial Road; this is the earliest commercial block in the centre. Prominent buildings in the special character area include the Bank of New Zealand ~~building~~, which was designed in the Stripped Classical style; the Grand Hotel, a substantial two-storey Georgian Revival ~~revival~~-building; the Edwardian Baroque Helensville Post Office; and the Art Deco Regent Theatre.

The row of shops from the southern edge of the special character area to just beyond Porters Crescent feature relatively continuous but visually diverse parapets and verandahs over the footpath which progressively step upwards following the street's slope.

Other examples of architectural vernacular from the early decades of the 20th century include the churches in Gothic Revival style, and various Victorian, Edwardian and transitional villas, Malolo House being a key Victorian example.

Materials and construction – built fabric

Typical of early to mid-20th century commercial buildings, those in Helensville are generally constructed in brick and masonry, and usually have a plastered and painted finish, although some feature areas of exposed brickwork. There are a few commercial buildings constructed of timber. Roofs are mainly clad in corrugated iron. Retained shop fronts and window joinery

are generally timber with sash windows in the upper level of façades and some with leaded top lights to shop fronts. Some buildings retain pressed metal verandah soffits, entrance floor finishes (e.g. the terrazzo at the former chemist at 77 Commercial Road) and interior fabric that contribute strongly to the special character of the area.

The centre's residential buildings and the railway station building are of timber-framed construction typical of their period, and most are clad in timber weatherboards with corrugated iron roofs and timber sash window joinery.

15.1.6.7.5. Urban structure

Subdivision

The overlay area subdivision pattern comprises relatively narrow lot widths set along Commercial Road and connecting side streets, creating a fine-grained urban character. Section depths are determined in part by the curvature of the waterways and position of railway tracks; lots are particularly shallow from Creek Lane to north of Porter Crescent, and on the east side of Railway Street.

While some sites have been amalgamated in recent years, the subdivision pattern of the Helensville central area generally reflects the patterns created by the surrounding residential special character area to the east.

Road pattern

The road pattern of the area was shaped by the underlying topography, with the Kaipara River and its flats to the west and the hill rising to the east determining the position and direction of streets. The main part of the town centre is located along Commercial Road, which runs through Helensville in a north-south direction. Heading north, Commercial Road dips before rising again and curving slightly to the right to meet Garfield Road. Garfield Road then runs into Bridge ~~Street~~ Road, which crosses the Awaroa Stream and turns into Railway Street, marking the northern end of the town. This road is the main road north and further north becomes the Kaipara Coast Highway (State Highway 16). The road is approximately 20 metres wide.

At the southern end, the special character area terminates at Rata Street's intersection with Commercial Road, and Porter Crescent forms the first intersection north of this junction.

Streetscape

The character of the overlay area has evolved around various landmark buildings addressing and defining the street edge; these have combined with clusters of traditional strip retail to create areas of continuous built frontages to the street. This is complimented with residences that, while set back, are still orientated towards and directly engage with the street.

The areas of strip retail provide some sense of enclosure to the street with continuous building frontages and verandahs over the footpath, strengthened by on-street parking and narrow laneways providing connection to rear service and parking areas. This built character is particularly prevalent in the southern area. ~~However~~ ~~However~~, the overlay area's overall visual appearance combines built form with landscape elements and vegetation. These features together form the centre's predominant character as a commercial and suburban area servicing the surrounding farming community.

Mature trees are particularly notable on the east side of Commercial Road to the north of Porter ~~Crescent~~, Crescent and make an important contribution to the area's special character, as do public and private open spaces, grassed verges, traditional residential fencing, hedging, walls, asphalt footpaths and bluestone kerbing.

Vegetation and landscape characteristics

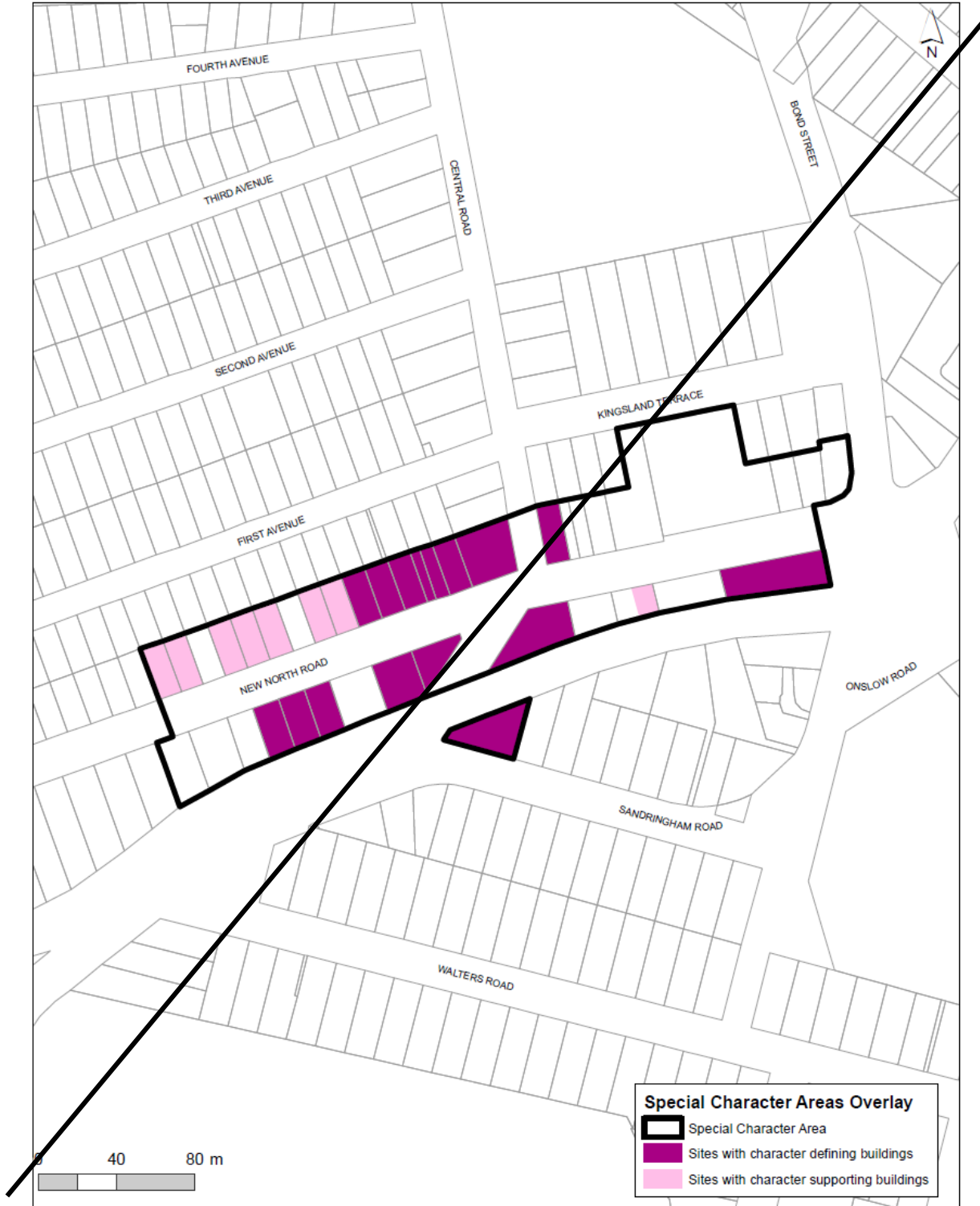
Trees and landscaping in public and private open space located within the special character area contribute to its character. Parts of the area have a vegetated quality that includes mature native and exotic street trees including Norfolk pine, pohutukawa and others, which strongly contribute to the character of Helensville. In addition, the areas of reserve at the northern end of the special character area, either side of Awaroa Stream, add amenity as well as understanding of the centre's development in relation to the waterways.

15.1.6.8. Special Character Areas Overlay – Business: Kingsland

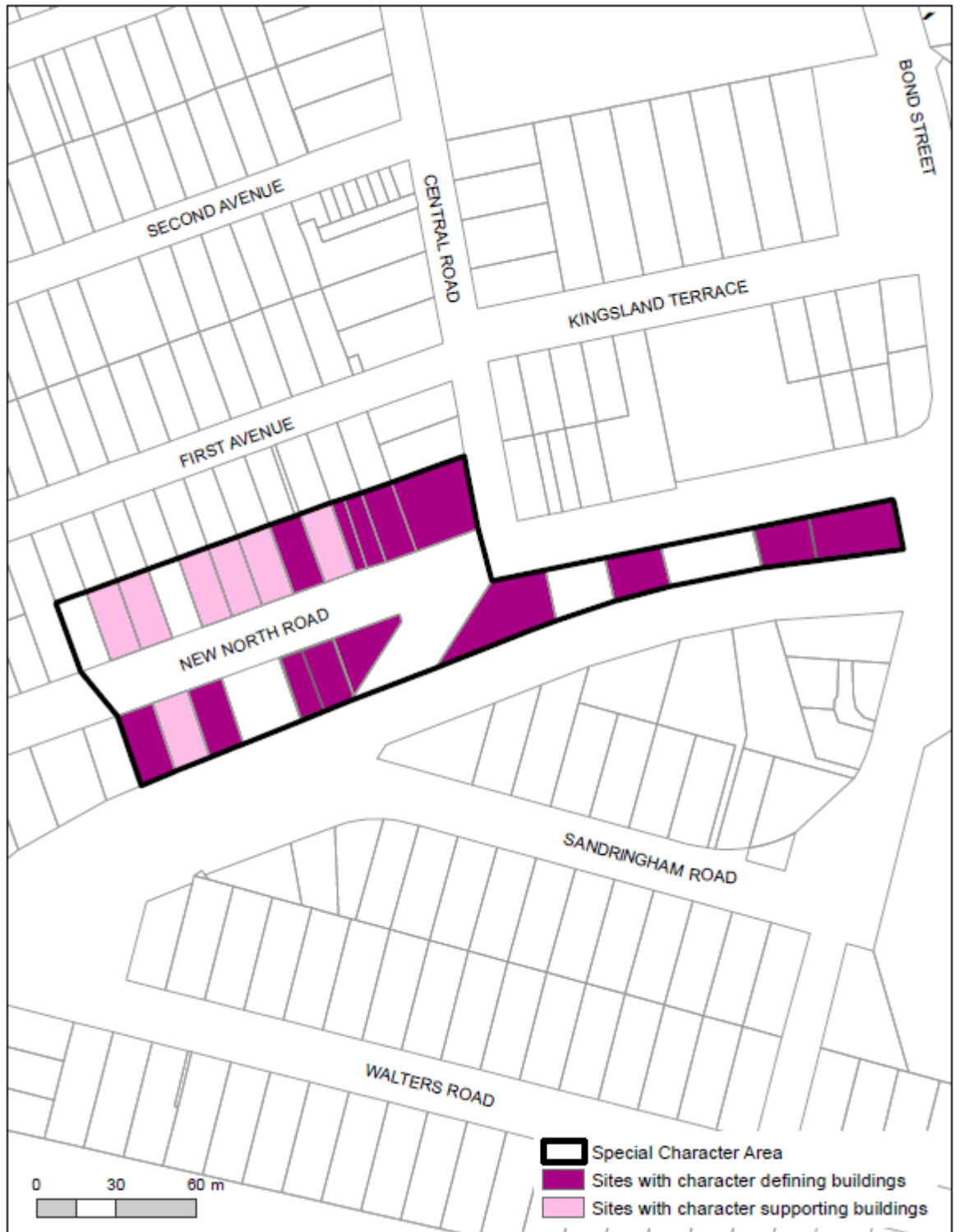
15.1.6.8.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Kingsland and sites with character defining and character supporting buildings are shown on the map below.

Special Character Area Map:



[insert new map]



Description

The overlay area is located on New North Road, as shown on the special character area map above. The extent is centred around the intersection of New North Road and Central Road and includes the business area that extends along both sides of New North Road to the west and along the southern side of New North Road towards ~~from~~ the intersection with Bond Street and Sandringham Road, and The overlay area generally covers the area close to the Kingsland railway station, at the original intersection of New North Road and Sandringham Road (formerly called Cabbage Tree Swamp Road). The main period of development occurred between the 1880s and early decades of the 20th century. It incorporates a significant grouping of commercial and community buildings as well as some houses from this period.

The topography has resulted in a linear urban structure, with road and rail transportation routes running along or parallel to the ridge. Residential areas adjacent to the special character area are located on land falling to the north and the south.

The railway line is located to the south side of New North Road, running behind the buildings. The relationship to the railway is an important characteristic of this centre, with a direct pedestrian connection to the railway station via a public open space in the centre of the area.

The elevated position of the business area enables views between, and from the rear of buildings towards Mount Eden/Maungawhau, Eden Park and Arch Hill to the north.

15.1.6.8.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is an example of an early commercial centre established in the early 1880s following the opening of the Auckland to Helensville railway. It expanded and grew following the early subdivisions of rural allotments for surrounding residential development. There was a significant period of development around the turn of the 20th century and into the 1910s and 1920s. It retains a significant group of buildings and urban form that collectively demonstrate these periods of development.

Page's Grain and Forage Store, established in 1885 and located at the corner of New North and Sandringham Roads, formed the heart of the business area, which expanded progressively as further subdivision occurred and public transport was developed.

One of the earliest buildings is the Trinity Methodist Church and Hall, located at the eastern end of the centre. Electric trams connected Auckland City with Kingsland by ~~1903-1903~~ 1903-1903, and Page's Grain and Forage Store was redeveloped around this time. The wedge-shaped corner building is an important landmark on this tapered site. The area has important associations with Arthur W Page who built four of the key buildings. As well as Page's corner building this includes the adjacent Forage Store and Grain Store, and the Portland Buildings opposite, at the corner of New North Road and Central Road. Page's general store business was one of the largest in Auckland, offering deliveries by wagon and by train. His brother C H Page, a builder, constructed these buildings.

The Kingsland Post Office west of Page's Grain and Forage Store opened in ~~1912~~1912, and the substantial Portland Buildings opened in 1914. The Royal Theatre located on the south side of New North Road west of the Kingsland Post Office, opened in 1918. Buildings in the area demonstrate the development in taste and design of typical suburban centres in New Zealand, from establishment in the Victorian and Edwardian eras through ongoing development up to the 1920s and 1930s. Around this time the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb and western districts. The surviving buildings from this period reflect the range of earlier uses, such as shops, stores, church, theatre, and post office close to adjacent housing.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is significant for its physical and visual qualities as it demonstrates in its built fabric a significant period of development that occurred in the area between the 1890s and 1930s, with particularly high-style examples of commercial architecture. The area demonstrates in its urban patterns and built fabric the progressive development of Kingsland as a local town centre from the late 19th century to the present day.

15.1.6.8.3. Description of physical and visual qualities

Built form

Period of development

Kingsland demonstrates in its built fabric a significant period of development that occurred in the area between the 1890s and 1930s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to the Special Character Areas Overlay – Residential: Isthmus A.

Scale of development

The character buildings are both one and two-storeyed and generally have parapet walls facing the street increasing their apparent scale. There is a predominance of two-storied buildings at the ~~intersections of New North Road and Sandringham Road/Bond Street, and the New North Road/Central Road intersection.~~ East and west of this, the buildings are predominantly ~~single level~~ single level. The scale and gabled form of the Trinity Methodist Church and Hall at the intersection of New North and Sandringham Roads defines the eastern end of the character area.

Form and relationship to the street

~~Generally~~Generally, all the commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Variations occur where the Trinity Methodist Church and Hall, the Kingsland Post Office and remaining residential properties are set back from the front boundaries. The buildings constructed close to the front boundary at the core of the area create a continuous building line facing the footpath, which are generally covered by verandahs. Some buildings were designed without verandahs including the former Page's Grain and Forage Store, the former cinema and Kingsland Post Office.

Many buildings are constructed with parapet walls to the road concealing roof forms. The remaining residential buildings, former post office and Methodist Church and hall are all freestanding structures, seen in the round with hipped or gabled roof forms visible from the street, contributing to the diversity of the established character of the area.

Major features and buildings

Character-defining and supporting buildings which make an important contribution to the area are shown on the special character area map above. Some of these include:

- 434-448 New North Road;
- 455 New North Road;
- 463-475 New North Road – Portland Buildings (~~a category B historic heritage place~~ Schedule 14.1 ID 01758);
- 400 New North Road - Trinity Methodist Church and Hall;
- 460-466 New North Road – Page’s Building (Schedule 14.1 ID 01757)
- 468-472 New North Road – Page’s Grain and Forage Store (~~a category B historic heritage place~~ Schedule 14.1 ID 01759);
- 478 New North Road – Kingsland Post Office (~~a category B historic heritage place~~ Schedule 14.1 ID 01760); and
- 486 New North Road - Royal Theatre.

Density/Pattern of development

Buildings built to the street edge and full width of sites form a relatively high built density and articulate the pattern of development, particularly around and opposite the intersection of Central Road and New North Road. Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. The density dissipates away from the central core of buildings particularly as the area changes to a predominance of residential buildings. The residential character contrasts with the enclosure created by the commercial development.

Types

Kingsland is strongly defined by the survival of a variety of building types including shops with dwellings above, early warehousing and store buildings, the church and hall, and houses.

Visual coherence

The overlay area retains a varied range of building types, scales and styles, constructed between the late 19th century and 1930s. The combination of these attributes contributes to the visual coherence of special character.

15.1.6.8.4. Architectural values

Styles

Buildings in Kingsland demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in traditional commercial and residential areas. The Trinity Methodist Church hall is a simple Gothic Revival gabled timber building. Page's grain and Forage Store and Portland Buildings are designed in Victorian/Edwardian Italianate styles. Art Deco styles are evident on the former cinema and remodelled building at 434-448 New North Road. Remnant residential buildings are typically Victorian or Edwardian Villas.

Materials and construction – built fabric

The early commercial buildings are generally of brick or plastered brick construction, with some constructed using timber. A number retain original glazed shop fronts with timber joinery and doors. Early or original interior detail is evident in a number of buildings.

The façades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to two-storied buildings. Plaster decoration and detailing is evident on the more substantial buildings including the Page's grain and Forage Store and Portland Buildings. Window joinery is typically timber-framed ~~framed~~ and windows are generally set within a solid façade. On less ornate buildings the architectural detailing is plainer, in either rendered brick or timber.

Remaining residential type buildings retain features commonly found in villas of the period. The surviving houses are typically timber-framed with corrugated iron gabled or hipped roofs and with timber-framed door and window joinery. Verandahs have been retained facing the street.

15.1.6.8.5. Urban structure

Subdivision

Subdivision of lots on the north side of New North Road were part of the 1882 residential subdivision of the Kingsland Avenues, ~~and~~ and are similar in size and width to the residential lots. This subdivision pattern is evident in the relatively narrow lot widths and fine-grained urban character present. This gradually transitions to a residential character to the west. Section sizes on the south side of New North Road are similar in ~~width, but~~ width but are restricted by the adjacent railway corridor and are therefore shallower.

Road pattern

The curve in New North Road at Kingsland Avenue defines the western entry and the change in direction at Bond Street/Sandringham Road intersection defines the eastern entry. The extent of the special character area lies within this broader area from the intersection with Bond Street and Sandringham Road to approximately ~~half way~~ halfway to Kingsland Avenue to the west. The road is 20 metres wide with dual carriageway and car parking on either side. Footpaths are relatively narrow with basalt edging.

Streetscape

The form of development within the overlay area is that of a traditional suburban retail strip located on a regional arterial route, between residential areas and low intensity service and

industrial uses. The Trinity Methodist Church and Hall clearly define the eastern edge of the area, while the western edge blends more gradually into the neighbouring residential area.

The area contains a number of retail premises that create a positive relationship to the street, with active building frontages. A sense of street enclosure is enhanced by buildings being constructed to the front boundary, verandahs over the footpath, and service and parking areas located to the rear.

There is some variation of streetscape character through the area. At the eastern and western ends some buildings are set back from the front boundary and are generally of smaller scale than those at the centre of the area. ~~The recent four-storeyed apartment block on the north side of New North Road at the eastern end is the exception.~~

At the intersection of New North Road and Central Road the continuous building frontages along the street edge contribute to the sense of enclosure of the street. ~~Generally~~ Generally, this is reinforced with continuous verandahs over the footpath. The street has an urban built character with little vegetation along New North Road.

Vegetation and landscape characteristics

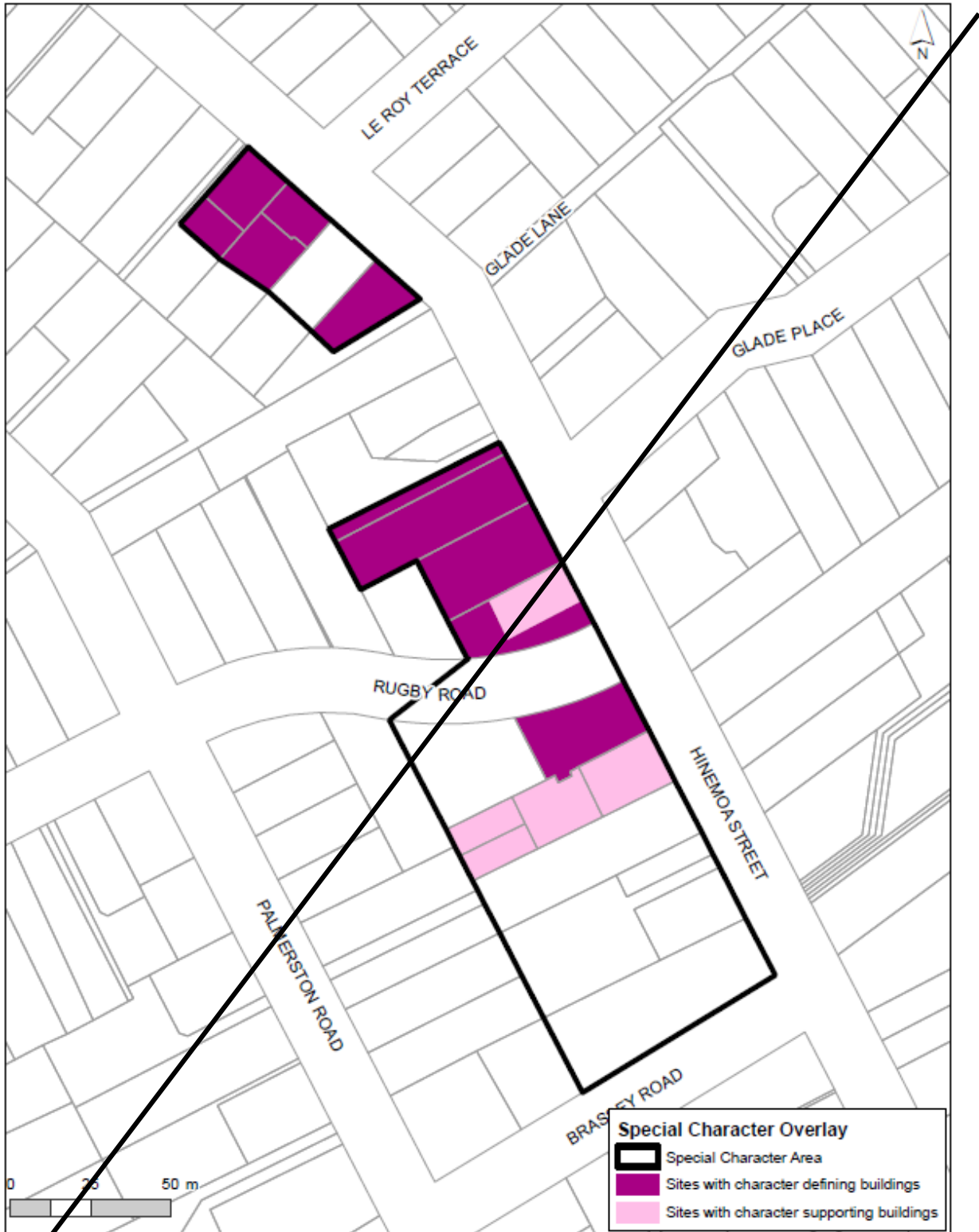
There is very little vegetation in the core of the business area, but some of the residential properties at the periphery include garden and plantings.

15.1.6.9. Special Character Areas Overlay – Business: Lower Hinemoa Street

15.1.6.9.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Lower Hinemoa Street and sites with character defining and character supporting buildings are shown on the map below.

Special Character Area Map:



[insert new map]



Description:

The overlay area is located on the west side of Hinemoa Street in Birkenhead, ~~and~~ and includes a significant grouping of commercial buildings from the late 19th century and early decades of the 20th century. The area comprises a group of buildings to the north side and two buildings on a single site to the south side ~~sides~~ of the intersection with Rugby Road as well as a group of early commercial buildings opposite Le Roy Terrace. ~~This area also includes a corner building located at the corner of Hinemoa Street and Maritime Terrace.~~ The extent of the area is shown on the special character area map above.

The area is located along the Hinemoa Street ridgeline. The topography has resulted in a linear urban structure along Hinemoa Street, which is relatively level within the special character area. Residential areas adjacent to the Lower Hinemoa Street are located on land falling to the east and west sides of Birkenhead Point.

15.1.6.9.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance because it is the commercial centre associated with the residential development of Birkenhead that occurred from the 1860s. The area was the main shopping centre from around the 1890s until after World War I when commercial activities were relocated further north to Highbury.

Lots in this portion of Hinemoa Street were first created as part of the Raven Hill Subdivision, which was advertised for sale in 1889. A number of commercial buildings were built on Hinemoa Street near the intersection with Rugby Road around the turn of the 20th century. The most substantial of these was the former Hellaby's Building/Marinovic Building constructed in 1912 on the south corner of Rugby Road. The Edwardian building on the north corner of Rugby Road was built in 1910. Nearby at 128-130 Hinemoa Street is a two-storey Commercial building/Residence which was built around 1890. A number of other modest timber and plastered brick shops, such as Stott's Building, were also built in this vicinity from around the 1910s to 1920s, to serve the local community. Birkenhead's business centre moved further north to the crossroads of Mokoia and Hinemoa Streets after World War I when regular motorised bus transportation began to operate from the wharf up to Birkdale and Zion Hill.

Lower Hinemoa Street services Birkenhead Point, which is significant as one of the earliest areas of residential development on the North Shore. Residential subdivisions were promoted from the 1860s; however, the area was initially developed for small farms, market gardens and orchards and became well-known for fruit growing. In the 1880s developments in local government, the provision of a wharf, roading and other infrastructure and the establishment of the Colonial Sugar Refinery had a major effect on the development of Birkenhead and growth of the local population. Residential and commercial development continued steadily and by the 1920s the suburb had extended north toward the ~~present-day~~ present-day Highbury commercial centre at the junction of Hinemoa Street and Mokoia

Road. The earliest commercial buildings in Birkenhead were located close to the wharf and in lower Hinemoa Street, in proximity to surrounding residential streets.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is significant for its physical and visual qualities as it retains a group of commercial buildings from the 1890s through to the 1920s. The buildings collectively demonstrate a range of architectural styles and types from the late 19th and early 20th century period of development and illustrate the urban pattern of development of the North Shore and of Birkenhead.

15.1.6.9.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric a significant period of commercial development that occurred in Birkenhead Point on the North Shore from the 1890s to the 1920s. The built fabric includes the clusters of early commercial buildings, street layout, and urban form. The business area is adjacent to the Special Character Areas Overlay – ~~Residential-General~~: North Shore – Birkenhead Point.

Scale of development

The late 19th and early 20th century commercial buildings in Lower Hinemoa Street are a mix of one and two-storeys. The two-storeyed buildings located on either side of the intersection with Rugby Road have parapet walls facing the street increasing their apparent scale. A generally more modest scale is evident in the group of buildings opposite Le Roy Terrace, which includes one and two-storeyed buildings with gabled roofs or simple parapets.

Form and relationship to the street

Buildings at the intersection of Hinemoa Street and Rugby Road are two-storeyed, built up to the road boundaries, and occupy the full width of their lots. They are constructed with parapet walls that conceal the roof form and have verandahs supported on posts. Single-level buildings adjacent to the north are also built to the road boundary with parapets and have suspended verandahs.

The group of buildings located opposite Le Roy Terrace include gabled timber buildings as well as modest plastered brick buildings with simple parapets. They are generally located as separate building forms within their own lots, with modest side yards. Verandahs, where evident in the group of buildings opposite Le Roy Terrace, are generally supported on posts.

Major features and buildings

Character- defining and supporting buildings which make an important contribution to the area are shown on the special character map above. Some of these include:

- 100 Hinemoa Street – Shop (~~a category B historic heritage place~~ Schedule 14.1, ID 00900);
- 94 Hinemoa Street – R & W Hellaby Limited Hellaby's Building/Marinovic Building (~~a category A* historic heritage place~~ Schedule 14.1, ID 00899);
- 102-108 Hinemoa Street – Fishers Building (~~a category B historic heritage place~~ Schedule 14.1, ID 02668);
- 136-140 Hinemoa Street – Stott's Building (~~a category B historic heritage place~~ Schedule 14.1, ID 02667); and
- 128-130 Hinemoa Street – Commercial building/~~Residence~~ (~~a category B historic heritage place~~ Schedule 14.1, ID 00957).

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a high density and pattern of development, particularly around the intersection of Hinemoa Street and Rugby Road. The density decreases away from this intersection where buildings are free-standing or set back within their lots and where residential buildings are interspersed.

Types

The overlay area incorporates a range of early commercial buildings including two-storeyed shops with dwellings or offices above, as well as modest single-level shops, or houses with shops attached. Over time these buildings housed a range of local businesses that have served the surrounding residential population.

Visual coherence

Clusters of early commercial buildings in lower Hinemoa Street are located in close proximity to the surrounding Special Character Areas Overlay – General: North Shore Birkenhead Point and contribute to the collective visual coherence of the area.

15.1.6.9.4. Architectural values

Styles

Early commercial buildings reflect a range of architectural styles typical of the late Victorian and Edwardian era and early 20th century. This includes two-storey Italianate buildings on the corner of Rugby Road. There are early 20th century Stripped Classical styled buildings and simple late Victorian or Edwardian vernacular styles evident in the modest timber shops in the area.

Materials and construction – built fabric

Early commercial buildings within the overlay area include examples of timber and masonry construction. The façades of the more substantial early commercial buildings on the corners of Rugby Road are modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. Walls are plastered brick, now most commonly paint finished. Window joinery is typically ~~timber-framed~~ framed, and windows are generally set within a solid façade. On the modest and less ornate buildings the architectural detailing is plainer, in either plastered brick or timber.

Timber-framed buildings are typically clad with weatherboards and roofs with corrugated iron.

15.1.6.9.5. Urban structure

Subdivision

The pattern of subdivision is generally quite varied in Birkenhead. The undulating landform with a series of gullies around the coastal margin made a regular pattern of lots difficult to achieve. Hinemoa Street is located along the main ridgeline extending down towards the Birkenhead Wharf. Lots within the overlay area were formed as part of the Raven Hill Subdivision which was advertised for sale in 1889. The subdivision plan incorporated the substantial home and surrounding estate of W.F. Hammond, which had been further subdivided by around 1902. Lot sizes vary, with further subdivision of the approximately 1,000m² lots created by the 1889 subdivision having occurred over time. The width of lots is ~~approximately~~ usually 17 to 18 metres, with some variation.

Road pattern

Hinemoa Street is the earliest road on Birkenhead Point. Roads in the surrounding area reflect a modified grid, relating to the contours on Birkenhead Point, with Hinemoa Street located on the central ridgeline and Palmerston Road located parallel to the west. ~~Cross roads~~ Side streets are generally ~~perpendicular~~ perpendicular, and their positions relate to ridges and gullies to either side. Hinemoa Street is a standard one chain or 20 metres wide, with a dual carriageway and car parking on either side. The road carriageway is wider in Hinemoa Street than in nearby residential streets, which incorporate grassed berms. Hinemoa Street has a central median strip and footpaths to each side, without grass berms.

Streetscape

The form of commercial development within the overlay area is that of a traditional suburban retail strip located on one side of the main road. Early commercial buildings in the area contribute to a distinctive streetscape character where buildings are built up to the road boundaries, in contrast to the interspersed and surrounding residential character. A strong relationship and association with this surrounding residential development is an important aspect of the area's character. Some of the commercial buildings incorporate verandahs. The active building frontages and a mix of uses encourage interaction with the street.

Vegetation and landscape characteristics

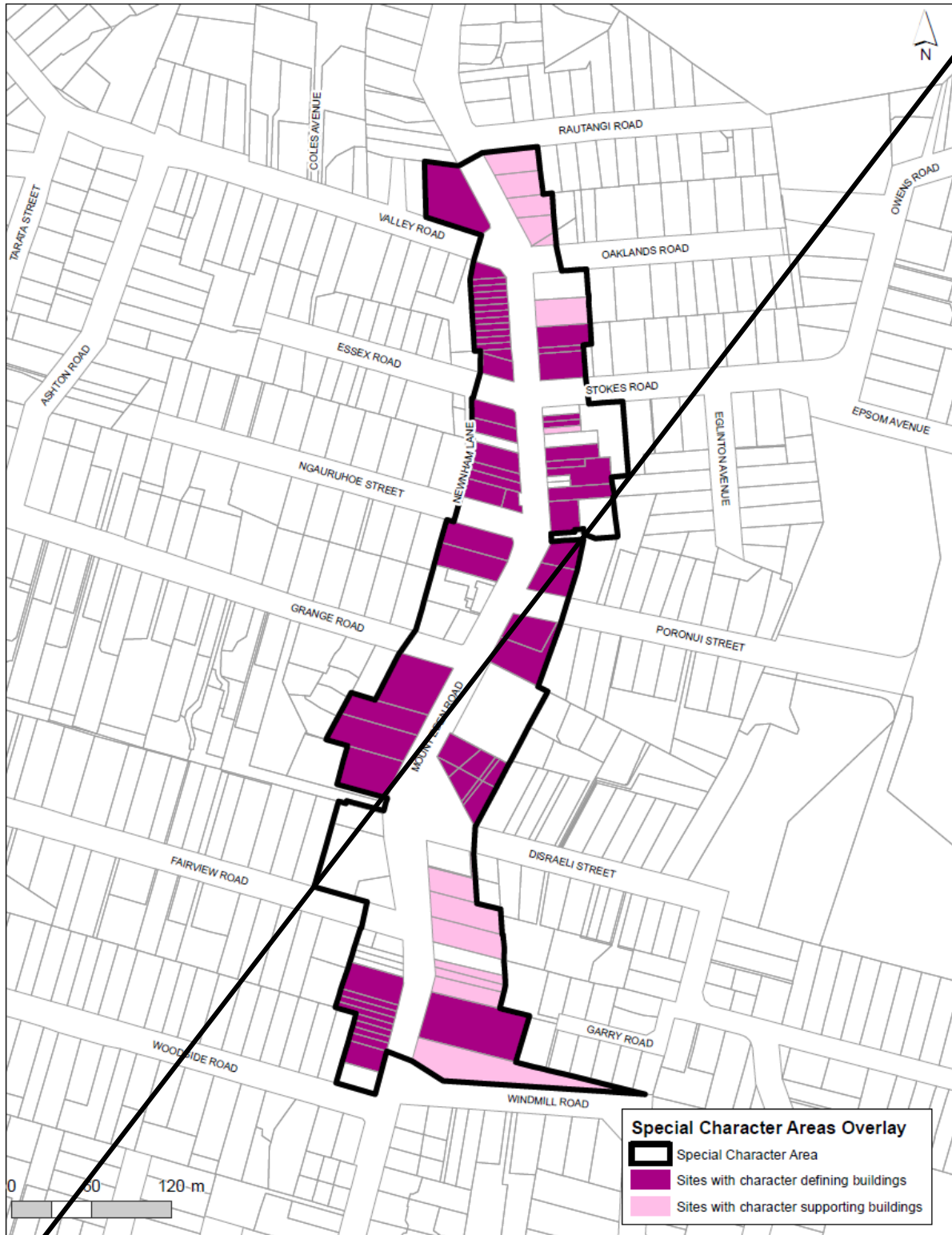
There is no vegetation within the area where buildings are built up to the road boundary. However, some commercial buildings are set back with landscaping in the front yard. Residential properties interspersed and nearby, including on the east side of Hinemoa Street, have front gardens with shrubs and trees.

15.1.6.10. Special Character Areas Overlay – Business: Mount Eden Village

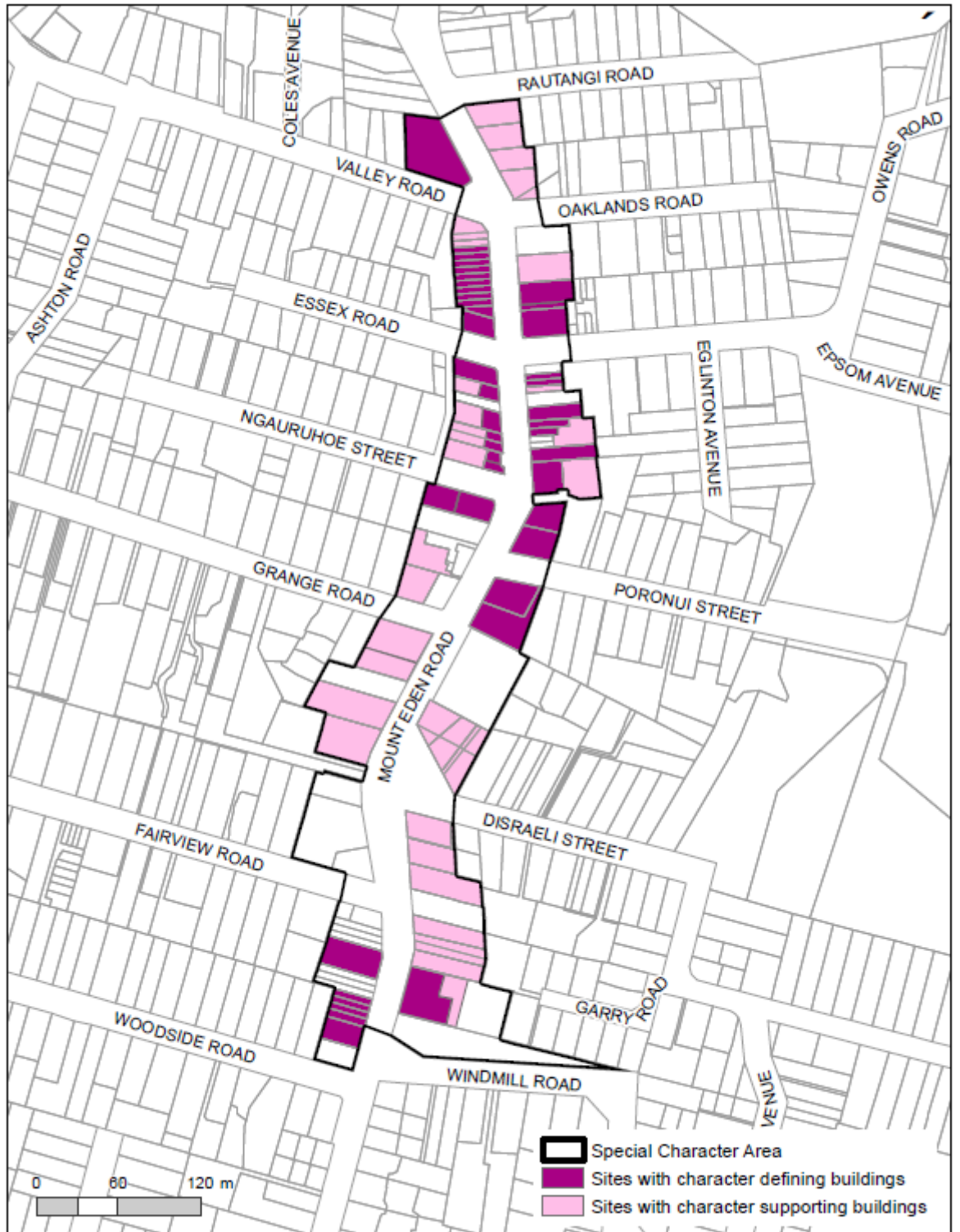
15.1.6.10.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Mount Eden Village and sites with character defining and character supporting buildings are shown on the map below.

Special Character Areas Map:



[insert new map]



Description:

The overlay area is located on Mount Eden Road, extending from the intersection with Raurangi Road in the north to the intersections with Windmill and Woodside Roads in the south. The extent is shown on the special character area map above. The area includes two distinct commercial areas, northern and southern, linked by a more residential spine, which collectively illustrate the early village character of Mount Eden.

Mount Eden Village is strongly defined by its relationship to the volcanic cone of Mount Eden/Maungawhau, located adjacent to the north, which was made a public domain in 1879. The immediate visual presence of the volcanic cone together with its geological and cultural significance makes it an important element for the special character area. Scoria and basalt walls and kerbing provide elements in the urban environment with a direct relationship to Mount Eden/Maungawhau. When entering the village from the north, views are also obtained to One Tree Hill/Maungakiekie.

15.1.6.10.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is an example of an outlying rural village established in the mid to late-19th century that became an important residential and commercial centre. It demonstrates sustained development over an extended period of time and was focused around one of the earliest roads in the area. First established in the 1870s as an outlying village serving the surrounding small farm allotments and isolated residential areas, the buildings provide evidence of the significant expansion that occurred around the late 1890s and early 1900s. Around this time the city's population increased significantly, the electric tram service was extended along Mount Eden Road and rural allotments were subdivided for housing. Further consolidation and expansion of the village is evident in buildings constructed during the 1920s and 1930s.

The establishment of Mount Eden Village occurred in parallel to the development of surrounding land from early farming use to subdivision and residential development from the 1860s onwards. Roads were established as part of each subdivision. The first shop in Mount Eden Village was the Cucksey's Buildings, which opened on the corner of Mount Eden and Stokes Roads in 1873. By 1885 it had been joined by Till & Sons Building, and in 1905 a butcher and bootmaker were also operating. The first school, which was also used for church services, opened in 1877 on the corner of Mount Eden and Valley Roads. Mount Eden remained semi-rural until the turn of the century and developed rapidly in the early decades of the 20th century due to residential development pressure.

Development of Mount Eden Village's main street retail strip is closely associated with the establishment and expansion of Auckland's public transportation networks. Horse drawn buses were provided in the 1870s and in 1881 a railway connection was established in Mount Eden as part of the Newmarket to Helensville railway line. The electric tram line extended part way down Mount Eden Road by 1908. Commercial construction in the main street expanded both north and south from the early cluster of shops around the intersection

of Mount Eden Road with Stokes Road and Essex Road. A number of early timber buildings were replaced with more substantial masonry buildings at this time, along with some houses along the main street being replaced by commercial buildings or altered for use as shops. The extension of the tram line as far as Pencarrow Avenue in the 1920s stimulated another growth period in the centre, with blocks of shops, apartments and the Crystal Palace Theatre dating from the 1920s and 1930s. Increases in population were accompanied by progressive development of local government, schools, churches, shops, and industry, and through the early decades of the 20th century the centre provided most of the everyday services, supplies, religious and entertainment needs of the surrounding suburb.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is significant for its physical and visual qualities as it demonstrates in its built fabric the 19th and early 20th century development of an outlying rural village to a consolidated suburban commercial area. The village retains buildings from the period of considerable expansion and growth that occurred from the late 19th century through the 1920s and 1930s. It retains a distinctive mix of building types including shops, civic buildings, churches, and housing.

15.1.6.10.3. Description of physical and visual qualities

Built form

Period of development

Mount Eden Village is significant for its physical and visual qualities as it demonstrates in its built fabric, a significant period of development that occurred in the area between the 1890s and 1930s. The built fabric includes the buildings, street layouts and urban form.

The overlay area is surrounded by single house lots largely from the same period, with many late 19th and early 20th century villas retained.

Scale of development

While building types and forms vary throughout the overlay area, the scale of development is generally single or two-storeyed on small lots typical of the late 19th and early 20th century period of development. Two-storey commercial buildings are prevalent between Valley Road and Poronui Street in the northern block and between Woodside and Fairview Roads in the southern block (on the western side of Mount Eden Road). In between is a range of mainly residential buildings, usually set back from the street, which present a modest scale of development to the street. The scale and freestanding gabled forms of the special character area's three churches create local landmarks.

Form and relationship to the street

Development along Mount Eden Road is in the form of a traditional main street in combination with residential and community buildings. The width of the Mount Eden Road carriageway remains relatively consistent through the village. Variation in the sense of street enclosure occurs with changes in footpath width, height and setback of adjoining buildings,

and location and dimensions of verandahs. This diversity, augmented by varying levels of vegetation at the street edge, is significant in establishing the village character of the centre and in providing understanding of its evolution over time.

The greatest level of enclosure is experienced in the northern block, between the intersections of Mount Eden Road with Valley Road and Oaklands Road, and with Stokes and Essex Roads. Here continuous verandahs extend over the footpath and there is a predominance of two-storeyed commercial buildings built to the front boundary. The block between the Stokes and Essex Roads intersection and Poronui Street is somewhat less enclosed, with a greater mix of building heights, less continuous building frontage at its southern end and greater footpath width variation. This stretch of road also includes commercial buildings located in the front yards of earlier villas, some of which still exist.

At the southern end of the special character area the street enclosure is more one-sided, with retail development concentrated on the western side of the road and residential properties, Greyfriars Church and Windmill Domain creating a more open pattern of development on the eastern side.

The residential spine that connects the two commercial ends generally features dwellings set back from the street boundary with large gardens and specimen trees. This residential character contrasts with the more densely built-up appearance of the northern and southern retail strips.

Major features and buildings

Character-defining and supporting buildings which make an important contribution to the area are shown on the special character areas map above. Some of these include;

- 391-393 Mount Eden Road – Free Methodist Church;
- 420-426 Mount Eden Road – block of three shops;
- 426 and 428-434 Mount Eden Road – Cucksey's Buildings (~~a category B historic heritage place~~ Schedule 14.1, ID 01745);
- 421-425 Mount Eden Road – corner building;
- 427-429 Mount Eden Road – Till & Sons Building;
- 438-440 Mount Eden Road – Nichols Buildings;
- 447 Mount Eden Road – Ambury's Dairy (former) (Schedule 14.1, ID 01746);
- 466 Mount Eden Road – the former post office;
- 449 Mount Eden Road – Methodist Church of New Zealand;
- 488 Mount Eden Road – Poronui Flats;
- ~~457-465 Mount Eden Road – villas;~~
- 537 Mount Eden Road – Crystal Palace Theatre (a category B historic heritage place Schedule 14.1, ID 01747));
- 539-541 Mount Eden Road – block of shops; and

- 546 Mount Eden Road – Greyfriars Church (~~a category B historic heritage place~~ Schedule 14.1, ID 01748).

Other important features that contribute to the special character values of the area include bluestone kerbs, specimen trees (street and private), traditional residential fencing, basalt walls, and public reserves.

Density/Pattern of development

The nature of the overlay area as a combination of residential, commercial and community functions means that it has a varied pattern of development. It has a generally medium density which was typical of Auckland's early suburban centres.

The area is generally experienced in three parts including the northern and southern commercial blocks linked by a more residential spine. Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Larger developments over amalgamated sites from the 1920s and 1930s have detailed and articulated façades that give the appearance of a series of smaller-scaled buildings. Buildings built up to the street edge create a strong street enclosure and high density (though relatively low-rise) pattern of development in the northern block; this is also the case to a lesser extent on the western side of the southern block. The density decreases through the middle of the special character area with its predominance of residential buildings set back from the street.

Types

Mount Eden Village is strongly defined by the survival of a variety of building types including shops, the former post office, a picture theatre, churches and houses. The retention of this range of building types demonstrates the progressive development of the area from its early rural beginnings to a well-established residential suburban centre.

Visual coherence

The overlay area is significant for its diversity of late 19th and early 20th century building types evident along Mount Eden Road, including commercial, residential and community buildings. A range of Victorian, Edwardian and early 20th century architectural styles associated with this period of development are evident, which create a coherent though physically diverse character.

Churches and residences with front gardens and mature trees create variety in the established urban character of the area. Basalt walls are important features that contribute to the visual coherence of the area.

15.1.6.10.4. Architectural values

Styles

Buildings in Mount Eden Village demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in Auckland's older town centres. Some examples of modest timber shops remain (the Ambury's Dairy being a notable example), but most of the area's commercial buildings date from the early 1900s when earlier timber buildings were being replaced by more substantial, durable masonry constructions that reflected the growing prosperity of the suburb.

Commercial buildings from this period (circa 1900 - 1915) are generally designed in the Edwardian Italianate style; the Cucksey's Buildings and Till & Sons Building are good examples. They variously feature moulded pilasters, articulated parapets with pediments and balustrading, rolled or dentiled cornices, moulded string courses and other decorative detailing such as window architraves, keystones and corbels. Some of these buildings (for example Till & Sons) retain cast iron verandah posts (most buildings support their verandahs via tie rods from the upper façade). Some buildings from this period are built in an Edwardian Classical Revival style, such as the former post office, the design of which features a hipped tiled roof, symmetrically- arranged façade and shallow projecting central bay with a parapet and no verandah.

Commercial buildings from the slightly later period of development (1920s and 1930s) are generally designed in the Stripped Classical style. Façades are modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and articulated parapets concealing roof forms.

Late 19th and early 20th century residential buildings are Victorian and Edwardian villas typical of the style, often two storeys with hipped roofs, gabled bays, front verandahs, sash windows and modest decorative fretwork to eaves. The area also has some residences designed in the Arts and Crafts style, along with some good examples of inter-war multi-unit flats with stylistic influences common to the period.

The area's churches, while varied in age, generally demonstrate Gothic Revival influences in their gabled roof forms, lancet and rose windows, roof and gable vents, and (in the case of the Greyfriars Church) a steeple, with a belfry.

Modern buildings in the special character area display various stylistic influences and are generally sympathetic to the form, proportions and styles of the area's buildings.

Materials and construction – built fabric

The early commercial buildings within the overlay area are mostly two-storeyed; with parapets and façade modulation used to visually amplify their height. Typical of early to mid-20th century vernacular, commercial buildings are generally constructed in brick and/or concrete masonry, and usually have a plastered and painted finish, although some feature areas of exposed brickwork or pebbledash. There are a few earlier commercial buildings constructed of, or partially of, timber. Roofs are mainly clad in corrugated ~~iron~~ metal.

The construction of houses in the area is typical of their period; timber frame structures with corrugated ~~iron~~ metal roofs, timber-framed door and window joinery, and horizontal weatherboards. Churches are variously constructed in masonry and timber, while inter-war flats are masonry constructions with brickwork exposed or plastered. Modern buildings utilise concrete and steel frame construction techniques with various claddings.

Verandahs are generally supported on steel ties to the façade structure. Till & Sons Building retains a verandah supported on posts. Signage is largely restrained to fascias. Some buildings in the centre (e.g. the Till & Sons Building) retain early or original shop front detailing, including recessed entries, timber shop front joinery and leaded top lights. Retained shop fronts and window joinery are generally timber with sash windows in the upper level of façades and some with leaded top lights to shop fronts. These features

provide evidence of retail design of the period. Similarly, some examples of early or original interior detail also remain, which due to the highly glazed shop fronts are apparent from the footpath.

15.1.6.10.5. Urban structure

Subdivision

The overlay area subdivision pattern reflects the surrounding residential subdivision pattern largely established in the latter part of the 19th century, and the subsequent subdivision and development of the commercial core. Narrow lot widths and a fine-grained urban character is particularly evident in the northern block and more variegated in the south, with the intervening residential sites following the pattern of the surrounding traditional development. The staged process of subdivision around the curves of Mount Eden Road also contributes to the shape and size of sections.

Road pattern

Bends in Mount Eden Road within the overlay area contain and define the discrete northern and southern commercial areas and reflect the fine-grained pattern of subdivision. The street structure of the area is based on an informal grid associated with incremental processes of subdivision around Mount Eden Road and is defined by short blocks.

Streetscape

While Mount Eden Road, which forms the spine of the centre, is of a consistent dimension, changes in alignment and the relationship of adjoining land-uses and site development contributes to the creation of distinct areas of streetscape character within the area. The street environment of the northern retail block is strongly defined on both sides of the road by shop fronts and verandahs. The southern block is confined to the western side of the street. The form of development particularly in the northern centre represents a traditional main street configuration, with strong street enclosure and active street frontages. In the area between the retail centres and on the eastern side of the southern centre, churches and houses are set back from front boundaries and landscaping and trees located within front gardens contribute to the streetscape. Basalt walls and bluestone kerbing through the special character area provide a detailed street edge element that makes reference to the underlying volcanic geology and developmental history of the area and contributes to the streetscape character.

Vegetation and landscape characteristics

Large-scale specimen trees both on private property and in Windmill Green along Mount Eden Road contribute to the area's vegetated character. They assist in defining the entry points to the village and contribute to the diversity evident between the village's northern and southern commercial centres.

15.1.6.11. Special Character Areas Overlay – Business: Newmarket

15.1.6.11.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Newmarket and sites with character defining and character supporting buildings are shown on the map below.

Special Character Areas Map:



[insert new map]



Description:

The overlay area includes parts of the original commercial area centred on Broadway, and Khyber Pass Road, and Remuera Road. The area extends beyond the main thoroughfares to include some streets off Broadway to the south and west and a small residential area off Remuera Road. The extent of the area is shown on the special character areas map above.

Newmarket is located on a reasonably flat elevated basin, encircled by the slopes of Mount Eden/Maungawhau, Mount Hobson/Ōhinerau, and the Auckland Domain/Pukekawa. The Newmarket commercial area is bound by the Southern Motorway to the south and west and the main rail line to the east.

15.1.6.11.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as one of Auckland's earliest established town centres. It is an area of sustained commercial and residential use and development over a long period.

The Newmarket commercial area was established as early as the 1850s and continued to grow as commercial activity in the area increased and residential expansion occurred immediately surrounding the town centre. Significant development occurred during the late 1890s to 1930s and again during the mid-20th century. It retains groups of buildings and urban form that demonstrate these periods of development.

Newmarket was originally formed at the junction of two main routes that led from central Auckland established in the 1840s. These routes were either the natural southern route that led along the Parnell ridge, or the route from the Queen Street valley that led up the Symonds Street ridge and along Khyber Pass Road. Newmarket was established at the junctions of Broadway, Khyber Pass, Remuera, Manukau, and Great South Roads. The early township developed as a commercial, residential and manufacturing centre. Breweries were located along Khyber Pass Road and the commercial retail area developed at the main intersections and as a strip development along Broadway.

The commercial area also benefited from close proximity to the Auckland-Mercer rail line and served as the commercial centre for the surrounding residential suburb. In the 1920s and 1930s Newmarket experienced a surge of commercial development assisted by the sale or lease of railway land on the eastern side of Broadway. Other substantial buildings were constructed at this time including the Rialto Theatre, and the matching Kent's and Excelsior Buildings on Khyber Pass Road.

Light industry was located close to the commercial centre with industrial expansion occurring between the mid-1920s and the 1960s mainly to the west of Broadway, replacing early workers cottages. ~~Businesses included Cashmere's Timber Merchants and Hayes Metal Refineries Ltd.~~ Ongoing commercial development continued into the 1950s and 1960s with ongoing commercial development including construction of the Auckland Electric Power Board offices and workshops in Nuffield Street.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it retains in its built form and urban patterns evidence of its development from establishment in the mid to late 19th century through to the mid-20th century. This includes a group of commercial main street buildings constructed between the late 1890s and 1930s on Broadway and Khyber Pass Road and groups of some mid-century warehousing and light industrial buildings on the side streets south of Khyber Pass Road, ~~together with associated administrative offices, around the periphery of Broadway. The area also retains evidence of housing, both late 19th and early 20th century villas as well as 1920s and 1930s apartment blocks.~~ Special character elements are still evident in these areas and form cohesive clusters, despite extensive large-scale redevelopment in surrounding streets.

15.1.6.11.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates, in its built fabric and urban patterns, periods of development particularly between the late 1890s and the 1930s and during the mid-20th century. The built fabric includes the buildings, street layouts and urban form. ~~The business area is adjacent to the Special Character Areas Overlay – Residential: Isthmus A.~~

Scale of development

A range of building scales is evident in the ~~Special Character Areas Overlay – Business: Newmarket~~ overlay area, reflecting the different development periods. The commercial ~~strip strips~~ along Broadway and Khyber Pass Road ~~contains contain~~ one and two-storeyed buildings of brick or plastered brick construction. The later inter-war and mid-century buildings also range in scale from ~~small single and two-storey level buildings to three and four levels.~~ As a metropolitan centre, Newmarket has been an area of sustained growth and change over time, and the scale of more modern development is quite different from the older scale. Late 20th and early 21st century buildings are typically larger in scale, with examples on Broadway ranging from ~~three two to four six storeys~~ within the overlay area, and apartments to the rear and outside the overlay area ~~adjacent to the rail line of around seven-storeys.~~

Form and relationship to the street

~~Generally~~ Generally, all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Groups of commercial buildings create a continuous and fine-grained building line facing the ~~footpath, and footpath and~~ reflect the early subdivision pattern and narrow lots.

The division of some building façades into structural bays of around six to eight metres further reinforces the fine-grained rhythm of the remaining late 19th and early 20th century

commercial building frontages. Some have had additional floors subsequently added. Early commercial buildings are constructed with parapet walls to the road concealing roof forms. Verandahs evident along Broadway are suspended or supported from building façades.

In side streets to the west-south of Khyber Pass Road ~~Broadway~~, light industrial and commercial buildings from the early to mid-20th century were constructed without verandahs. Canopies rather than continuous verandahs are evident.

~~Residential character buildings include villas that are set back from the street edge with small gardens located in front yards.~~

Major features and buildings

~~Character defining~~ Character defining and supporting buildings which make an important contribution to the area are shown on the special character area map above. Some of these include:

- Groups of late 19th and early 20th century buildings on Broadway around the intersection with Teed Street and opposite, and at the corner of Remuera Road;
- 465-475 Khyber Pass – Excelsior Building (Schedule 14.1, ID 01711)
- 481-487 Khyber Pass – Kent’s Building (Schedule 14.1, ID 01712)
- 489 Khyber Pass – Carlton Club Hotel (former) (Schedule 14.1, ID 01713)
- 2-8 Osborne Street – Kent’s Bakery (Schedule 14.1, ID 01779)
- Mid-century light industrial and commercial buildings in Kent Street; ~~and~~
- ~~2 Nuffield Street – Auckland Electric Power Board offices.~~

Density/Pattern of development

The widths of late 19th and early 20th century buildings identified on Broadway reflect the relatively narrow lot widths created by the early subdivision pattern, typically ranging from around 10 to 20 metres. Buildings built up to the street edge in this part of Broadway create a high density and pattern of development.

~~Residential areas reflect a typical pattern of reasonably high density commonly found in late 19th and early 20th century development, with houses located close to the road boundary.~~

Types

The area incorporates retail and commercial building types along Broadway and a mix of light industrial and commercial buildings in side streets to the south of Khyber Pass Road ~~west~~. ~~Other parts of the area, including the area between Middleton Road and Belmont Terrace to the north-east side of Remuera Road, include residential building types (both freestanding timber houses and apartment blocks from the 1920s and 1930s).~~

Visual coherence

There is a degree of visual coherence where groups of special character buildings remain evident. This varies throughout the area depending on the scale and type of buildings.

On Broadway there is a degree of visual coherence in the buildings that line both sides of the street which derived from the period of development from the early 20th century through to the 1930s. ~~On the periphery of Broadway, the mid-century light industrial and commercial buildings combine to provide a consistent pattern of development and visual characteristics.~~

15.1.6.11.4. Architectural values

Styles

Buildings in Newmarket demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in traditional commercial ~~and residential~~ areas.

Commercial buildings on Broadway are designed in Victorian and Edwardian Italianate styles. The façades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines, and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to two-storeyed buildings.

Inter-war and mid-century warehouses and light industrial buildings ~~with associated offices in the surrounding side streets~~ are designed in a range of simple utilitarian designs, ~~Moderne and Art Deco styles together with Modernist buildings such as the former Auckland Electric Power Board offices in Nuffield Street.~~

~~The residential area off Remuera Road, between Middleton Road and Belmont Terrace, extending up to Mamie Street includes predominantly examples of one and two-storey villas, some bungalows, Arts and Crafts and Moderne style houses, as well as a range of more recent houses. Villas are evident in Belmont Terrace.~~

Materials and construction – built fabric

The commercial strip along Broadway and Khyber Pass Road contains one and two-storeyed buildings of brick or plastered brick construction.

The later inter-war and mid-century buildings are typically constructed from plastered brick or reinforced concrete.

~~Examples of Victorian and Edwardian villas and Arts and Crafts style houses in the area are typically timber framed with corrugated iron gabled or hipped roofs and with timber framed door and window joinery. The Moderne and Spanish Mission style apartments are constructed in plastered masonry.~~

15.1.6.11.5. Urban structure

Subdivision

The Crown land sales in Newmarket took place from 1841 onwards. Finer-grained subdivision for residential and commercial allotments occurred from the 1860s onwards. The grid of narrow streets on the west side of Broadway is shown in maps dating from the 1870s, and the early period of subdivision is still evident today in the narrow width of streets such as the east end of Teed Street.

Lot sizes along Broadway where special character buildings remain generally range from around 10 to 15 metres wide. There is variation in the size of lots due to amalgamation or further subdivision over time. ~~Early lot sizes in the area west of Broadway range from around 300 to 500m².~~

Road pattern

The area is located at the junction of main arterial routes with a linear urban structure along the main thoroughfares. Broadway has a road reserve of around 25 metres wide while other main roads are a standard 20 metres. The road pattern with the grid of narrow streets to the west of Broadway and south of Khyber Pass Road reflects the early period of residential subdivision, from around the 1860s.

Streetscape

The form of commercial development within the overlay area along Broadway is that of a traditional suburban retail strip located on a regional arterial route. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath. The one and two-storey scale of character buildings establishes an appealing scale at the street edge, although those on the east side are viewed in context of much larger scaled development to the rear as well as interspersed in parts.

~~The areas around the periphery of Broadway~~ group of buildings south of Khyber Pass Road generally follow a rectilinear pattern of development following the original street grids, with the buildings located close to the street edge with narrow footpaths and generally no verandahs. While the previous use for light industry and manufacturing remains evident, there has been a shift to retail and entertainment use in these areas. The streetscape character contrasts with the retail character evident on Broadway.

Vegetation and landscape characteristics

There is very little vegetation in the core of the business area, ~~but some of the residential properties at the periphery include gardens and plantings.~~

15.1.6.12. Special Character Areas Overlay – Business: Parnell

15.1.6.12.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Parnell and sites with character defining and character supporting buildings are shown on the map below.

Special Character Areas Map:



[insert new map]



Description:

The overlay area is located on Parnell Road and extends from approximately its intersection with ~~Parnell Rise~~ Heather Street and Garfield Street at the northern end to the intersection with ~~St Stephen's~~ Stephens Avenue at the southern end. ~~The extent is shown on the special character area map above.~~ The extent of the area reflects the late 19th and early 20th century development along Parnell Road which included commercial, residential, civic, and community buildings.

Parnell Road has a linear urban structure, rising along a ridgeline that extends from the ~~low lying~~ low-lying area to the north that was formerly Mechanics Bay to the high point at the intersection with St Stephens Avenue. The railway line is located in the gully to the west between Parnell Road and the Auckland Domain. Surrounding residential and commercial areas to the north-eastern side are located on a series of ridges and steep sided gullies. Views from Parnell Road include those towards the Auckland War Memorial Museum and Auckland Domain/Pukekawa, north and east towards the Waitematā Harbour and to residential areas either side of Parnell Road viewed down side streets.

15.1.6.12.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as one of the earliest established suburban commercial main streets within the Auckland region. It was the first suburb outside the central city, established in the 1840s. The progressive pattern of development throughout the 19th and early 20th centuries is demonstrated in the significant collection of buildings that date from its initial settlement and subsequent development. This includes a concentration of commercial buildings from the 1880s to 1920s, as well as early residences, hotels, and public buildings. The commercial area along Parnell Road developed to serve the surrounding residential neighbourhood, and there remains a significant relationship with the surrounding residential area.

Parnell Road was important for its strategic location on the main route from Auckland City to the eastern suburbs and southern provinces. Its pleasant aspect and views of the harbour, coupled with good road access to the city made it a desirable locale. The overlay area retains evidence of continuous development from the 1840s onwards, including some of Auckland's early residences.

The Parnell area developed rapidly through the 1850s and 1860s with several churches and schools being established, while new houses and shops were built in and around Parnell Road. By the late 19th century Parnell Road was dominated by retail and other small businesses north of Gibraltar Crescent, with residential development predominating near the top of the hill.

In 1902 horse drawn buses to Parnell from the city were replaced with a new electric tram service. Consolidation of the commercial area is evident in the number ~~numbers~~ of retail and

commercial buildings from the early 1900s to the 1940s during which time Parnell was Auckland's largest inner-city suburb.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it contains a significant grouping of 19th and early 20th century buildings, demonstrating a progressive and ongoing development from initial establishment in the 1840s.

The area retains Auckland's earliest residence, Hulme Court built in 1843, Windsor Castle Hotel built in the 1850s and remodelled in the 1880s, St John the Baptist ~~Church~~ church, opened in 1861 and enlarged in 1898, the adjacent convent built in 1903, the basalt Whitby Lodge built by the early 1870s as well as commercial buildings and public buildings such as the 1923 Parnell Library and Hall.

15.1.6.12.3. Description of physical and visual qualities

Built form

Period of development

The overlay area is significant for its physical and visual qualities as it demonstrates, in its built fabric, an early period of development within the Auckland region together with development over time, from the 1840s to ~~1940s~~1930s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to parts of the Special Character Areas Overlay – Residential: Isthmus A in Parnell.

Scale of development

The special character buildings in the overlay area are typically one and two-storeyed, with some larger buildings such as the four-storey Heard's Building on the north corner of Ruskin Street. Examples of 19th and early 20th century commercial buildings generally have parapet walls facing the street increasing their apparent scale. There is a predominance of two-storeyed commercial buildings from this period along the south-west side of the street and particularly on corner sites. Residential buildings also include one and two-storeyed examples. Buildings reflect the narrow lot widths that occurred as part of an early period of subdivision. Just to the north of the special character area, the five storey Mayfair Apartments, were built in 1928, near the corner of Heather Street. More recent office and apartment buildings are generally between two and six-storeys.

Form and relationship to the street

There is diversity in building forms and the relationship of buildings to the street in the overlay area due to the variety of building types, as well as the long period over which development has occurred. ~~Generally~~ Generally, all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site

facing the street. Groups of commercial buildings create a continuous and fine-grained building line facing the ~~footpath, and~~ footpath and reflect the early subdivision pattern and narrow lots. The division of buildings into structural bays of around six to eight metres further reinforces the ~~fine-grained~~ fine-grained rhythm of commercial building frontages. Verandahs are typically suspended, with some examples that have post supports at the corner of the south end of Birdwood Crescent. Verandahs have generally been modified to enable road widening at some stage.

The gabled and hipped roof forms of residential buildings and St John the Baptist Church and Convent ~~convent~~ contribute to the diversity of forms evident and the varied but harmonious silhouette of pediments, parapets and sloping roofs. Residential buildings are set back from the road boundary, with variety in the depth of setbacks evident. Early residences on the north-east side of Parnell Road such as Hulme Court and Whitby Lodge have generous setbacks of ~~approximately~~ around 10 to 20 metres. Houses on the south-west side, for example those forming part of Parnell Village, are closer to the road boundary with setbacks of around three to six metres. St John the Baptist Church and Convent ~~is the adjacent former convent~~ are also set back from the road boundary. Some buildings reflect early lot boundaries, set at an oblique angle to the road. Buildings including houses and the Parnell Library and Hall are generally built at an angle to the street. The church, library and early residential buildings are free-standing structures seen in the round with roof forms visible from the street.

Post-World War II commercial and apartment buildings have also been set back from the original road boundary in parts of Parnell Road, presumably allowing for road widening requirements that may have applied or in response to specific zone provisions of their era. This is particularly evident on the north-eastern side of Parnell Road south of Ruskin Street, where a number of office and apartment buildings are evident.

Previous district plan zoning included a predominantly business zone on Parnell Road with a high intensity residential zone on the north-east side of Parnell Road, south of Ruskin Street, influencing the building form of more recent development. Areas between these buildings and the street contain a mix of built and natural landscaping, as well as car parking in some places. These buildings are also typically set back from side boundaries, with small side yards or driveways to access car parking areas. While differing from the pattern of commercial development, the spaces between these buildings allow for sunlight and views. Recent development in the lower part of Parnell Road, ~~including the Geyser Building at the corner of Garfield Street~~, is built up to the Parnell Road boundary.

Major features and buildings

Character defining and supporting buildings which make an important contribution to the area are shown on the special character area map above. Some of these include;

- Commercial buildings located at corners of the road intersections and in continuous groups;
- Early hotel buildings;
- 99-101 Parnell Road – Exchange Tavern (Schedule 14.1, ID 01787);

- 144 Parnell Road – Windsor Castle Hotel (former) (Schedule 14.1, ID 01788);
- ~~212 Parnell Road – St St John the Baptist Church and former Convent (a category A historic heritage place Schedule 14.1, ID 01789)~~;
- ~~Early hotel buildings~~;
- 390 and 394 Parnell Road – Parnell Library and Hall-hall (former) (a category B historic heritage place Schedule 14.1, ID 01792);
- 350 Parnell Road – Hulme Court (a category A historic heritage place Schedule 14.1, ID 01791); and
- 330 Parnell Road – Whitby Lodge (former) (a category B historic heritage place Schedule 14.1, ID 01790).

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a high density and pattern of development, particularly on the south-west side of Parnell Road and on both sides north of Ruskin Street. The narrow width of a number of the early side streets and lanes enhances the density, with little distance between corner buildings. The density dissipates on the north-east side south of Ruskin Street, where buildings, including post-World War II offices and apartments, are generally set within larger sites.

Types

The overlay area incorporates a variety of building types that reflect its development over a long period. These include commercial buildings from the late 19th and early 20th centuries, houses from as early as the 1840s as well as late 19th and early 20th century houses and apartments, the church and convent, hotels, and the former Parnell Library and Hall. The varied range of building types contributes to the diversity of the streetscape. A number of houses have been adapted for commercial and retail use while maintaining their residential form.

Visual coherence

The main commercial area at the northern part of the overlay area has a strong visual coherence due to the similar age, scale, and design qualities of the buildings where these are constructed close to the street edge and occupy the full width of the site. Towards the south a more varied pattern of development exists. This variance is part of its development pattern and contributes to an understanding of the area's development.

15.1.6.12.4. Architectural values

Styles

Buildings in the overlay area demonstrate a range of Victorian, Edwardian, and early 20th century architectural styles typically found in traditional commercial and residential areas. This includes examples designed in Victorian and Edwardian Italianate styles, as well as

inter-war Classical and Stripped Classical styles. St John the Baptist Church is designed in a simple Gothic Revival style.

Residential architectural styles include the late Georgian Regency influenced style of Hulme Court and Whitby Lodge as well as Victorian and Edwardian villas reflecting a classical influence in their decorative detail. ~~Modern architecture has supported the context of the special character area, including the award-winning Geyser Building, built in 2012, located at the north corner of Garfield Street.~~

Materials and construction – built fabric

The existing early commercial buildings include examples constructed of timber, brick or plastered brick construction. Some retain early shop fronts with timber joinery and doors, recessed entries and stall boards. The façades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to ~~two-storied~~ storeyed buildings. Plaster decoration and detailing is evident on the more substantial buildings. Window joinery is typically timber-~~framed~~ framed, and windows are generally set within a solid façade. On less ornate buildings, the architectural detailing is plainer, in either rendered brick or timber.

Houses within the overlay area include plastered masonry, stone as well as timber-framed and clad examples. Gabled or hipped roofs are clad in corrugated iron or slate and door and window joinery is in timber. Brick or plastered brick chimneys and verandahs are a prominent feature of many of these houses.

15.1.6.12.5. Urban structure

Subdivision

Subdivision and sale of land in Parnell occurred early and the area quickly began to develop into Auckland's first suburb. In September 1841 ~~three to five acre~~ three-to-five-acre sections were offered for sale in Parnell, just a few months after the first government land sale at Auckland. The finer-grained subdivision for residential and commercial lots generally occurred from the 1840s onwards, forming the roads to either side of Parnell Road. Lots along Parnell Road were formed as part of the series of subdivisions that occurred from this time and varied in size. The narrow width (some less than 10 metres) of some lots along Parnell Road indicates the early period of subdivision.

Road pattern

The earliest roads to be established in the Parnell area included Parnell Road, St Georges Bay Road and ~~St Stephen's Road~~ Stephens Avenue which all ran along ridges. Secondary roads and lanes are perpendicular to Parnell Road at variable spacing. They were formed as part of early subdivisions, with crescents and terraces located parallel to either side of the main road, taking the sloping topography into account. Parnell Road is 20 metres wide. The narrow width of roads and lanes to either side of Parnell Road demonstrates its early period of subdivision. A number of side streets are 10 metres wide, with some lanes of around seven metres wide.

Streetscape

The form of commercial development within the overlay area is generally that of a traditional suburban commercial main street located on a regional arterial route, between surrounding residential and commercial areas. There is a vibrant mix of retail, dining, office, service and residential uses focused on Parnell Road. There is a positive relationship between the public and private realm, achieved by the interrelationship between the scale of the buildings in relation to the width of the street, active street frontages, and a mix of uses that encourages interaction with the street, provision of verandahs and on street parking. There are generally continuous ~~shop fronts~~ shopfronts, particularly on the south-west side of Parnell Road as well as the lower north-east side. There is a generally consistent streetscape rhythm on the south-west side and northern part of the north-east side, marked by individual developments and repetitive shopfronts on sections of around 10 to 20 metres wide.

There is some variation of streetscape character through the area. On the north-eastern side of Parnell Road ~~the Road, the~~ the character is more varied where recent office and apartment buildings are located, or where ~~or car~~ parking and landscaped areas have been formed between the buildings.

Vegetation and landscape characteristics

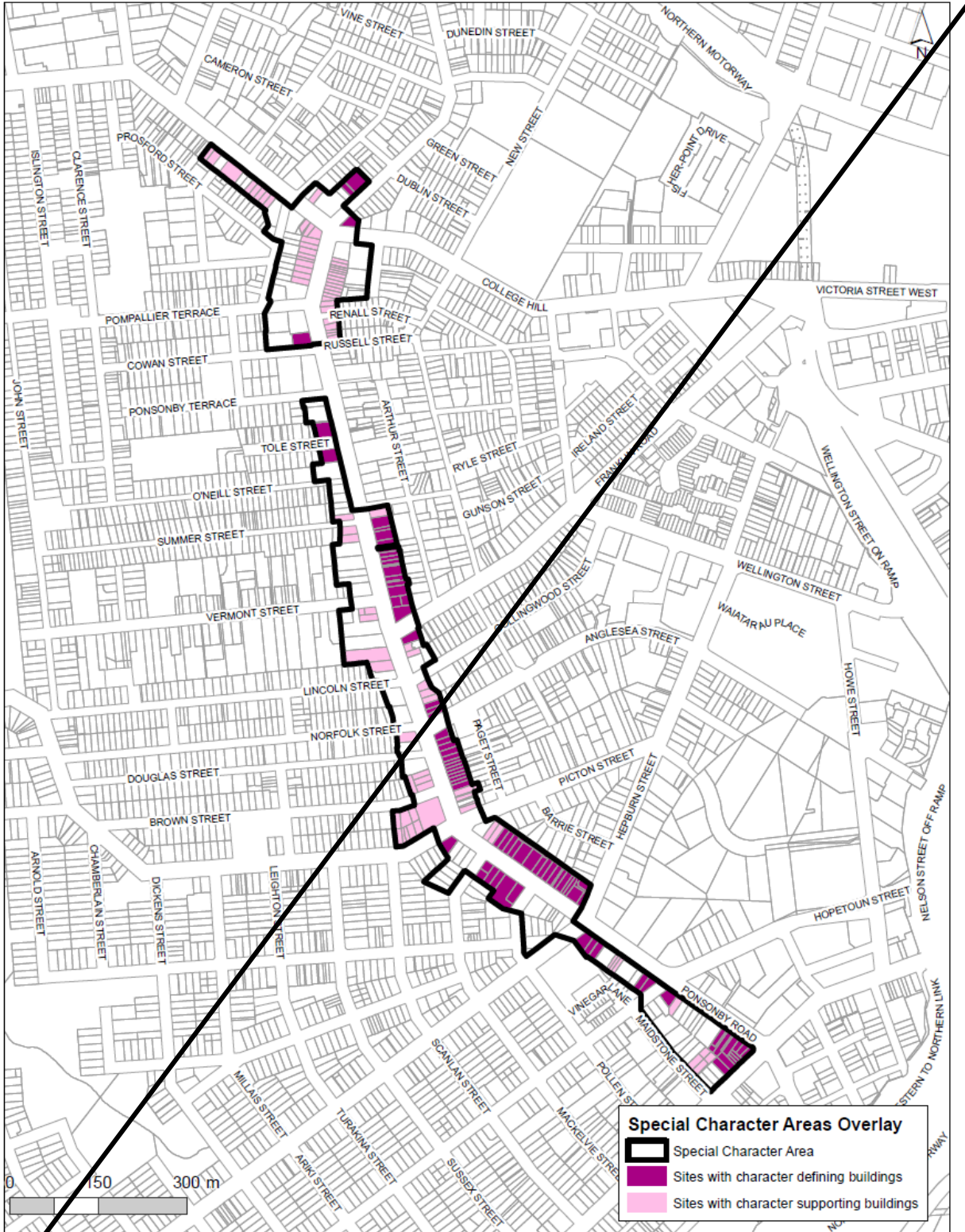
A presence of small reserves, street trees, as well as planting and mature trees, typically associated with surviving early dwellings along Parnell Road contribute to the distinctive character of the area. Notable trees include a mature Norfolk pine at 320 Parnell Road and an English oak in Gibraltar Crescent, visible from Parnell Road. There are westerly views down a number of side streets to the tree-covered slopes of the Auckland Domain/Pukekawa. There is a protected viewshaft to the Auckland War Memorial Museum over much of Parnell Road.

15.1.6.13. Special Character Areas Overlay – Business: Ponsonby Road

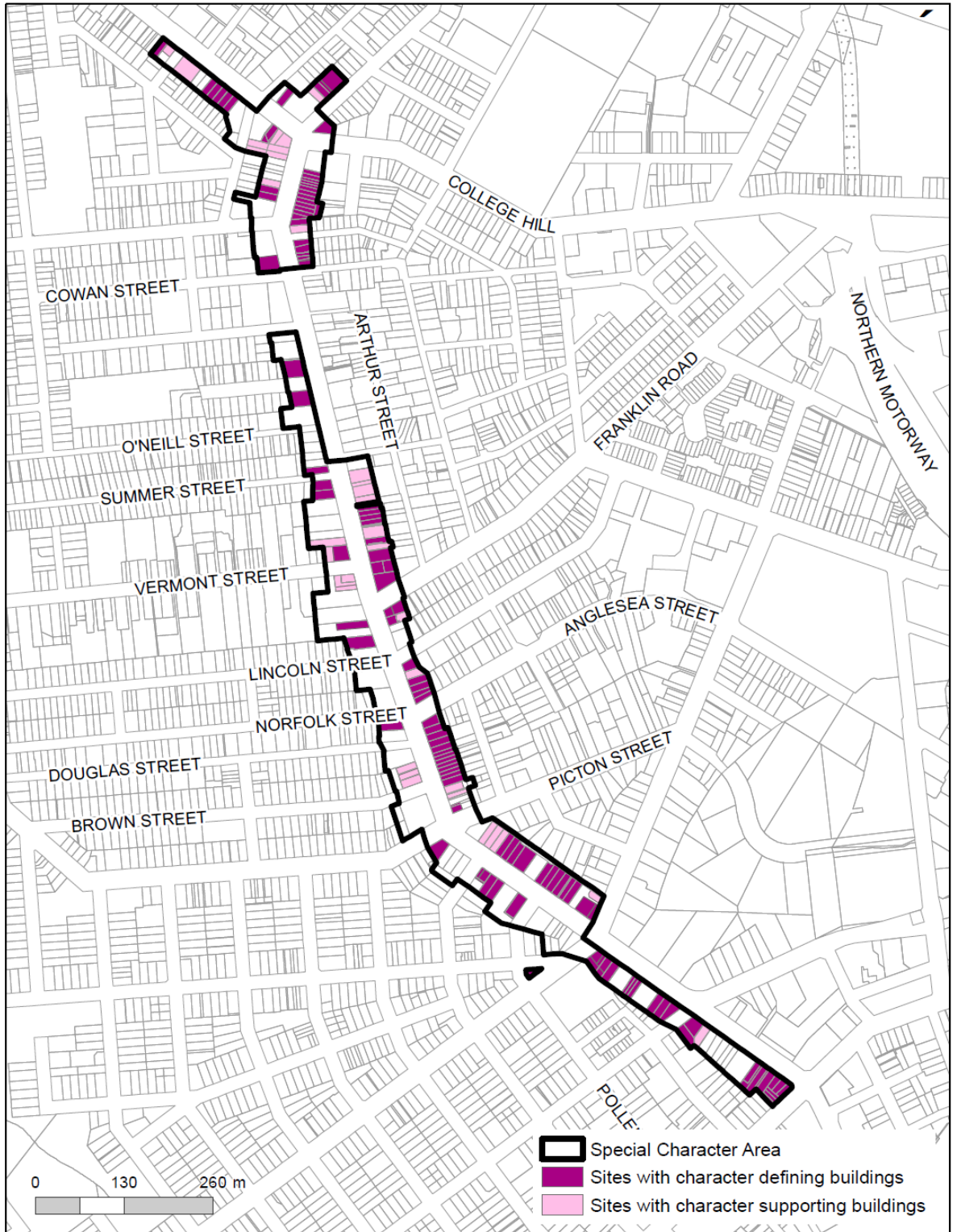
15.1.6.13.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Ponsonby Road and sites with character defining and character supporting buildings are shown on the map below.

Special Character Area Map:



[insert new map]



Description:

The overlay area is located along Ponsonby Road and is shown on the special character area map above. The extent and includes the Three Lamps area around the intersection of Ponsonby Road with Jervois Road, St Mary's Marys Road and College Hill and extends southwards along Ponsonby Road to the intersection with Great North Road. It includes properties to either side of Ponsonby Road and extends down some of the intersecting side streets. ~~The Special Character Areas Overlay – Residential: Isthmus A also applies to a section on the east side of Ponsonby Road, between Franklin Road and Pember Reeves Street.~~

Ponsonby Road is located on a ridge, which has influenced the linear urban structure and provides elevated views of the city, harbour and Waitakere Ranges. The overlay area incorporates significant groups of commercial, community and residential buildings from the late 19th and early 20th centuries.

15.1.6.13.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance because it is one of the earliest established suburban commercial main streets within the Auckland region. Ponsonby Road developed as a main transport route located to the west of Auckland City and served the residential suburbs of Ponsonby and Freemans Bay. A significant period of built development occurred along Ponsonby Road during the late 19th century and early 20th centuries including shops, churches, civic and community buildings as well as houses. The commercial area along Ponsonby Road developed in conjunction with the residential neighbourhoods, with which there remains a significant connection.

Residential subdivision of land either side of Ponsonby Road started in the 1860s and the small allotment sizes in the area reflects its early period of development. The Ponsonby area is an early and important representative example of a Victorian walking suburb, located close enough to the city for workers to walk to their places of employment.

Public transport was established along Ponsonby Road with horse-drawn trams in the 1880s. Because College Hill was too steep for these trams, all traffic from Auckland City came along Karangahape and Ponsonby Roads.

The electric tram service on College Hill and Ponsonby Road opened in 1902 and brought more working people to Ponsonby, and the increased suburban development that occurred was a catalyst for further commercial development along Ponsonby Road.

The Ponsonby Road ridge was the main commercial strip, with clusters of buildings for retail and services located along its length, particularly concentrated at the Three Lamps area at the northern end, which was an important public transport terminal.

Ponsonby Road was supplied with gas for street lighting in 1889, including the well-known three gas lamps at the intersection of Ponsonby Road, Jervois Road and College Hill, for which this area became known. The Three Lamps area was the commercial and cultural focus for the Ponsonby area as well as serving nearby ~~St Mary's~~ Marys Bay, Herne Bay and ~~Freeman's~~ Freemans Bay.

The Leys Institute Gymnasium and Public Library in ~~St Mary's~~ Marys Road opened in ~~1905~~ 1905, and the former Ponsonby Post Office opened in 1912. Other substantial blocks of shops were built on many of the corner sites along Ponsonby Road. St John's Church opened in the 1880s, its spire clearly visible on the ridgeline.

Houses, including some substantial homes such as Allendale/~~Edward Allen's House~~ built in the 1890s, were constructed along the Ponsonby Road ridge, taking advantage of harbour views. In addition to shops and houses, many early public and administrative buildings were located in the southern part of Ponsonby Road, including the former Newton Borough Council Offices, opened in 1889 at the intersection with Williamson Avenue, and the former Newton Police Station, opened in 1905 between Hopetoun Street and Karangahape Road. The Unitarian Church was opened in 1901. Western Park was formed in the 1870s and was the first public park on the western side of the city.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it contains an especially large grouping of Victorian and Edwardian buildings as well as those built in the 1920s and 1930s and onwards. The area is strongly defined by the survival of a variety of building types including commercial and civic buildings, shops, houses and churches along and close to the main street that collectively reflect the area's earliest settlement and subsequent development.

The area contains a number of key landmark buildings from the Victorian and Edwardian eras, such as the former Ponsonby Post Office, Leys Institute Gymnasium and Public Library, Allendale House/~~Edward Allen's House~~, the former Newton Police Station and ~~St Johns~~ John's Church. Victorian and Edwardian commercial and residential buildings are often grouped in rows or located around intersections. These early buildings are cohesive in terms of their massing and scale; they are typically one and two-storeys, include examples of timber and masonry construction and reflect a mix of Victorian, Edwardian and early 20th century architectural styles. The Ponsonby Post Office clock tower and the spire of St John's Church are significant landmarks.

15.1.6.13.3. Description of physical and visual qualities

Built form

Period of development

Ponsonby Road demonstrates in its built fabric a significant period of development that occurred in the area between the 1880s and 1930s. The built fabric includes the buildings, street layouts and urban form. The business area on Ponsonby Road is adjacent to parts of the Special Character Areas Overlay – Residential: Isthmus A, which developed during the same period.

Scale of development

The buildings in the area are predominantly one and two- storeyed. Examples of 19th and early 20th century commercial buildings generally have parapet walls facing the street increasing their apparent scale. Residential buildings are one and two-storeyed. Buildings reflect the narrow lot widths that occurred as part of Victorian era subdivision. More recent infill construction has occurred on Ponsonby Road, with mixed-use buildings up to four ~~stories~~ storeys tall; while this represents an increase in scale, most of these buildings have been designed in a manner that reinforces the scale of the area.

Form and relationship to the street

~~Generally~~ Generally, all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Many late 19th and early 20th century commercial buildings are constructed with parapet walls facing the road, concealing roof forms. Corner sites are often defined by two storey commercial buildings, many of which were designed to address the corner.

Most commercial buildings have suspended verandahs, although there are some examples remaining of verandahs supported on posts. There is variation along Ponsonby Road where commercial buildings are interspersed with houses and churches, which are set back from the road boundary, and often with fenced and landscaped front yards. The remaining residential buildings, churches, and the former Newton Borough Council Chambers and Fire Station, and Newton Police Station are all freestanding structures, seen in the round with hipped or gabled roof forms visible from the street, contributing to the diversity in the established character of the area.

Major features and buildings

Character defining and supporting buildings which make an important contribution to the area are shown on the special character area above. Some of these include:

- Commercial buildings grouped in rows and located at corners of a number of the road intersections, a number of which are included in Schedule 14.1;
- 20 St ~~Mary's~~ Marys Road – Leys Institute Gymnasium and Public Library (~~a category A historic heritage place~~ Schedule 14.1 ID, 01863);
- 1-3 St ~~Mary's~~ Marys Road – Ponsonby Post Office (Schedule 14.1, ID 01861); and
- 50-52 Ponsonby Road – Allendale (~~a category B historic heritage place~~ Schedule 14.1, ID 01800).

A number of Several other significant heritage places along Ponsonby Road are located outside the extent of the special character area, or within the Special Character Areas Overlay – Residential: Isthmus A area.

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern in Ponsonby. Buildings built up to the street edge create a high density and pattern of development, particularly at Three Lamps and where commercial buildings are grouped in rows or define corner sites. Residential and church buildings create variety in the density and pattern of development, as they are typically set back from the road boundary and viewed as three dimensional forms.

Types

The overlay area is strongly defined by the survival of a diversity of building types including shops with dwelling above, commercial buildings, churches, houses, as well as civic administration and community buildings

Visual coherence

The overlay area retains a range of building types, scales and styles, constructed between the late 19th century and 1930s. The combination of these attributes contributes to the visual coherence of special character. Ongoing development has occurred along parts of Ponsonby Road, but the large groupings of buildings from the late 19th and early 20th centuries are what define the distinctive character of Ponsonby.

15.1.6.13.4. Architectural values

Styles

Buildings in the area demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in traditional commercial and residential areas. As one of the earliest established suburban commercial main streets within the Auckland region, Ponsonby features a particularly large concentration of buildings from the Victorian and Edwardian eras.

Commercial buildings include examples designed in Victorian and Edwardian Italianate styles, Edwardian Baroque as well as Stripped Classical and Moderne styles that became popular in the inter-war period.

~~Churches on Ponsonby Road include St John's Church designed in Gothic Revival style, the Unitarian Church in an Arts and Crafts derived style and the mid-20th century modern All Saints Church.~~

Residential buildings also demonstrate a range of Victorian and Edwardian architectural styles, ~~but~~ but are generally substantial examples.

Materials and construction – built fabric

The existing early commercial buildings generally feature brick or plastered brick construction, as well as some constructed using timber. Some retain original glazed shop fronts with timber joinery and doors and tiled stall boards, which strongly enhances the

special character of the area. Early or original interior detail is evident in a number of buildings, visible through glazed shop fronts from the footpath.

The façades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to two-~~storey~~-storeyed buildings. Plaster decoration and detailing is evident on the more substantial buildings. Window joinery is typically timber-~~framed~~-framed, and windows are generally set within a solid façade. On less ornate buildings the architectural detailing is plainer, in either rendered brick or timber.

Houses within the overlay area include those constructed in plastered masonry as well as examples built in timber. Gabled or hipped roofs are clad in corrugated iron or slate and door and window joinery is in timber. Brick or plastered brick chimneys and verandahs are a feature of some of these houses.

15.1.6.13.5. Urban structure

Subdivision

Crown subdivision of the Ponsonby area into large allotments occurred in 1845, and Ponsonby has some of the earliest residential subdivisions in Auckland. The finer-grained subdivision for residential and commercial lots generally occurred from the 1860s onwards, forming the roads to either side of Ponsonby Road. Lots along Ponsonby Road were formed as part of the series of subdivisions that occurred from this time and varied in size. Some were the same size as the small residential lots within the subdivision; others included larger sites along the main road designed to accommodate commercial uses. The narrow width (around 10 metres) of some lots along Ponsonby Road indicates the early (1860s) period of subdivision.

Road pattern

Ponsonby Road, College Hill, Jervois Road, St ~~Mary's~~-Marys Road, Franklin Road, Richmond Road, and Great North Road are the earliest roads in the area. Secondary streets were formed running perpendicular to the main road, through a series of residential subdivisions on either side of Ponsonby Road. The different periods of subdivision and lot sizes within these is reflected in the variable spacing of streets intersecting with Ponsonby Road.

The earliest roads are the narrowest, around 10 metres, compared to the 20 metres width typically evident from the 1880s onwards. As the main street Ponsonby Road was wider at around 28 metres, as were Jervois Road, College Hill, Franklin Road, Richmond Road, Williamson Avenue, Anglesea Street, Picton Street, Hepburn Street, and Great North Road. The corners were prime sites and are where many of the prominent two storey late 19th and early 20th century commercial buildings were built. Following the ridgeline in a generally north-south direction, there are changes in the alignment of Ponsonby Road at the Richmond Road intersection and at the intersection of Pompallier Terrace at the northern end near Three Lamps.

Streetscape

The form of commercial development within the overlay area is that of a traditional suburban retail strip located on a regional arterial route, within the surrounding residential areas. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath.

There is some variation of streetscape character through the area, with a mix of one to four storey buildings. Commercial buildings are typically built up to the street edge and continuous building frontages contribute to the sense of enclosure of the street. ~~Generally~~ Generally, this is reinforced with continuous verandahs over the footpath. However, on the western side, north of Vermont Street, some post-World War II buildings are set back from the road boundary with car parking at the front, with less definition to the street edge. On parts of Ponsonby Road where there is more variety in building types, the street edge is less ~~defined~~ defined, but the elements of the streetscape still combine to create a strong character. At the southern end of Ponsonby Road, Western Park contributes to a well vegetated quality to this part of Ponsonby Road.

Vegetation and landscape characteristics

Mature trees in Western Park, at the top of Picton Road, Franklin Road and other side roads, as well as street trees and plantings in residential gardens that remain along Ponsonby Road contribute to the established character.

15.1.6.14. Special Character Areas Overlay – Business: Sandringham

15.1.6.14.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Sandringham and sites with character defining and character supporting buildings are shown on the map below.

Special Character Area Map:



[insert new map]



Description:

The overlay area is located on Sandringham Road, extending north and south from the main intersection with Kitchener Road and Calgary Street, as shown on the special character area map above. The extent includes the earliest blocks of the business area and incorporates a largely continuous and intact group of commercial buildings representing the centre's major period of development from the 1920s to the 1940s. It also includes the Sandringham Reserve, a public open space on the corner of Sandringham and Lambeth Roads at the south-east of the centre.

The land is relatively low-lying and flat, ~~and~~ and was once swampland (known as Cabbage Tree Swamp). The special character area is surrounded by traditional residential suburban areas, typified by modest standalone dwellings.

15.1.6.14.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as an example of a traditional commercial area formed as the town centre of an early 20th century residential tram suburb. The area was established as the result of significant drainage infrastructure works being undertaken that enabled construction of the tram line along Sandringham Road and subsequent residential subdivision of the surrounding land.

The area was once part of several farms that straddled the boundary between the Titirangi and Waitematā parishes. In 1866 the land, known as Cabbage Tree Swamp, was recorded as being boulder-strewn and prone to flooding, but at the turn of the 20th century this changed with the first residential subdivisions and site settlement. More rapid and widespread subdivision of the area including the formation of side streets off Sandringham Road (then Kingsland Road) occurred between 1908 and 1910.

The development of the town centre itself followed this residential development, with the earliest shops opening in 1911-12, slightly to the north of the special character area boundary. These included a small ~~confectioners~~ confectionary store and ~~an the~~ Edendale Telephone Bureau. The first building was built around 1915 at Warings Corner (2-6 Kitchener Road) and around the time of World War I, new shops began to be built on the western side of Sandringham Road around the Kitchener Road intersection.

While motor buses began serving the Sandringham area from circa 1914, an electric tram service to the Sandringham centre arrived later than other suburban centres due to the need for a rail overbridge near Sandringham Road's junction with New North Road. The bridge construction and associated realignment of Sandringham Road occurred around 1924 and the tramline extension to the Sandringham town centre was completed by March 1925, concurrent with bitumen-sealing Sandringham Road for the first time.

The mid-1920s provision of tram services, together with improved municipal drainage, was a critical catalyst for further development in the area. The growth of residential development was accompanied by progressive establishment of schools, churches, shops, and industry,

and the Sandringham town centre itself was substantially built at this time, clustered around the intersection of Sandringham Road with Kitchener Road and Calgary Street. Most of the ~~area's~~ areas one and two-storeyed retail buildings with residential accommodation above were constructed in the 1920s and 1940s, and the Sandringham Reserve and public toilets were established in 1925 and ~~1930~~ 1930, respectively. From the 1920s to the 1950s the shops catered for most of the everyday needs of surrounding residents including dairies, butchers, bakeries, fishmongers, fruiterers, drapers, bootmakers, petrol station, stationers, as well as the Mayfair Picture Theatre built in 1929.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it demonstrates in its built fabric and urban form an example of a suburban tram-related commercial centre from the early 20th century period.

15.1.6.14.3. Description of physical and visual qualities

Built form

Period of development

The oldest building in the overlay area dates from 1915, but the majority of its early commercial buildings are from the 1920s, with a smaller number constructed in the 1930s and 1940s. This coincides with the arrival of the tram in Sandringham in 1925. These all contribute to a unified built character. Significant fabric includes buildings, street layouts, and urban form including trees and soft landscaping.

The area is adjacent to the western edge of the Special Character Areas Overlay – Residential: Balmoral Tram Suburb, West. State housing from the 1930s and 1940s was also developed around the Sandringham town centre.

Scale of development

The centre's built form runs along both sides of Sandringham Road to form continuous retail strips intersected by Kitchener Road and Calgary Street. Special character buildings are mostly two-storeyed, with some single storey buildings such as Carries' Buildings at 533-541 Sandringham Road. Buildings generally have parapet walls facing the street which increase their apparent scale. More recent infill shops, towards the north and south ends of the ~~special character area~~ Special Character Areas Overlay – Residential: Balmoral Tram Suburb, are predominantly single-storeyed and are less prominent physically and stylistically.

Form and relationship to the street

The town centre is characterised by most of its buildings being constructed to the front boundary line and occupying the full width of the site facing the street. There are exceptions, with some buildings constructed after the special character period of development being set back from the street boundary. The generally continuous line of façades on each side of the road within the special character area establishes a strongly unified street presentation and

visual character. The built form creates a strong enclosure to the street through the use of roof-concealing parapet walls to street edges and verandahs overhanging the footpath.

Major features and buildings

Character defining buildings which make an important contribution to the area are shown on the special character map above. Some of these include:

- 575-579 Sandringham Road;
- 2-6 Kitchener Road – Warings Corner;
- 533-541 Sandringham Road – ~~Carries'~~ Carrie's Buildings;
- 521-531 Sandringham Road – Arcadia Building (formerly Empire Buildings);
- 515-519 Sandringham Road – Gordon Buildings;
- 513 Sandringham Road – unnamed building which marks the northern end of the centre;
- ~~526-528~~ Sandringham Rd – Baillie Buildings; and
- 578-586 Sandringham Rd– Winstone Buildings.

Other features that contribute to the special character area are footpaths with bluestone kerbing, and the Sandringham Reserve, including the 1930s public toilet.

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern; while many buildings extend across several original sections, their division into structural bays and façade modulation creates a fine-grained urban pattern.

The predominance of buildings built up to the street edge creates a ~~high-density~~ high-density pattern of development that is maintained through the length of the special character area. The pattern terminates very clearly at the north and south ends of the area where the commercial buildings abut adjacent residential areas. There is a similar clear delineation on Kitchener Road and Calgary Street, where commercial buildings are located on corner sites. These changes in scale and type of building provide a clear indication as to the extent of the area.

Types

The overlay area is strongly defined by the survival of an unusually intact and visually unified collection of early to mid-20th century retail buildings with residential accommodation provided at the upper level.

Visual coherence

The overlay area retains a generally intact and consistent group of main street commercial buildings. It presents a cohesive visual character with regard to building type, scale and style, all constructed in the early to mid-20th century. This visual coherence, which physically demonstrates the centre's period of establishment, contributes to the area's special character.

15.1.6.14.4. Architectural values

Styles

Buildings in the overlay area feature a range of architectural styles used in the design of main street retail and commercial buildings from the 1920s to the early 1940s. Some were designed by well-known Auckland architectural practices and collectively represent good examples of their style. The centre also includes some good examples of the shop-with-dwelling type (such as the Arcadia Building) that was built in many of Auckland's commercial centres around this time.

The town centre's architecture is characterised by the 1920s Stripped Classical style, with examples including the Warings Corner building and the Gordon Buildings. The façades of this style are generally modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and decorative parapets concealing roof forms. Some parapets feature recessed panels and corbels that further modulate the façade, and more ornate buildings have simple pediments that highlight the building's centre and symmetry. Some upper storey windows are highlighted by plaster-moulded architraves. Buildings typically have verandahs suspended from façades, and many have the building name or construction date inscribed on the parapet.

~~The Empire Buildings are~~ Arcadia Building is a Spanish Mission styled building incorporating terracotta tiled roofs above recessed balconies to the bays at each end. There are also buildings designed in the Moderne style dating from the 1940s, such as 513 Sandringham Road. Stylistic features include horizontal recessed banding at upper windows and parapet, steel-framed windows, and stylised central moulding and geometric line work capping the parapet.

A few buildings retain early or original shop front detailing, including recessed entries, timber shop front joinery and leaded top lights which greatly enrich the pedestrian environment and provide important evidence of retail design of the period. Early or original interior detail also remains, which are apparent from the footpath due to the highly glazed shop fronts.

Materials and construction – built fabric

Construction is generally in plastered brick paint finished. Plasterwork is largely painted over, although there are some remnants of unpainted plaster and exposed brick on side elevations. Upper storey windows were originally timber-framed sashes and casements, and many of these remain.

Verandahs, which are supported on steel ties to the façade structure, have been variously modified including new soffit linings and signage.

15.1.6.14.5. Urban structure

Subdivision

Subdivision of the land within the overlay area occurred as part of the broader residential development in Sandringham. ~~Consequently~~ Consequently, lots are generally similar to the surrounding residential lots. Further subsequent subdivision of these lots has occurred. The relatively narrow lot widths create a fine-grained urban character, which is contained and

well defined within the broader residential area. Modulation of the built form reflects the relatively narrow lot widths of these early subdivisions.

Road pattern

There is a distinctive road alignment within the overlay area with the off-set alignment of Sandringham Road. This was a result of land ownership of the larger farm allotments and subdivision in the late 19th and early 20th centuries. The street alignment, together with intersecting side streets and the buildings that define corners, creates a distinctive focus to the centre. There are no four-way intersections. The road width is 20 metres with dual carriageway and car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

Streetscape

The character of the centre has evolved in a traditional strip retail configuration, with generally two storey commercial premises creating a continuous street edge and a strong street enclosure enhanced by continuous verandahs. As noted above, the unusual alignment of Sandringham Road and the offset configuration of the town centre's main intersection are distinctive. The mix of commercial activities maintains a positive relationship with the street environment.

Vegetation and landscape characteristics

The overlay area has a strongly built character with little vegetation within the town centre. Ornamental trees and small-scale street trees characterise the immediately surrounding residential environment outside the special character area, providing a contrast to its predominantly built streetscape. Sandringham Reserve on the corner of Lambeth Road defines the southern end of the special character area. In 1930 the public toilets were built in this reserve.

15.1.6.15. Special Character Areas Overlay – Business: Upper Symonds Street

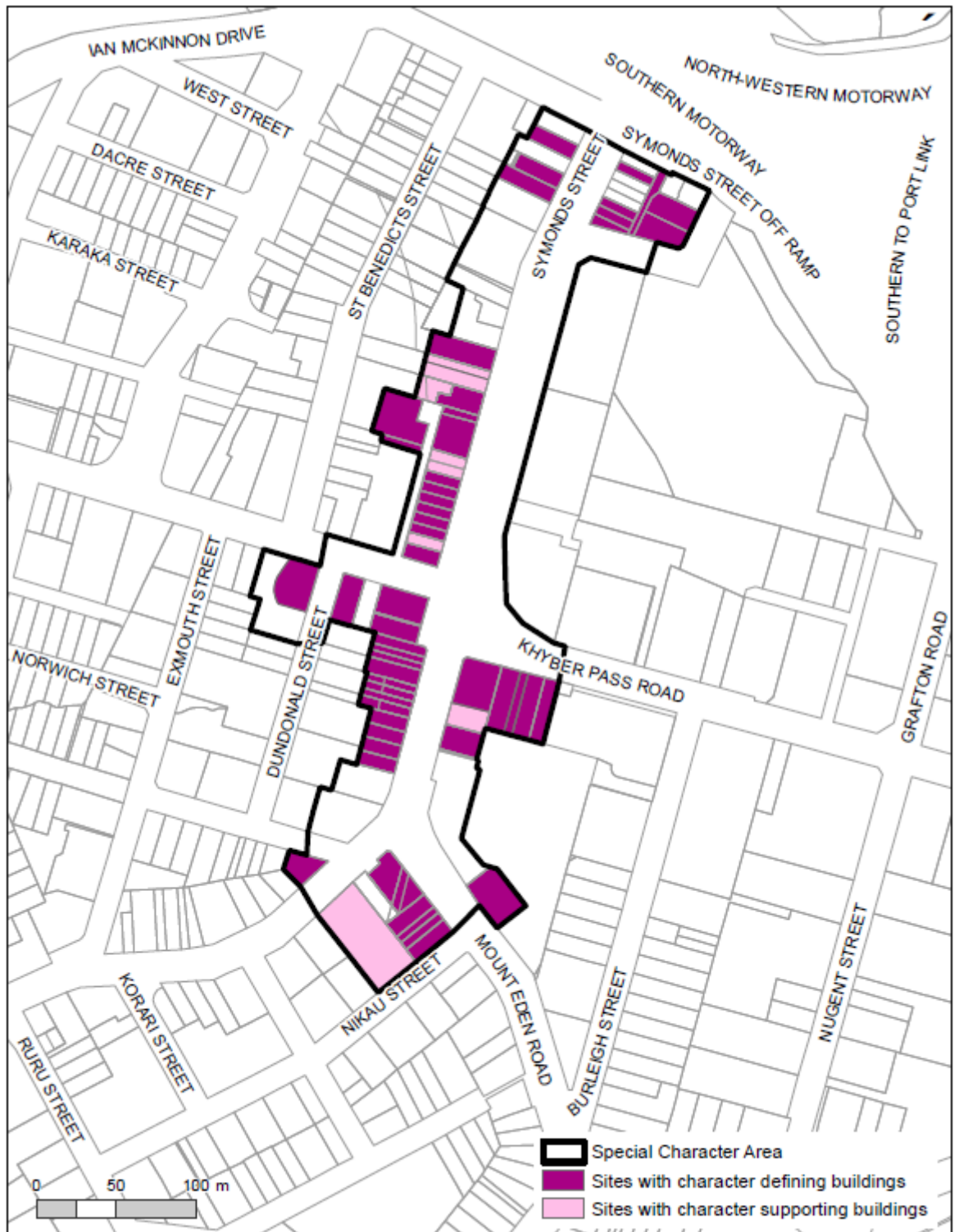
15.1.6.15.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Upper Symonds Street and sites with character defining and character supporting buildings are shown on the map below.

Special Character Area Map:



[insert new map]



Description:

The overlay area is located on the southern fringe of Auckland's CBD, physically separated from the city centre by the southern motorway. The special character area is centred on ~~Upper~~ upper Symonds Street, extending from the Southern Motorway in the north to the top sections of New North Road and Mount Eden Road in the south. To the west, it encompasses ~~St Benedicts Street and the upper~~ a small part of Newton Road, and to the east, a small portion of Khyber Pass Road ~~to Madeira Place~~. ~~The extent is shown on the special character areas map above.~~

The area generally comprises the built form of a traditional shopping strip on the west side of upper Symonds Street, ~~partially extending down and near the intersections with~~ New North, Mount Eden, and Khyber Pass Roads. It incorporates a significant remnant group of commercial buildings representing the area's first period of development into the turn of the 20th century.

An important aspect of the overlay is the underlying topography. Symonds Street runs to a high point at the intersection with Khyber Pass Road, with land falling to either side. This has resulted in a linear urban structure with elevated views. Upper Symonds Street follows the ridgeline, which is the highest point of land in the isthmus not identified as a volcanic cone. Views are afforded from parts of the area to the Manukau Heads, Waitākere Ranges, Mount Eden/Maungawhau, Rangitoto, Auckland CBD, and the Hauraki Gulf.

15.1.6.15.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as an example of the city's earliest phase of European settlement in the Auckland region, and subsequent consolidation and expansion from the mid-19th century. The commercial and business area is concentrated in and around main arterial routes leading to and from the city established in the 1840s. The progressive pattern of development throughout the 19th and early 20th centuries is demonstrated in the significant collection of buildings that date from this period, when it was a vibrant commercial and community centre, serving both local residential areas and commuters passing to and from the city. This includes a concentration of commercial buildings from the 1880s to 1920s, as well as ~~churches,~~ hotels, and public buildings.

Establishment of the principal roads in Auckland was undertaken in the 1840s and the alignment of Symonds Street, along the ridge adjacent to Grafton Gully, and its connection to Khyber Pass Road were established at this early stage. This was one of the ~~principle~~ principal routes from the Queen Street valley, which ~~lead~~ led along the Symonds Street ridge and down Khyber Pass Road. The 1840s saw the first purchases in the Upper Symonds Street area under Crown Grant; several large blocks were divided into individual allotments and subsequently sold for the most part by 1848. The area was initially a residential suburb, popular because of its proximity to central Auckland and its elevated situation. Wealthy residences dominated the ridge crests and worker residences clustered in the gullies.

Its geographic location soon made Symonds Street a major arterial between the Auckland township and outlying areas. Because of its strategic significance, the intersection of Symonds Street with Khyber Pass Road was given priority for development, and both roads were surfaced and designated as primary thoroughfares. Commercial activities began to flourish around Symonds Street's two main intersections. These were located at Khyber Pass and Newton Roads and at Mount Eden and New North Roads. Corner hotels were established in the mid-1860s and Symonds Street itself developed as a main street shopping strip. Its growth correlated with a rapidly increasing population and improvements in public transport; bus-tram services were extended to Newmarket, Epsom, and Onehunga via Symonds Street and Khyber Pass Road in the 1880s, further cementing this intersection as a key gateway to the city. Electric trams were established in the area by 1902.

Initially, residences and early commercial buildings had been constructed in timber, but as the area prospered more substantial masonry buildings were built from the early 1880s. Between 1880 and 1915 upper Symonds Street became firmly established as a primary city-edge commercial centre, with notable Auckland businesses locating to the area and earlier residences being replaced by commercial buildings. The area's consolidation was evidenced by the appearance of churches, hotels, schools, banks, a post office, a fire station, libraries, halls and other public buildings. ~~Industrial premises were also present, including The Stables in St Benedicts Street, a meat processing plant, several furniture factories and the Auckland City Dye Works. In Madeira Place there was a concrete factory and a terrazzo manufacturer.~~ By the 1920s the area was well known for its entertainment, with theatres and halls such as the Lyric Theatre (later the Oriental Ballroom), Scots Hall and the Orange Ballroom being very popular venues for various forms of social and leisure activities.

The area did not undergo any radical modifications in layout or function between 1920 and 1950. This changed dramatically with the construction of the Southern Motorway extension and associated major road works in the 1960s. Thousands of residences in Newton and Grafton Gullies were progressively demolished. A continuous strip of commercial buildings on the east side of Symonds Street between Glenside Crescent and Khyber Pass Road was demolished for road widening in the mid-1990s. Upper Symonds Street continues to be a major thoroughfare for the city.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it demonstrates in its remaining built fabric one of Auckland's earliest and, for a period, most prosperous suburban centres. It contains a significant grouping of late 19th and early 20th century buildings, which demonstrate the centre's consolidation and development from the 1880s through to the 1920s and 1930s. This includes a range of building types including shops, hotels, churches, and entertainment halls, ~~and stables~~, in a range of architectural styles consistent with the evolving architectural tastes during this period.

15.1.6.15.3. Description of physical and visual qualities

Built form

Period of development

The buildings and streetscapes that remain extant demonstrate the area's development from the 1880s to 1930s as a primary residential and commercial centre closely connected to the Auckland CBD, while later developments illustrate the maturing of Auckland as a whole, with consequential effects on built fabric and urban form. Significant fabric includes buildings, street layouts, and urban form including soft landscaping.

Scale of development

The built form of the overlay area ranges in scale from one to four-storeyed buildings, but the predominant scale of development is two-storeys. There are some notable buildings that are three-storeys, such as the corner retail and office building at 211-213 Symonds Street, and the former post office at 224 Symonds Street. Significant parapets facing the street increase the apparent scale of the buildings. This is further enhanced in some cases, such as the Orange Ballroom at 143-149 Newton Road, by a large base with stairs to a grand entrance.

~~The scale, gabled forms and steeples of the area's four churches define the northern, eastern and southern edges of the special character area, including St Benedict's Catholic Church and Presbytery, St David's Presbyterian Church, Holy Sepulchre Church and Cityside Baptist Church.~~

Form and relationship to the street

~~Generally~~ Generally, all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Variations occur ~~at church sites, where church buildings are set back in landscaped grounds, with associated areas of car parking, and at the former Grafton Library (now Gailbraith's Galbraiths Alehouse, 2 Mount Eden Road) which also has a small setback to allow an entrance portico and front gardens~~ and at the Orange Ballroom (141-149 Newton Road) which also has a small setback to accommodate entrance steps and front gardens.

Buildings constructed to the front boundary generally also have verandahs over the footpath (although some buildings were designed without verandahs such as the former Auckland Savings Bank at 29 Khyber Pass Road). The main uninterrupted line of such buildings is along the western side of Upper Symonds Street, from just north of Basque Road to just south of Glenside Crescent. This section forms a retail strip with strong footpath enclosure and an active street edge. ~~The street relationship dissipates away from this line, as buildings become interspersed among more modern developments that have in some instances maintained an active edge but generally have limited street engagement.~~

Major features and buildings

Character defining and supporting buildings which make an important contribution to the area are shown on the special character area map above. Some of these buildings are scheduled as historic heritage places in their own right. Some examples are:

- ~~• 1 St Benedicts Street – St Benedict's Catholic Church and Presbytery (a category A historic heritage place);~~
- 132 Symonds Street – commercial building;

- 30 St Benedicts Street – The Stables (~~a category B historic heritage place Schedule 14.1, ID 01847~~);
- 141-149 Newton Road – Orange Ballroom (~~a category B historic heritage place Schedule 14.1, ID 01767~~);
- 211 Symonds Street – corner retail and office building;
- ~~2-10 Burleigh Street – Holy Sepulchre Church and Hall (a category A historic heritage place);~~
- ~~70 Khyber Pass Road – St David’s Presbyterian Church (a category A historic heritage place);~~
- 241, 251, and 253 Symonds Street – strip retail block;
- 1-13 Mount Eden Road – strip retail block; and
- 2 Mount Eden Road – Grafton Library (former) (~~a category B historic heritage place Schedule 14.1, ID 01739~~);
- ~~8 Mount Eden Road – Cityside Baptist Church; and~~
- ~~59 New North Road – strip retail block.~~

Other features in the special character area include bluestone kerbing to footpaths, ~~remnant basalt walls, and mature street trees (including street trees and those on private property).~~

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge and utilising most of the site area creates a high density high-density pattern of development throughout the special character area and particularly along Symonds Street. The density dissipates at the edges of the area, with empty lots breaking the built pattern of urban form. ~~The northern part of the St Benedicts/Symonds Street block at the north extent is particularly open with large areas of car parking.~~

Types

The overlay area is strongly defined by the survival of a variety of building types including strip retail shops and other commercial premises, offices and banks, early warehousing and store buildings, the stables, and entertainment halls, ~~and a variety of churches and housing.~~

The integration of these diverse building types ~~demonstrate~~ demonstrates the progressive development of the area from its early city fringe residential beginnings to its heyday as a significant suburban town centre, and then on to the current period of renewal and adaptive reuse. These elements collectively reinforce the area’s special character.

Visual coherence

The area’s main retail strip along the western side of Symonds Street has a strong visual coherence due to the similar age, scale and design qualities of its largely continuous late

19th and early 20th century buildings. The legibility of this main axis is strengthened by similar built form on the southern corners of Khyber Pass Road and Mount Eden Road.

~~The surrounding parts of the special character area retain a range of building types, scales and styles, and special character buildings interspersed with modern developments. This variance contributes to an understanding of Upper Symonds Street's evolved context and consequently altered urban form.~~

15.1.6.15.4. Architectural values

Styles

The overlay area presents exemplars of Victorian, Edwardian, and early 20th century architectural styles typical of city fringe suburban centres in New Zealand. As a key gateway to the city, Upper Symonds Street was a prosperous centre and many of its buildings were designed by prominent Auckland architects, including ~~E. Mahoney & Sons (St. Benedict's Catholic Church and Presbytery and Holy Sepulchre Church)~~, Edward Bartley (former Grafton Library), ~~Daniel Patterson (St David's Presbyterian Church)~~ and A. Sinclair O'Connor (Orange Ballroom).

The Victorian/Edwardian Free Classical style is dominant in late 19th/turn of the century buildings, with some incorporating Italianate influences typical of the era. These have highly modulated and decorated façades which variously feature ashlar line work, quoins, moulded pilasters and window architraves, articulated parapets with elaborately detailed pediments and balustrading, rolled or dentiled cornices, moulded string courses and other decorative detailing such as keystones, scrollwork and corbels.

Buildings from the inter-war era are generally designed in the Stripped Classical style. These façades are typically modulated vertically and horizontally with simplified classical detailing such as pilasters, string courses, cornice lines and parapets concealing roof forms. Detailing is more restrained. In some ~~cases~~ cases, earlier façades were plastered over between the wars in imitation of an Art Deco style, for example 167- 169 Symonds Street.

Most buildings on the strip retail blocks have projecting verandahs, although some, such as former banks, are specifically designed without them. Although most shop fronts have been substantially modified, some shops still have original or early ground floor detailing such as large timber-framed display windows, panelled stall boards, leaded top lights, and recessed entrances with terrazzo tiling. Some early buildings retain original interiors or some of their interior detail, which is evident from the footpath through glazed shop fronts. The survival of shop front and interior elements contributes to the authenticity of special character buildings.

~~The area's churches are generally designed in the Gothic Revival style, with specific architectural influences from their various denominations.~~ The Stables building at 30 St Benedicts Street is a well-preserved example of late 19th century industrial architecture in a Victorian Italianate style, and the Orange Ballroom provides an example of a large entertainment venue designed in the Stripped Classical style.

Materials and construction – built fabric

The special character buildings in Upper Symonds Street are typically constructed in brickwork, which is either finished in plaster or left exposed. While there are some remaining examples of unpainted plaster and exposed brick, many façades have now been painted.

Many upper storey windows in the area have retained their original or early timber-framed sashes or steel-framed casements; some have been replaced with ~~aluminium~~ aluminium, but original openings have generally been retained such that the surrounding original masonry fabric is largely intact. There is some intact ground floor form and fabric throughout the centre as noted above, although there have been various modifications and introductions of modern materials to the shop fronts. Verandahs are supported by steel ties to the façade structure, some of which have been retrofitted to replace original cast iron posts. Signage includes some original building names and/or dates in plastered relief on parapets, modern signs on fascias, and large billboards.

~~The area's churches are of timber or brick construction.~~ The Stables are particularly significant as one of Auckland's earliest known industrial buildings constructed in concrete (its upper storey is timber frame with corrugated iron cladding). Modern buildings utilise concrete and steel frame construction techniques with various claddings.

15.1.6.15.5. Urban structure

Subdivision

The overlay area is characterised by relatively small, narrow lots which reflect early subdivision patterns from the mid to late 1800s. Subdivision occurred progressively as the centre prospered, expanded and changed character from early residential use with a few servicing shops, to a major city fringe commercial centre from the 1880s into the 20th century. This is evident in the range of lot sizes and layouts exhibited through the area. The relatively narrow lot widths create a fine-grained urban character in parts of the area. Where a single building has been constructed over a number of individual adjacent sites, the original subdivision is often apparent in the architectural design, where the building modulation and division into structural bays relates to the original lot width.

Road pattern

The earliest roads to be established included Symonds Street and Khyber Pass Road as the main route to and from the city, which meet at a right-angled intersection. Although the north-east corner has been modified through road widening the original road pattern is still evident on the western side of Symonds Street where it originally narrowed south of the Khyber Pass intersection. This is evident in the distinctive offset in building boundary line south of the intersection on the western side of Symonds Street. This is a significant feature and marks the original ~~right-angle~~ right-angle intersection and road layout.

The road width on Symonds Street between Khyber Pass Road and Glenside Crescent has been increased to approximately 35 metres, but beyond this is as originally laid out at approximately 30 metres wide. Mount Eden, New North, and Newton Roads are all main routes of approximately 20 metre width. These remain the principal roads in the area ~~with secondary streets running perpendicular to the main roads.~~

Symonds Street on the western side is a relatively long block uninterrupted with secondary streets between Alex Evans Street and Newton Road.

Symonds Street continues to be a major transport route for Auckland City, and the intersections with Khyber Pass and Newton Road and with Mount Eden Road and New North Road maintain their role of linking the CBD with the south-eastern suburbs.

Streetscape

The intersection of Symonds Street with Khyber Pass Road and Newton Road forms the core of the Upper Symonds Street commercial centre. It is the character buildings on the western edge along Symonds Street, around the Newton Road intersection and south to the New North/Mount Eden Road junction that contribute strongly to the distinct built character of the streetscape. ~~Road widening of Symonds Street between Khyber Pass Road and Glenside Crescent has eroded the special streetscape character along this part of the eastern side of Symonds Street.~~

Where buildings have remained continuous, they present tightly placed groupings of independent styles but uniform character fronting the street. They are built to the front boundary, have continuous verandahs over the footpath, and are facilitated by rear service lanes (Stable Lane off Newton Road behind the Symonds Street retail strip is a good example).

~~Away from the strip retail core, streetscape character is more variable with a mix of older buildings and more recent development.~~

~~The church buildings are still largely visible in the round and retain some landscaping features including mature trees and historic boundary walls.~~

Vegetation and landscape characteristics

The commercial core is generally devoid of any distinctive street planting, vegetation or landscaped spaces, apart from the section of Symonds Street between Khyber Pass Road and Alex Evans Street which has specimen trees and planting in the median strip, and the section of Symonds Street between Khyber Pass Road and Mount Eden Road, which has specimen trees on the footpath and in the road reserve. ~~On Khyber Pass Road, the landscaped grounds of the two churches and mature trees along the edge of the reservoir provide some visual relief to what is otherwise a predominantly built landscape.~~

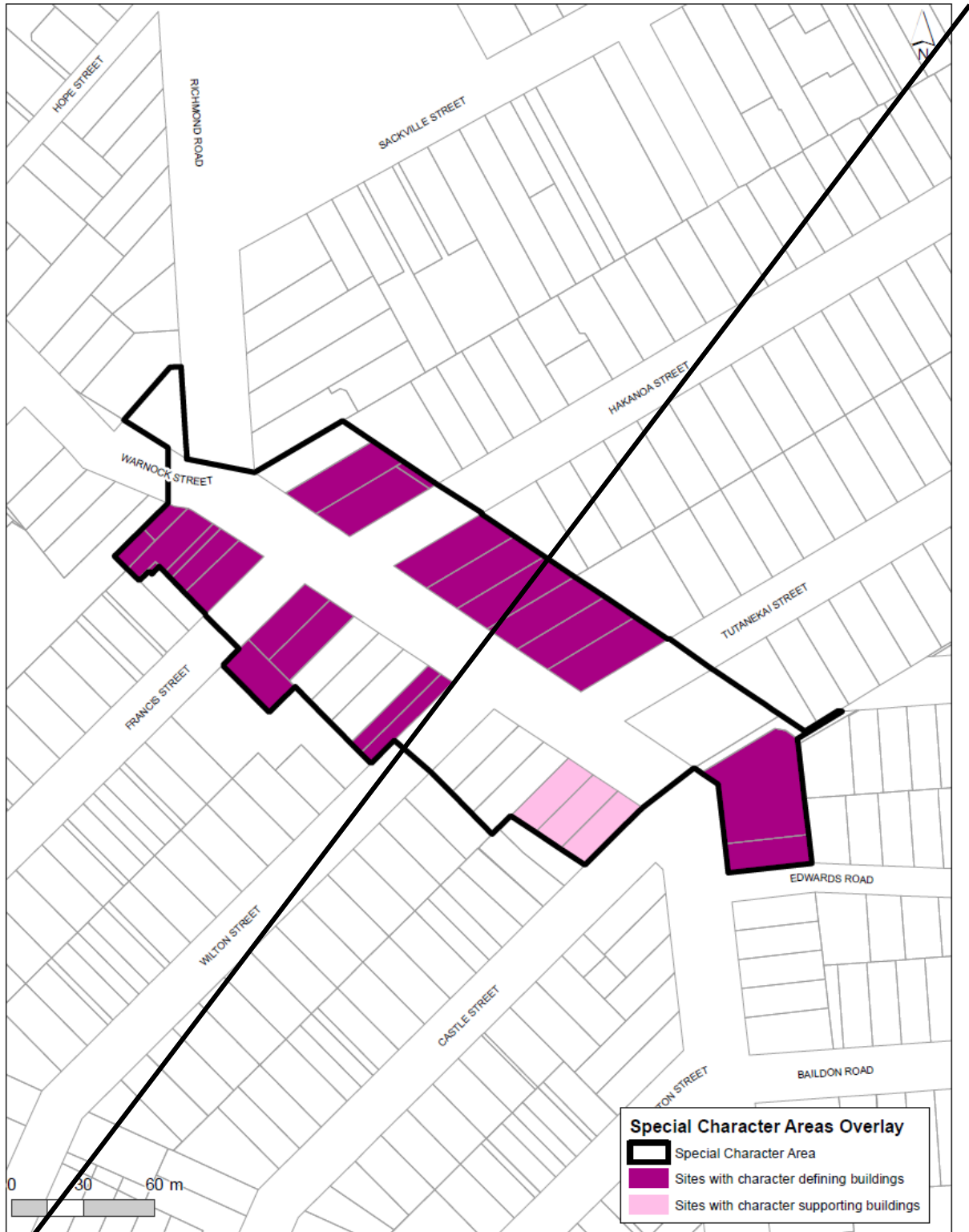
~~Remnant basalt walls and other boundary walls, particularly around the church sites, make important contributions to the character of the area.~~

15.1.6.16. Special Character Areas Overlay – Business: West Lynn

15.1.6.16.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: West Lynn and sites with character defining and character supporting buildings are shown on the map below.

Special Character Area Map:



[insert new map]



Description:

The overlay area is located on Richmond Road, between Warnock Street and the intersections with Wilton Street and Tutanekai Street ~~intersections with Castle Street and Edwards Road, as shown on the special character area map above.~~ The extent includes the earliest blocks of the town centre and ~~incorporates a collection of~~ includes a scheduled historic heritage place ~~places~~.

The undulating topography of the area, with the commercial spine of Richmond Road following the ridgeline, contributes to the built and visual character of the West Lynn town centre. Its elevated position affords glimpses to the coast and to the city centre.

15.1.6.16.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as an example of an early 20th century suburban centre established in conjunction with adjacent residential development in the Richmond area of Grey Lynn as a result of an increasing Auckland City population. Buildings in the area collectively demonstrate a significant period of development from the early 1900s, as land around it was subdivided for housing. Extension of the electric tram service facilitated the surrounding suburban expansion.

The area developed in the early decades of the 20th century along Richmond Road, around the junction with Francis Street and Hakanoa Street. It formed the heart of the Richmond area, which evolved from a rural locale close to industrial activities at Cox's Creek to a densely populated residential neighbourhood.

By 1910 there was a substantial block of red brick shops (~~the West Lynn Shopping Centre~~ Richmond Building – 401-413 Richmond Road), together with a fire station, butchers shop and several wooden shops. The opening of a tram line to these shops in 1910 served as a catalyst for further commercial and residential development in the area, with the next major period of construction occurring in the 1920s and 1930s when more blocks of shops and a picture theatre (demolished in the late 1980s) were built. The centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb through the first half of the 20th century.

The area has associations with James Tattersfield, who ran an importers and drapers business from the West Lynn Shopping Centre and established the substantial mattress making and textile business in Sackville Street nearby. The centre also has important associations with the Warnock brothers, who lived nearby and ran a soap and candle making business at Cox's Creek, as well as being prominent in early local government.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as a collection of neighbourhood-serving commercial buildings constructed in the early 20th century. It contains a mix of commercial, ~~community~~, and residential buildings, constructed as the town centre progressively developed from the early 1900s. The area retains in its built form and urban patterns, evidence of its development from when it was established.

15.1.6.16.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric a period of development from the 1900s to 1930s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to parts of Special Character Area – Residential: Isthmus A ~~in the Richmond area of Grey Lynn.~~

Scale of development

The special character buildings are mostly two-storeyed and generally have parapet walls facing the street which increase their apparent scale. Other more modern developments in the centre are generally two or three storeyed and of similar scale and mass to the original commercial buildings. The three Victorian villas at 452, 458, and 466 Richmond Road are exceptions as single-storey residences with gardens to the street edge.

The centre's built form runs along both sides of the street, punctuated by side streets and service lanes. Most street corners are strengthened by more substantial corner buildings with angled entrances that create physical 'book ends' to each block and visually maintain the centre's commercial scale.

Form and relationship to the street

~~Generally~~ Generally, all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. These buildings largely feature parapet walls which conceal roof forms and verandahs over the footpath which provide a level of street enclosure. The three Victorian villas are set back from the street with small front yards and picket fences to the street edge, contributing to the diversity of built form.

Major features and buildings

Character defining and supporting buildings which make an important contribution to the area are shown on the special character area map above. Some of these include:

- Buildings located at corners of street intersections;
- 401-413 Richmond Road – ~~West Lynn Shopping Centre~~ Richmond Buildings (a category B historic heritage place Schedule 14.1, ID 01833);
- 453 and 455 Richmond Road;

- ~~part of 428-440 Richmond Road – C. Norgrove Butcher; and~~
- 452, 458, and ~~466~~ 466 Richmond Road – villas; ~~and~~
- ~~510 Richmond Road – West Lynn Community Centre.~~

Other features that support the special character of the area include asphalt footpaths with bluestone kerbing (this has been lost in parts by footpath alterations), and mature trees (street trees and those on private property), ~~and a large mural on the south-eastern wall of the office block at 490 Richmond Road.~~

Density/Pattern of development

Built development is in the form of a traditional suburban main street with commercial buildings set to the street edge and reflecting a fine-grained pattern of subdivision. A contrasting pattern is evident where houses in the main street retain front gardens and fences.

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Many buildings extend across several sections; however, their architectural planning and vertical modulation divide them into a series of discrete shops at ground level, creating a fine-grained urban pattern. This character is generally replicated or supported by modern infill buildings. ~~There is a clear edge to the commercial area where this abuts the adjoining residential development.~~

Types

The overlay area principally includes shops; and residences; ~~and public buildings.~~

Visual coherence

The area includes a range of building types, scales and styles predominantly from the early 20th century. These include dominant buildings in terms of scale (~~West Lynn Shopping Centre~~) that occupy key corner sites and significantly contribute to the visual coherence of the area. More recent buildings generally are compatible in terms of scale and form and support the overall visual coherence created by the older buildings.

15.1.6.16.4. Architectural values

Styles

Buildings in the overlay area demonstrate a range of early 20th century architectural styles typically found in traditional commercial and residential areas. Buildings from the earliest establishment of the centre (1900-1915) are generally designed in the Edwardian Italianate style. The ~~West Lynn Shopping Centre~~ Richmond Building is the best example of this, and features decorated pilasters, articulated parapet and moulded window architraves headed by semi-circular fans. Buildings from the slightly later period of development (1920s and 1930s) are generally designed in the Stripped Classical style. Façades are modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and articulated parapets concealing roof forms. Building verandahs are generally suspended from building façades. The verandah on the Richmond Buildings is supported on posts.

Buildings retain early or original shop front detailing, including recessed entries, timber shop front joinery and leaded top lights. These features enrich the pedestrian environment and provide important evidence of retail design of the period, and strongly enhance the special character of the area. Similarly, some examples of early or original interior detail also remain, which are apparent from the footpath due to the highly glazed shop fronts.

Older residential buildings are Victorian and Edwardian villas typical of the style, with hipped roofs (the central villa has a single gabled bay), front verandahs, sash windows and modest decorative features to eaves.

Modern buildings in the special character area display various stylistic influences and are generally sympathetic to the form, proportions and styles of the centre's older buildings.

Materials and construction – built fabric

Commercial buildings are generally constructed in plastered brick. There are some examples of timber-constructed commercial buildings, such as the ~~two-storey~~ two-storey building at 417 Richmond Road.

Upper storey windows are generally the original or early timber-framed sashes and casements. Verandahs are generally supported on steel ties to the façade structure and signage is largely restrained to fascias.

The construction of older houses in the area is typical of their period; timber frame structures with corrugated iron roofs, timber-framed door and window joinery, and horizontal weatherboards. Modern buildings utilise concrete and steel frame construction techniques with various claddings.

15.1.6.16.5. Urban structure

Subdivision

The subdivision pattern of the overlay area reflects the period of development of the area, as large farm blocks were subdivided for commercial and residential purposes in the late 19th century. The lot sizes within the area are generally narrower than the surrounding residential lots. The generally narrow lot widths create a fine-grained urban character to the centre.

Road pattern

Richmond Road is located along a ridgeline, ~~and changes in its alignment define the north-western and south-eastern entrances to the centre.~~ The road is relatively wide at 27 metres, with dual carriageway, median strip and angled car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

The off-set spacing of residential side streets on both sides of Richmond Road, formed as part of late 19th century residential subdivisions, created a number of corner sites within the centre, many of which are occupied by two-storeyed early 20th century commercial buildings.

Streetscape

The mix of retail, commercial and residential activities within the town centre results in a built form with varied levels of enclosure of the street environment. The area contains a number of two storey retail premises that create a positive relationship to the street, with active building frontages. A sense of street enclosure is enhanced by buildings being constructed

to the front boundary, verandahs over the footpath, and service and parking areas located to the rear.

The overlay area includes residential uses within the centre, which contributes to a diverse mixed streetscape appearance.

Vegetation and Landscape Characteristics

The mature avenues of plane trees in Francis and Hakanoa Streets are a distinctive characteristic of the overlay area, and ~~area~~are visible where these roads intersect with Richmond Road. Other street trees and the front gardens with trees associated with the group of three villas also contribute to the area's character.

15.1.6.17. Special Character Areas Overlay – Business: Onehunga

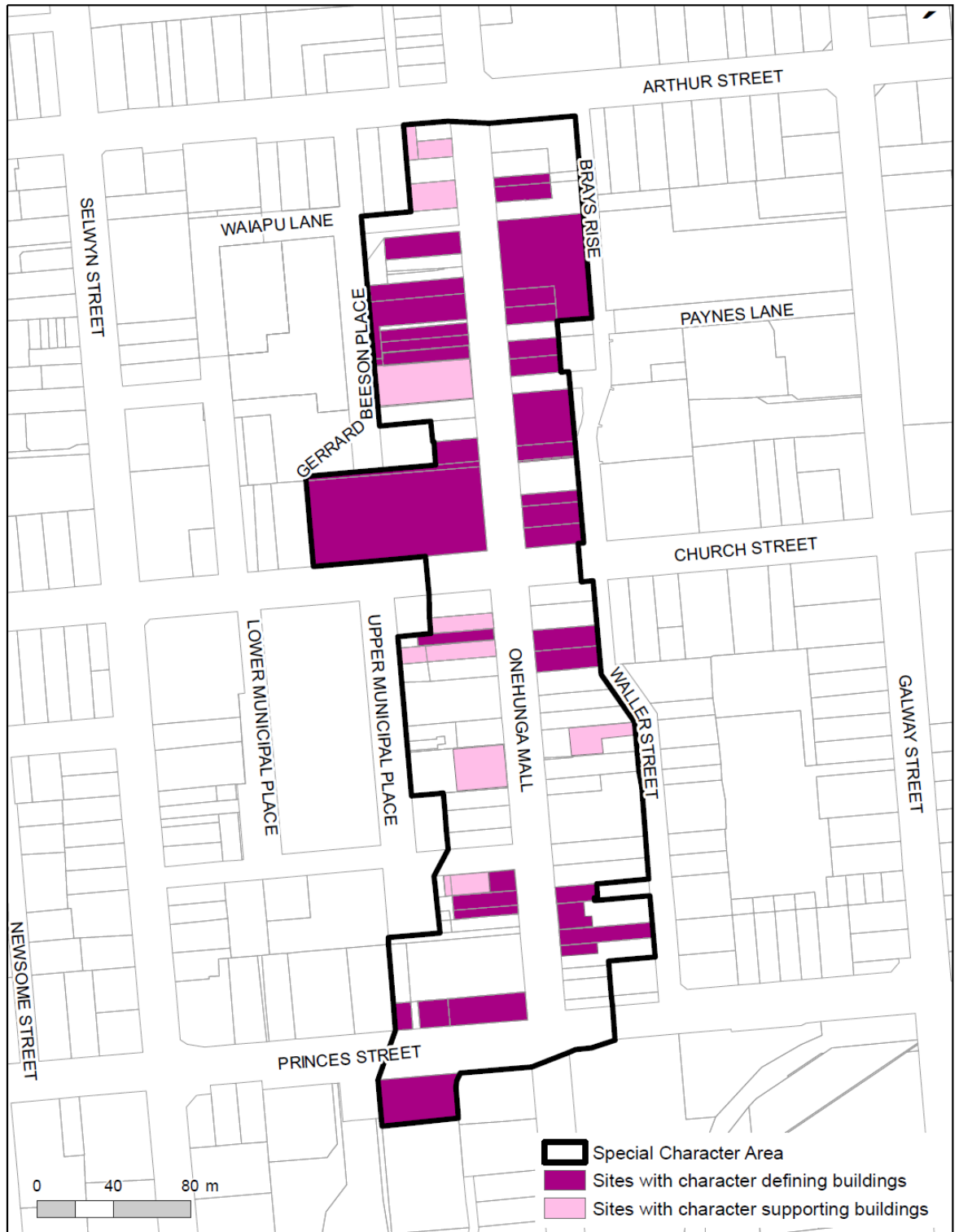
15.1.6.17.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Onehunga and sites with character defining and character supporting buildings are shown on the map below.

Special Character Area Map:



[insert new map]



Description:

The overlay area is oriented north/south and rises gently from the Port of Onehunga, northwards to Campbell Road and extends between the Arthur and Princes Street intersections. This area reflects the street network, subdivision pattern and subsequent commercial development in the town centre from the late 19th and early 20th century. Running parallel to the Onehunga Mall are the service lanes of Gerrard Beeson Place and Upper Municipal Place to the west with Waller Street and Brays Rise to the east providing rear service access.

15.1.6.17.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality

Onehunga was an early and significant trading port for Māori and European settlers and one of four Fencible settlements to the south of Auckland including Ōtāhuhu, Panmure, and Howick.

Early trading activity centred on the foreshore, then the adjacent Princes Street where the commercial nucleus of hotels, stores and industries developed. Subsequently, the focus shifted to Queen Street (Onehunga Mall), which following street levelling works in the 1860s became the pre-eminent civic and business centre for the developing residential and industrial area while providing an easier route to the city.

A civic nucleus established itself around the Princes Street intersection including the former post office (1901-02) and the Carnegie Library (1912) and this group was at one time joined by a fire station, the Onehunga Borough Council Chambers and the Railway Terminus Hotel.

Excellent transport connections, by boat from the earliest days, trains from 1873, and trams from 1903, consolidated the importance of the town centre, which was strengthened by the trading activities of the port together with its function as a major transport interchange for southbound passengers until the provision of the main trunk line in 1908.

Despite a number of fires between 1860 and 1900, a number of Victorian and turn-of-the-century buildings remain. Kemp's Building is the oldest in the area (1888-89) and others spread along the Mall include the William T Court building (1894), the former post office (1901-02), former Canadines Building (1900), Rishworth's Building (1900-01), and the former Arcadia Billiards Saloon (1907).

Buildings in the overlay area represent the traditional town centre with its typical pattern of 19th and early 20th century retail development, with groups of Victorian, Edwardian and inter-war shops constructed along the Mall, in a consistent but diverse range of styles, with the key development periods of 1880-1914 and 1918-1939 being revealed in the surviving buildings. Sites were developed successively, with an inter-war concentration in the Church to Arthur Street area. Post-World War II buildings spread throughout the area, with a concentration in the Princes Street to Church Street block, ~~and much~~ Much of it is of utilitarian character, ~~and~~ and modified lacking the consistency of scale and diverse but consistent styles that characterise the buildings from the areas periods of significance.

At a regional level, Onehunga Mall is one of a representative group of compact, local, traditional shopping centres on the isthmus with special streetscape character.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

In response to the underlying grid of ~~similarly-sized~~ similarly sized lots, the shops, of various eras, are built to the street boundary, and, in keeping with the building techniques and methods of the day, are constructed from a palette of permanent materials. They are predominantly two-storeys in height with tall parapets concealing the roof from view, providing a strong sense of enclosure to the street. Ground floor shops had entry porches and sheltering verandahs, and upper level façades were enlivened by the regular placement of windows, with a vertical and horizontal emphasis being given with pilasters, spandrel panels and the use of decoration.

15.1.6.17.3. Description of physical and visual qualities

Built form

Period of development

The overlay area has buildings dating from 1880s onwards but its key development periods of 1880-1914 and 1918-1939 are shown in the surviving building stock.

Scale of development

The overlay area buildings are both single and ~~double-two~~ two-storeyed. The Princes to Church Street block contain a mix of heights and, in contrast, the Church to Arthur Street group is predominantly ~~double-two~~ two-storey. Corner buildings, such as the former post office (Princes Street intersection) and the Pardington and Sutherland Building (Church Street intersection) celebrate the corner, the later with its angled corner providing a 'bookend,' terminating this street block.

Form and relationship to the street

The overlay area is well defined along the Onehunga Mall beginning with the Princes Street intersection with its former civic buildings, extending through the Church Street intersection with St Peter's Anglican Church and graveyard and terminating at Arthur Street.

This area represents the core main street and traditional town centre with its strong street enclosure, its active retail edge sheltered by verandahs. Parallel kerbside parking is provided with rear access from the service streets/lanes.

Major features and buildings

Character defining and supporting buildings which make an important contribution to the special character area are shown in the special character areas map. Some of these include:

- 55 Princes Street – Carnegie Library (former) (~~a category A historic heritage place~~ Schedule 14.1, ID 01817);

- 120 Onehunga Mall – ~~Onehunga Post Office (former) (a category A historic heritage place Schedule 14.1, ID 01776)~~;
- 133 Onehunga Mall – ASB Building;
- 165-169 Onehunga Mall – AEPB Building;
- 171-173 Onehunga Mall – Rishworth’s Building (~~a category B historic heritage place Schedule 14.1, ID 02615~~);
- 172 Onehunga Mall – Onehunga Boot Factory;
- 186-188 Onehunga Mall – Courts Building (~~a category B historic heritage place Schedule 14.1, ID 02614~~);
- 197 Onehunga Mall – Arcadia Billiards Saloon (a category B historic heritage place);
- 216 Onehunga Mall – William T Court Building; and
- 235-245 Onehunga Mall – Brays Building.

Other features in the special character area include the streetscape works undertaken in the late 1980s in the Arthur to Princes Street blocks which included new footpaths, kerb extensions, planting of street trees and roundabout planting and the installation of new street lights reminiscent in design of the former tram poles. These works have calmed and slowed traffic while providing an additional sense of containment. Other street furniture includes the ceramic table and couch ~~art work~~ artwork by Karen Kennedy by St Peter’s ~~church~~ Church and the kerbside public toilet with its exterior decorative wrought iron filigree work to its walls.

Density/Pattern of development

In response to the underlying subdivision configuration, the buildings reflect the narrow lot widths. Building frontages on the larger sites, such as the Brays Building and the Community Link Building, are modulated into smaller ‘bays,’ reflecting this established pattern of small lots.

Types

The overlay area contains retail/commercial buildings of several eras but continues to have an identifiable retail focus. St ~~Peters Anglican~~ Peter’s Church is located in the heart of the centre and outside the special character area to the west is the Community Centre and Library and to the east the Dress Smart outlet shopping centre.

Visual coherence

Visual coherence is provided by the shops in the Church to Arthur Street block and around the Church and Princes Street intersections, giving a special character area that is legible in terms of scale and area.

15.1.6.17.4. Architectural values

Styles

The style of the buildings reflects the time in which they were built, providing a snapshot in time of retail/commercial architecture.

The Victorian/Edwardian period was characterised by a number of stylistic influences, some of which are evident in the Onehunga Mall buildings, from the simple Edwardian Classical style of the former Pardington and Sutherland Building on the Onehunga Mall/Church Street corner (183–187 Onehunga Mall) to the elaborately decorated Carnegie Library, former post office and former Onehunga Boot Factory (172 Onehunga Mall), all in the Victorian Free Classical Style, and ~~Kemps~~ Kemp's Building in the Victorian Italianate style.

After World War I and during the inter-war period a simpler style prevailed and decoration was used more sparingly, although this was not always universal, and the overlay area buildings show an eclectic approach to style varying from the unadorned shop at (125-127 Onehunga Mall), to the more decorative Grbic building (129-131 Onehunga Mall) and adjoining former ASB building. Arts and Crafts influences are seen in the former Courts Building (206 Onehunga Mall) and adjoining buildings (208-210 Onehunga Mall), these latter pair showing bungalow influences with their ~~first floor~~ first-floor bay windows.

Some buildings from all periods of significance were architect-designed, by the Government Architect John Campbell for the former post office, ~~well known~~ well-known Auckland architect Edward Bartley for the former ASB building and others better known locally, such as John Park and Adam Jones.

Scale, Materials and Construction

The building stock is one or two-storeyed and, with the exception of the former Rishworth's Building, which is unusually constructed from timber, the shops are built from a similar palette of permanent materials, including plastered and fairfaced brick and timber joinery (with some metal joinery in the inter-war period). The façades were vertically and horizontally modulated through the use of pilasters, spandrel panels and decorative mouldings. Windows at first floor level were arranged individually or grouped together. Often vertically or horizontally proportioned, they revealed the domestic nature of this floor. Substantial parapets, often capped with cornices, hid the roof from view, the parapet often displaying the name of the building together with its construction date in raised plaster lettering.

Urban structure and subdivision

The typical commercial subdivision pattern of small lot sizes is shown in the special character area with buildings on larger sites dividing their façades into smaller units to reflect the traditional subdivision unit.

Road pattern

Street levels were established along the Mall in the 1860s and Onehunga Mall shows a typical grid layout with the street being bisected east/west by Princes Street, Church and Arthur Street which provide full ~~four-way~~ four-way intersections. Rear service lanes to the

east are provided by Brays Rise which is accessed by Paynes Lane and to the west by Pearce Street which provides access to Upper Municipal Place.

A number of pedestrian ways to the west run between the Mall and rear parking areas and provide good access to the shops.

A dual carriageway extends the length of the Mall with parallel parking on both sides and the street upgrade works undertaken in the 1980s provides a pedestrian-friendly environment.

Streetscape

The streetscape is a combination of the built environment with a strong sense of enclosure provided by buildings built to the boundary and often two-storeys in height. The streetscape is enhanced by purpose-designed footpaths, kerb extensions, planting, and lighting, which has strengthened the identity of the area and provided additional amenity.

Vegetation and landscape characteristics

Street trees have been planted in kerb extensions on either side of the road to mark pedestrian crossings or refuges and planted roundabouts have been provided at the Arthur and Church Street intersections. Mature specimen trees are seen in St Peter's Anglican Church and graveyard.

15.1.6.18. Special Character Areas Overlay – Business: Ōtāhuhu

15.1.6.18.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Ōtāhuhu and sites with character defining and character supporting buildings are shown on the map below.

Special Character Area Map:



[insert new map]



Description:

The overlay area is located on Great South Road, extending from the intersection with Princes Street in the north to just beyond the intersection with Atkinson Avenue in the south, as shown on the special character area map above.

The extent includes properties on both sides of Great South Road and reflects the pattern of subdivision, street network establishment and progressive commercial development along Great South Road in the late 19th and early decades of the 20th century.

The Ōtāhuhu town centre sits on relatively level low-lying land. The alignment of the main street rises gently to the south. In the Ōtāhuhu town centre, Great South Road forms the western side of a triangle of land, bound on the east side by Atkinson Ave, containing commercial development. Civic facilities including churches, schools and local and central government buildings are clustered around the Great South Road main street spine. The intersection of Great South Road with Atkinson Ave is marked by a small open space, which contains a number of commemorative features.

15.1.6.18.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area has significance for its comparatively early establishment within the Auckland region as an important commercial centre. ~~It demonstrates sustained development over a long period from the late 1840s.~~ Buildings in the centre along Great South Road demonstrate its development from the late 19th and early 20th centuries, with major growth periods in the 1920s and the 1950s and 1960s.

The overlay area developed as a European Fencible settlement from 1848, with Great South Road being well established by 1850. Transportation routes have been of great significance in the settlement and development of Ōtāhuhu. The portage was of strategic importance to Māori and was one of the reasons for locating a Fencible settlement in this location. The Tamaki River was important to initial settlement but, with the construction of bridges, Great South Road became the major route from the late 19th century.

As the main road south from Auckland, Great South Road was important in relation to the earliest land subdivisions in Ōtāhuhu and the establishment of commercial development. The earliest businesses were established on Great South Road in the late 1840s. The opening of the railway line from Auckland to Mercer in 1875, and through to Wellington in 1908, was an important catalyst for development, including industrial activities close to Ōtāhuhu.

Subdivisions for residential development in the 1920s, together with industrial development including the opening of the Ōtāhuhu Railway Workshops in the late 1920s, spurred population growth and commercial development. The town centre has progressively developed along Great South Road. The 1889 Star Hotel is one of the earliest buildings in the main street. While a small number of late 19th and early 20th century buildings remain,

during the 1920s a significant number of retail and commercial buildings were built. The opening of the Southern Motorway in the mid-1950s was a catalyst for further development. A number of commercial buildings as well as local and central government offices were built around this time.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it retains evidence of its development in its built form and urban patterns. This includes groupings of late 19th and early 20th century buildings, demonstrating a progressive and ongoing development from initial establishment in the late 1840s.

A distinctive period of development during the 1920s is evident, when a number of substantial two-storeyed buildings were built, including the Central Buildings in 1926, Progressive Buildings in 1927, and Kents Building in 1928. A number of buildings in the town centre were designed by well-known Auckland architects, and many were built by Thomas Clements Ltd, a significant building contractor, based in Ōtāhuhu. A further period of development is evident dating from the 1950s and 1960s.

15.1.6.18.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric significant development that occurred from the late 1880s, with major periods of construction in the 1920s and again in the 1950s to 1960s. Significant fabric includes buildings, street layout, and urban form.

Scale of development

The town centre's special character buildings are both single and two-storeyed and generally have parapet walls facing the street which increase their apparent scale. The centre's built form runs along both sides of the street to form continuous retail strips. More substantial corner buildings with angled entrances create physical 'book ends' to each block at street intersections.

The scale of the built form varies throughout the town centre. It diminishes at the north end, where continuous façades give way to parking areas and warehousing just beyond the overlay area. At the south end, continuous one and two-storey buildings continue to the street edge along both sides of Great South Road to the junction with Atkinson Avenue.

Form and relationship to the street

The overlay area exhibits a traditional main street configuration with a strong street enclosure and continuous retail edge, with an orientation towards the street and openings and glazing providing activation to the street. This is enhanced by verandahs providing footpath coverage, and rear parking and service areas accessed off side streets.

The special character area is well defined within the longer Great South Road route. The main street core begins at the Princes Street intersection in the north. This is marked by the former Ōtāhuhu Borough Council building. The town centre clearly terminates in the south at the intersection with Atkinson Avenue.

Major features and buildings

Character defining and supporting buildings which make an important contribution to the area are shown on the special character area map above. Some of these include:

- Buildings located at corners of the road intersections, particularly at the ~~cross road with~~ intersection of Mason Avenue/Avenue Road;
- 388-392 Great South Road – ~~the former~~ Star Hotel (~~a category B historic heritage place~~ Schedule 14.1, ID 02574);
- 471-473 and 475-481 Great South Road – Central Buildings (~~a category B historic heritage place~~ Schedule 14.1, ID 02576);
- 423-433 Great South Road – Progressive Buildings (~~a category B historic heritage place~~ Schedule 14.1, ID 02575);
- 391-401 Great South Road – Kents Building;
- 310 Great South Road – Bank of New Zealand Building (former) (~~a category B historic heritage place~~ Schedule 14.1, ID 02573);
- 339-345 Great South Road – Royal Buildings;
- 293 Great South Road – Kingsway House; and
- 214 Great South Road – Ōtāhuhu Borough Municipal Chambers.

Other features that contribute to the special character of the area include bluestone kerbing to footpaths, clusters of fan palm street trees at intersections, bluestone walls at the north-western end of the area that identify the entrance to Ōtāhuhu Primary School, murals on each side of Park Avenue, and the small open plaza at the southern apex junction with Atkinson Avenue, with commemorative features, tree and clock tower.

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a dense (although relatively low rise) development pattern that is maintained through the length of the town centre. The density and street enclosure rapidly dissipates outside of the special character area's boundary as the main street gives way to a variety of generally larger, more modern building types and areas of car parking.

Types

The overlay area is defined predominantly by strip retail buildings of several eras. The centre continues to have a strong retail focus. A more varied mix of activities is evident behind the main street frontage, including a greater service and industry function along the Atkinson Avenue corridor (outside the special character area). Similarly, community facilities such as

churches, schools, and the recreation centre are located down side streets off the main spine.

Visual coherence

Buildings along the main street spine collectively give a strong visual coherence to the town centre due to the one and two-storeyed scale, evidence of early subdivision pattern with small lot sizes and corresponding building widths, and strong definition of the street edge. A distinctive period of development during the 1920s is evident, with many buildings along Great South Road within the boundary of the special character area dating from this period.

15.1.6.18.4. Architectural values

Styles

The overlay area has some remnants of late 19th century architecture; the Star Hotel (388-392 Great South Road) built in 1889 is a surviving, though modified, example of this late Victorian style. However, the area is particularly distinctive for its 1920s buildings which establish the dominant character of the town centre. Clustered particularly on the west side of Great South Road, they collectively present a clear picture of main street building typologies that were being built throughout New Zealand around this time. They are generally two-storeys, originally with residential accommodation on the upper level and/or ~~rear, and rear and~~ designed in the Stripped Classical style. This developed as a transition between the ornate detailing of 19th century buildings and mid-century modernism, with architectural articulation and decorative detail subdued.

A number of these buildings were designed by well-known Auckland architects, and many were built by Thomas Clements Ltd, a significant building contractor, based in Ōtāhuhu. They present a formal façade to the street which is generally modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, fenestration, window architraves, string courses, cornice lines and decorative parapets concealing roof forms. A number were quite elaborately detailed with plaster decoration. Upper storey windows are typically vertically proportioned and appear as openings in a predominantly solid wall. The buildings have projecting verandahs to provide cover for pedestrian use below. Some notable examples include the Central Buildings, Progressive Buildings, and Kents Building.

Buildings constructed in the 1950s and 1960s on Great South Road reflect developments in New Zealand modernism following World War II. A number of these buildings are designed with an asymmetrical façade arrangement, horizontally proportioned window openings or detail framing the main elevation, reduction of ornament, and use of large expanses of glazing.

Materials and construction – built fabric

Late 19th and early 20th century buildings are one or two-storeyed. Parapets and façade modulation are used to visually amplify height. Construction is generally in painted plastered brick. Some buildings retain unpainted render ~~finish~~ finish, and some buildings feature exposed brick.

Window joinery is generally timber and often incorporates multi-paned top lights. While shop fronts have been progressively altered, some examples of original or early window and shop front detailing have been retained.

Buildings constructed during the 1950s and 1960s are generally of a similar scale to earlier buildings but utilise a more diverse range of materials and construction methods, with reinforced concrete being the main structural material.

Verandahs feature throughout the centre and are supported by steel ties to the façade structure. Signage is typically located on verandah fascias. Some buildings feature building names and dates in plastered relief on parapets.

15.1.6.18.5. Urban structure

Subdivision

The overlay area demonstrates the pattern of small lot sizes typical of late 19th and early 20th century subdivision. This creates a fine-grained urban character which is largely continuous through the special character area. On larger sites, the building frontages are usually modulated into bays which reflect the width of the early narrow lot sizes.

Road pattern

Great South Road is one of the earliest roads in the Auckland region to have been surveyed and formed, providing a link from Auckland to pioneering rural settlements in the south. The surveying and construction of Great South Road commenced in 1843 and by 1851 the Great South Road had been metalled as far as Ōtāhuhu. In the triangular block of land between Atkinson Avenue and Great South Road, some of the main cross streets were defined on subdivision maps dating from around 1855 and the small sizes of the allotments indicate the block was intended for commercial use. To the west side of Great South Road John Hall's 1865 subdivision created streets including Park Avenue, Victoria Street and Queen Street.

Great South Road is a standard one chain or 20 meters wide, with a dual carriageway and car parking on either side. Side streets are generally offset from each other, with the Mason Avenue/Avenue Road intersection being the only full four-way intersection in the special character area.

Streetscape

The special character of the Ōtāhuhu town centre has evolved around the traditional strip retail centre configuration.

The area contains a number of retail premises that create a positive relationship to the street, with active building frontages. A sense of street enclosure is enhanced by buildings being constructed to the front boundary, verandahs over the footpath, and service and parking areas located to the rear.

Parallel parking on both sides of the street and several pedestrian crossings moderate traffic and give the centre a pedestrian-dominated character. Basalt kerbing is evident. At a number of ~~intersections~~ intersections, the footpath has been widened to provide amenity areas which contain seating, planting and public toilets. In a limited number of locations, arcades provide pedestrian links from the main spine to the service lanes behind.

Vegetation and landscape characteristics

Street trees (fan palms) located in groups at intersections along the main street provide markers to pedestrian crossings, street seating, and other amenities. Mature trees in the wider context are also visible from Great South Road, down side streets. Examples include the mature specimen trees in the grounds of Holy Trinity Anglican Church on Mason Avenue, St Andrews Presbyterian Church on Station Road and the Ōtāhuhu Primary school, also on Station Road.

15.1.7. Special Character Areas Overlay – Residential – Character Statements and Maps

15.1.7.1. Special Character Areas Overlay – Residential: Helensville

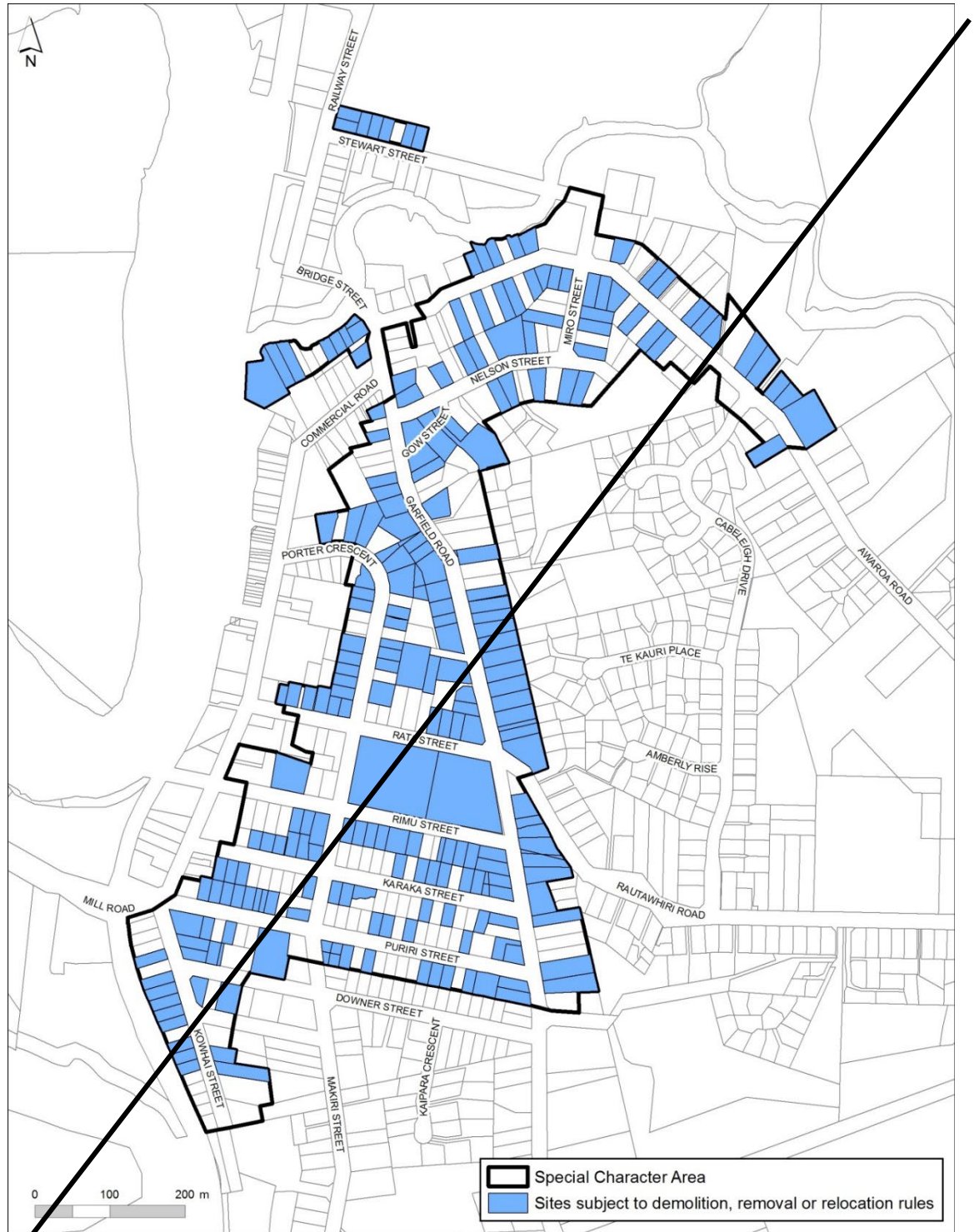
15.1.7.1.1. Extent of area

The location and extent of the Special Character Areas Overlay – Residential: Helensville are shown in the planning maps.

Sites within the overlay that are subject to the demolition, removal and relocation rules are shown in the plan change viewer.

To identify whether a site in the Special Character Areas Overlay Residential is subject to demolition, removal or relocation rules in Chapter D18 Special Character Areas Overlay - Residential and Business, refer to the property summary for a site in the viewer.

Special Character Area Map:



Description:

The overlay area is located in the centre of Helensville on the eastern ~~bank shore~~ of the Kaipara River, and ~~River, and~~ reflects the area where the largest groupings of late 19th and early 20th century houses are evident in Helensville. ~~The extent of the area is shown on the special character area map above.~~

The main residential area is elevated above the commercial centre. Most of the residential buildings are located to the east of, and close to, the town centre. The character of the residential area of Helensville derives, in part, from the town's setting on the banks of the Kaipara River and the natural landforms such as the hills that surround the town. Helensville is part of the greater Kaipara area, which includes the Kaipara Harbour into which the Kaipara River flows. The town is surrounded by hills which rise to the east.

15.1.7.1.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as an example of an early rural settlement in the Kaipara of houses from the 1860s to 1940s that demonstrate this period and pattern of development in Helensville.

Helensville township was established in the 1860s on the east bank of the Kaipara River in an area that includes the Māori ~~pa-pā~~ sites of Otamateanui, Te Horo, Maunga a Nu and Te Makiri, the lands of which were progressively surveyed and sold. The first blocks sold were at the northern end of the special character area in 1862. The land was subsequently developed by John McLeod as a sawmill, trading along the Kaipara River. At the southern end, a courthouse, post office, customs house and hotel were built by 1865. The two areas were originally distinct, separated by undeveloped scrubland.

From 1870 there was a boat service from Riverhead to central Auckland. The Northern Union Steamboat Company and Kaipara Steamship Company were utilising the river from around 1879 and the early 20th ~~century-century,~~ respectively. Transport was first provided by horse-bus until the opening of the Riverhead- Helensville railway line in 1875, followed by an Auckland direct line in 1881. Helensville was a relatively small settlement prior to the opening of the Riverhead to Helensville railway, which marked a significant period of development and expansion.

The opening of the rail station on Railway Road shifted the centre of the settlement from north of the Awaroa River to its current location along Commercial Road. Helensville prospered during the turn of the 20th century with local industries including farming, fisheries, saw-milling, flour-milling, soap-making and canning. Housing developed in residential streets to the east of Commercial Road, which developed to serve the needs of the area.

There is an important relationship between this overlay area and the adjacent Special Character Areas Overlay – Business: Helensville Central area along Commercial Road.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is significant for its physical and visual qualities as it retains a grouping of late 19th and early 20th century houses that collectively reflect the early period of Helensville's development. Houses in Helensville demonstrate a range of architectural styles and types from this period including settlers' cottages, villas, bungalows and railway cottages. Small settlers' cottages and plain square-front villas represent the earliest phases of development in Helensville, while larger and more ornate villas, as well as bungalows represent the later thriving settlement. Housing is generally single-level one or two-storeyed and of timber construction. The special character is also evident in the pattern of subdivisions and lot sizes, density of housing, setbacks and front gardens, fences, walls and hedges.

15.1.7.1.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its physical and visual qualities a significant period of development that occurred from the 1860s to 1940. This covers the early period of residential construction in Helensville from the mid to late Victorian period through to around 1940. ~~The built fabric comprises the houses, street layouts and urban form.~~

Scale of development

Houses in the overlay area built between the 1860s and 1940 are predominantly detached one and two-storey houses. There is a degree of variation in scale and size of houses, ranging from the modest workers cottages built in the 1860s and 1870s to substantial two storey houses from a similar period, through to the larger Victorian and Edwardian villas and later Californian bungalows.

Form and relationship to the street

Throughout the overlay area property frontages are generally open to the street and the house forms are clearly visible. The architectural form and character of the houses, with gabled and hipped roofs, bay windows and verandahs, make a strong contribution to the streetscape. Houses are generally located close to the road boundary. Early cottages in Stewart Street have setbacks of only one or two metres. In other streets setbacks vary, but typically range from around three metres to six metres.

The generally regular positioning of houses on their lots contributes to a consistent pattern of residential forms along streets. There is some variation evident where more recent houses are interspersed with older housing types. Verandahs and porches are typically evident, providing transitional spaces between the public and private realm. Front yards are often landscaped with a range of planting and hard landscape features with generally low fencing enabling views to and from the street.

Density/Pattern of development

The overlay area ~~reflects a range in terms of the~~ has a generally regular pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. ~~Consistent lot sizes are evident in the roads subdivided in the early 1880s from Rimu Street to Downer Street, while greater variation is evident in other parts of the area that may have been developed more progressively.~~ Lot widths are often around 15 metres, with some variation.

Types

The area is strongly defined by the survival of its residential housing stock, which includes Victorian cottages and villas, Edwardian villas, transitional villas, railway workers' houses, as well as bungalows, Moderne, and English Cottage style houses.

Visual coherence

The surviving houses of similar scale, materials and age (in a range of late 19th and early 20th century styles) create a strong visual coherence within the overlay area. This coherence is further enhanced by a consistent urban form and structure, with associated front yards and typically low fence types, ~~the 19th century subdivision pattern,~~ and regular lot sizes in parts of the area ~~clearly evident~~.

15.1.7.1.4. Architectural values

Styles

The houses within the overlay area date from different periods and are designed in a variety of architectural styles. They include ~~settler's or worker's~~ settlers' or workers' cottages; Victorian, Edwardian and transitional villas; Californian and cottage bungalows; railway workers' cottages; Moderne houses; and English Cottage style State houses.

~~Settler's~~ Settlers' cottages represent the early period of residential development in Helensville. Such cottages were among the earliest houses to be constructed in New Zealand. They have simple gabled or hipped ~~roofs~~ roofs, and the front façades were often symmetrical, a characteristic derived from England's Georgian architecture. ~~Other housing from the 1860s in Helensville includes a two-storey house in Carpenter's Gothic style.~~

Examples of flat-fronted and bay villas from the Victorian and Edwardian period are evident throughout the overlay area, including modest as well as larger and more elaborately detailed examples. Typical of the villa type, roofs forms are gabled or hipped and may be flat-fronted or incorporate projecting bays in a variety of configurations. The houses utilise a variety of decorative detail, particularly gable ends and verandahs at the front of the house and sometimes returning down the side elevations. Villa verandahs feature sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a significant feature of many rooflines in the area.

Dating from around 1910, transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

Californian bungalows are evident in parts of the overlay area. The development of the bungalow ~~type~~ design around the turn of the 20th century in New Zealand was influenced by

developments overseas, ~~as a housing type that embodied principles of the Arts and Crafts movement.~~ By the end of World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Bungalows typically incorporated shallow-pitched gable roofs, brick or rendered brick chimneys, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne, and English Cottage were also used, typically as a variation of the broader bungalow form. By the late 1930s and early 1940s, State houses were evident in the area. State housing from this period referenced both the English Cottage and bungalow styles. ~~Houses in these styles are less common but still evident in Helensville.~~

Materials and construction – built fabric

Timber is the predominant material used for houses throughout the area, with many houses clad in weatherboards and decorated with timber detailing. A small number of early 20th century houses built in brick or with a rendered finish are evident. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are also evident. Chimneys are brick or brick rendered.

15.1.7.1.5. Urban structure

Subdivision

Residential lots were formed as part of a series of subdivisions. The 19th century period of subdivision in the area is reflected in the relatively small residential section sizes: ~~in roads from Rimu Street through to Downer Street, subdivided in 1883, sections are around 460 to 500m².~~ Predominantly there is only one house per site and there has been little change to the pattern of subdivision such as the further subdivision or cross-leasing of lots. In other parts of Helensville where the road alignments vary, there is consequently greater variation in lot sizes ranging from around 500 to over 1000m².

Road pattern

The street layout in Helensville is as shown on maps dating from at least the 1880s ~~including the grid of residential streets from Rata Street south to Downer Street and McLeod Street, originally known as Avenues One to Eight.~~ Road widths are typically 100 links or 20 metres wide which was a set standard after the 1880s to allow for a footpath and grass berm with a carriageway formed between. The grid of established residential streets in Helensville ~~have~~ has a reasonably narrow carriageway and generous grassed berms, with footpaths set back adjacent to the street front boundaries, contributing to ~~a rural settlement~~ its character as a late 19th and early 20th century settlement.

Streetscape

The character of the overlay area is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself.

Properties typically have low and often traditional fence types such as picket fences, allowing open views between houses and the street. Front gardens often have ~~reasonably~~

~~modest shrubs and plantings, which also allows~~ generally allow views to the houses reinforcing a strong architectural character in the established residential streets in Helensville.

Vegetation and landscape characteristics

Vegetation and landscape qualities vary throughout the area. Some houses are located close to the road boundary with modest front gardens and limited planting, while others have a variety of trees and shrubs. Generous grassed berms are evident in most streets, with street trees in some streets.

15.1.7.2. Special Character Areas Overlay – Residential: Isthmus A

15.1.7.2.1. Extent of area

~~Special Character Area Map~~

The location and extent of the Special Character Areas Overlay – Residential: Isthmus A ~~can be found on~~ are shown on the planning maps.

Sites within the overlay that are subject to the demolition, removal and relocation rules are shown in the plan change viewer.

To identify whether a site in the Special Character Areas Overlay Residential is subject to demolition, removal or relocation rules in Chapter D18 Special Character Areas Overlay - Residential and Business, refer to the property summary for a site in the plan change viewer.

[new text to be inserted]

Description

The overlay covers a series of areas in the earliest suburbs close to Auckland City centre, including Parnell, Grafton, Freemans Bay, parts of St Mary's-Marys Bay, Ponsonby, Herne Bay, Arch Hill, and Eden Terrace. Other suburbs adjacent to these include Grey Lynn, the Avenues in Kingsland, northern parts of Mount Eden, Sandringham and Balmoral, and Epsom, and Mount St John. The overlay area also covers areas of early residential development associated with other town centres including Avondale, Onehunga, Ellerslie, and Ōtāhuhu, and St Heliers Bay.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitematā and Manukau harbours. A series of ridges and valleys are located between the maunga and rise from the surrounding harbours. ~~Typically~~ Typically, the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with residential areas located along coastal edges, and areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

15.1.7.2.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance because it includes substantial areas of the earliest European settlement and development that occurred in and around Auckland City in the late 19th and early 20th centuries. This special character area (which comprises a series of geographic areas) illustrates the mid to late 19th and early 20th century residential pattern of development that took place,

predominantly in the inner-city suburbs, the tram suburbs and around other town centres as Auckland expanded beyond its initial settlement.

The area is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains large groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development. The overlay area reflects the changes in the pattern of residential subdivisions and development, and the predominant residential types and styles used from the 1860s to 1940s.

The oldest higher density suburbs are examples of the earliest residential development that occurred in Auckland. These are significant as the 'walking suburbs' where proximity to the city centre enabled access independent of public transport. This includes parts of St Mary's Marys Bay, Ponsonby, Freemans Bay, Arch Hill, Eden Terrace, Parnell, Grafton, and residential subdivisions dating from the around the 1860s. Typically these areas retain evidence of early development in the small lot sizes, often narrow road widths and closely spaced housing. There are also examples of this type of development in Onehunga where housing is located close to the town centre.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19th and early 20th centuries. Rural land located close to the city centre was developed as a result of improvements in roading and the provision of public transport including the opening of the electric tram network. The late Victorian and Edwardian tram suburbs represent changes in residential development, with typically larger homes located on more generous sections facing wider streets.

Suburbs dating from the 1880s to 1910s in Grey Lynn, parts of Herne Bay, the Avenues in Kingsland, the northern parts of Mount Eden, Balmoral, Sandringham, ~~Mount St John~~, Epsom, ~~Avondale~~, ~~Ellerslie~~, and Ōtāhuhu are examples of this residential development pattern. The areas are concentrated near early main roads and public transport routes, within walking distance of the local commercial centres that provided the everyday services, supplies and entertainment needed by residents. These areas are significant in demonstrating Auckland's early residential subdivisions, streetscapes, housing types and styles.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it encompasses a substantial grouping of mid to late 19th and early 20th century houses, together with associated urban patterns of development, that collectively reflect important trends in New Zealand's residential architectural design and the development of urban and suburban residential areas in the Auckland region.

The area represents Auckland's first suburbs and is notable for retaining an exceptionally large collection of Victorian, Edwardian and early 20th century houses, including cottages,

villas, transitional villas and bungalows, as well as other styles of the period. While there are exceptions, the houses are generally single and two-storeyed timber-framed detached dwellings on individual sites. The age and style of housing is very consistent in some areas, while others show greater variation, as development occurred progressively.

Residential sections in the 'walking suburbs' were often formed as part of a series of small subdivisions, sometimes over a number of decades. In addition, larger allotments initially formed for housing in the 19th century were further subdivided into smaller residential lots over time.

The housing styles in these areas is often more mixed or varied than in the late Victorian and Edwardian suburbs, demonstrating a development pattern over an extended period. There is often a greater variety of housing styles including examples of early residential types such as workers cottages and modest Victorian villas, as well as later Edwardian villas, bungalows, with smaller numbers of Arts and Crafts and Moderne styled houses.

The tram suburbs within the area were developed with larger section sizes, more generous and regular road layouts. Houses were typically ~~larger~~ larger, and the Victorian and Edwardian villa is the dominant style followed later by the Californian bungalow. Greatest consistency of architectural style and house type occurs in these subdivisions where most of the housing was built within relatively short time periods.

The surviving stock of houses in the area demonstrates changing requirements and design ideas in domestic architecture in the change from the earliest simple worker cottages to the Victorian-Edwardian villa and the Californian bungalow. The houses demonstrate the use and application of, and changes to, building materials, methods and craft skills from the 1860s to 1940s.

The special character is also evident in the pattern of subdivisions and lot sizes, density of housing, setbacks and front gardens, fences, walls and hedges. In the earliest subdivisions, streets are narrow and there are typically no grass berms. Areas subdivided later were typically of a wider standard street width, allowing for grass berms and street trees.

15.1.7.2.3. Description of physical and visual qualities

Built form

Period of development

The overlay area, demonstrates, in its physical and visual qualities, a significant period of development that occurred from the 1860s to 1940. The period covers the first residential subdivision within the Auckland region and construction during the mid to late Victorian period through the onset of World War II. The built fabric comprises the houses, street layouts, and urban form.

Scale of development

Houses in the area built between the 1860s and 1940 are predominantly detached one and two-storey houses. There is a degree of variation in scale and size of houses from the modest workers cottages from the 1860s and 1870s located on relatively small lots in the earliest suburbs, through to the larger Victorian/Edwardian villas and later Californian bungalows.

Form and relationship to the street

Throughout the area property frontages are generally open to the street and the house forms clearly evident. The architectural form and character of the houses, with gabled and hipped roofs, bay windows and verandahs, make a strong contribution to the streetscape. In the earliest subdivisions where small lot sizes are evident houses are located close to the road boundary, sometimes with setbacks from only one metre to three metres. Some houses are built to the street boundary. In subdivisions from the 1880s onwards lot sizes were typically larger which allowed for more generous front gardens, with ~~set-backs~~ setbacks ranging from around four metres to 10 metres.

The generally regular positioning of houses on their lots, whether small or large, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. Verandahs and porches are typically evident, providing transitional spaces between the public and private realm. Front yards are often landscaped with a range of planting and hard landscape features including low fencing. Some of the fencing types include picket fences with a range of gate and ~~posts~~ post types, clipped hedges of various heights, low drystone walls and stones set in mortar, plastered brick walls which often match plastered brick or exposed brick houses.

In the earliest subdivisions with very small lots, ~~off-street~~ off-street car parking or garages in front yards are generally not evident. In areas where lot sizes are moderate or larger, some properties have garages or carports constructed within the front or side yards.

Density/Pattern of development

The area contains a significant number of separate subdivisions, dating from 1860s through to the early decades of the 20th century. ~~Consequently~~ Consequently, there is variation in the pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. Areas of early subdivision (1860s to 1870s) generally reflect a higher density with houses closely spaced and located close to the road boundary on small lots. Areas subdivided from the 1880s onwards include a range of moderate to larger lot sizes. Houses continued to be generally located towards the front boundary, and typically occupy much of the width of their sites.

Lot widths are typically narrower in the earliest areas to be subdivided, ranging from 10 to 12 metres. In much of the area lot widths are around 12 to 15 metres wide, although some variation exists. Throughout the area, there is generally a clear and well-articulated rhythm to the positioning of houses within subdivisions, whether they are smaller early houses on small lots or larger villas and bungalows on moderate to larger lots.

Types

The overlay area is strongly defined by the survival of its residential housing stock which includes Victorian cottages and villas, Edwardian villas, transitional villas, and bungalows.

Visual coherence

Throughout the overlay area there is a generally a high degree of visual coherence due to the general consistency, within particular geographic areas, of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character.

15.1.7.2.4. Architectural values

Styles

Within the overlay area the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Examples include the Avenues to the south of Jervois Road, in Herne Bay and King Edward Street and Burnley Terrace in ~~Sandringham~~ Mount Eden, which were filled with villas by the end of the Edwardian era. Other areas, where development has occurred over a longer period of time, reflect changing tastes in style and there is a greater variety. The Surrey Hills Estate in Grey Lynn, one of the single largest subdivisions, took a number of years to be developed and consequently housing styles vary from Victorian and Edwardian villas, through to Californian bungalow.

The earliest areas to be subdivided and built retain examples of one and two-storey cottages as well as Victorian and Edwardian villas. Victorian cottages and villas, of one and two-storeys, represent the early period of residential development evident in parts of the area, and are evident in parts of ~~St Mary's~~ Marys Bay, Ponsonby, Freemans Bay, Arch Hill, Eden Terrace, Parnell, Grafton, and Onehunga.

Examples of flat-fronted and bay villas from the Victorian and Edwardian period are generally evident throughout the area, including modest as well as larger and more elaborately detailed examples. They are typically single storey; however, two storey villas are also evident in some areas.

Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house sometimes returning down the side elevations. They featured sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a significant feature of many rooflines in the overlay area.

From around 1910 transitional villas demonstrate a shift in design approach, moving towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

The development of the bungalow ~~type~~ design around the turn of the 20th century in New Zealand was influenced by developments overseas, as a housing type that embodied

principles of the Arts and Crafts movement. By the end of World War I, the bungalow emerged as the most popular housing ~~type, and type and~~ remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Californian bungalows proliferated in Auckland after World War I, ~~and I and~~ are evident in parts of the area. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the special character area.

Materials and construction – built fabric

Timber is the predominant material used for houses throughout the area, with most houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are also evident. There are also examples of Victorian and Edwardian villas, as well as houses in other styles from the early 20th century, constructed of brick or plastered brick.

15.1.7.2.5. Urban structure

Subdivision

The subdivision of residential lots occurred progressively over an extended period of time. There is a noticeable distinction between the patterns of the earliest subdivisions (1860s to 1880s) and ones developed after this date. All areas are subdivisions of the larger sections first surveyed in the 1840s. These larger sections were formed off the principal roads, which ran along main access routes formed in the 1840s, often following ridge lines. Examples of this are Great North, Parnell, Richmond, Ponsonby, and Jervois Roads.

The residential subdivisions were generally formed by subdividing parts or all of these larger blocks of land. The earliest subdivisions tended to include smaller sections, on narrower streets, sometimes with less regular road patterns. The early subdivisions also tended to cover smaller areas of land. Later subdivisions tended to include larger sections, with wider streets, laid out on a more regular pattern, where the topography and existing road patterns permitted. ~~Generally~~ Generally, all road widths after 1880s were standardised.

Lot sizes vary considerably throughout the area. The earliest subdivisions, closest to the city, tend to have the smallest lot sizes, with some sections less than 300m². A medium section size tended to be 300 to 450m². In some of the later, more generous, subdivisions (such as Grey Lynn, subdivided as the Surrey Hills Estate from 1883 to 1886) section sizes were between 450 and 600m².

There are also examples of larger lot sizes, which tended to be formed on more valuable land where large houses were built, as evident for example on the slopes of Herne Bay, where sections sizes were originally 3000 to 4000m². These were subsequently subdivided into smaller, but still generous, sites of up to 1800m².

In larger subdivisions, the most efficient means of subdivision was to create sections with a ratio of three times the length to width, which allowed consistent section widths on all street frontages and led to regular street patterns.

Within parts of the area some further subdivision of the original residential lots has occurred, where the original lot size (greater than 700 to 800m²) has permitted. ~~Generally~~ Generally, the subdivided section is at the rear with driveways formed from the road in the side yards, maintaining the ability to perceive the original subdivision pattern along the street.

The pattern of subdivision and sequence has been determined by a number of factors including proximity to the central city area, the development of public transport and other services including reticulated water supply and sewer disposal. There is a clear correlation between the development of the spreading suburbs and the expansion of tram services. As the tram service reached further across the isthmus, residential development followed.

Road pattern

Throughout the area the road pattern is generally based on an orthogonal layout determined by the alignment of main roads, shape of the early large allotments and topography of a particular area.

Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets. Variations in the width of early city roads led to government intervention to achieve consistency. The 1875 Act to regulate the Plans of Towns set out requirements for the minimum width of roads, which as far as possible were to be laid off in straight lines and perpendicular to each other. Subdivision plans had to be prepared by an approved engineer or surveyor. ~~Generally~~ Generally, all road widths after the 1880s were standardised to 100 links (approximately 20 metres), with a ~~carriage-way~~ carriageway formed within. Some main roads are wider. In earlier subdivisions the road widths were typically 75 links (approximately 15 metres) and in some cases only 50 links (approximately 10 metres).

In residential areas formed by early subdivisions between the 1860s and 1880s, road widths are narrow, which typically allowed only for narrow footpaths, and no grass berms. Later suburbs laid out with standardised road widths incorporate grass berms and street trees.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is variation throughout areas within the area. The earliest subdivisions with narrow streets did not allow for grass berms or street trees and hence the character is more urban, with houses often located close to the road boundary.

Wider streets permitted grass berms to be formed. These vary in width depending on the carriageway and whether roadside car parking is provided. Some streets have no kerbside parking and generous berms, often in areas where there is little localised traffic. Busy roads with kerbside parking tend to have narrow grass berms or in some situations no grass berms. Where grass berms are evident, street trees may also be present and some roads within the area includes avenues of mature street trees.

Areas that were developed as a part of larger subdivision demonstrate consistency in terms of lot size, setback, spacing and rhythm of housing as well as the age and styles of housing, collectively contributing to an established streetscape character. Predominantly front yards, whether modest or larger, are separated from the street with low fences, walls or planting, allowing good visibility of the houses from the street. However, there are also some examples of higher fencing and denser planting. Properties on main roads often tend to have a higher degree of separation between the public and private realm.

Vegetation and landscape characteristics

Throughout the overlay area there is variety in terms of vegetation and landscape characteristics. The earliest subdivisions did not allow for grassed berms or street trees and houses were often set close to the road boundary with very small front gardens. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the overlay area contribute to an impression of reasonably well-vegetated parts of the area.

15.1.7.3. Special Character Areas Overlay – Residential: Isthmus B

15.1.7.3.1. Extent of area

Special Character Area Maps:

- (1) ~~Special Character Areas Overlay – Residential: Isthmus B – Mount Eden/Epsom (Part A)~~

The location and extent of the Special Character Areas Overlay – Residential: Isthmus B is shown in the planning maps.

Sites within the overlay that are subject to the demolition, removal and relocation rules in Chapter D18 Special Character Areas Overlay - Residential and Business are shown in the plan change viewer.

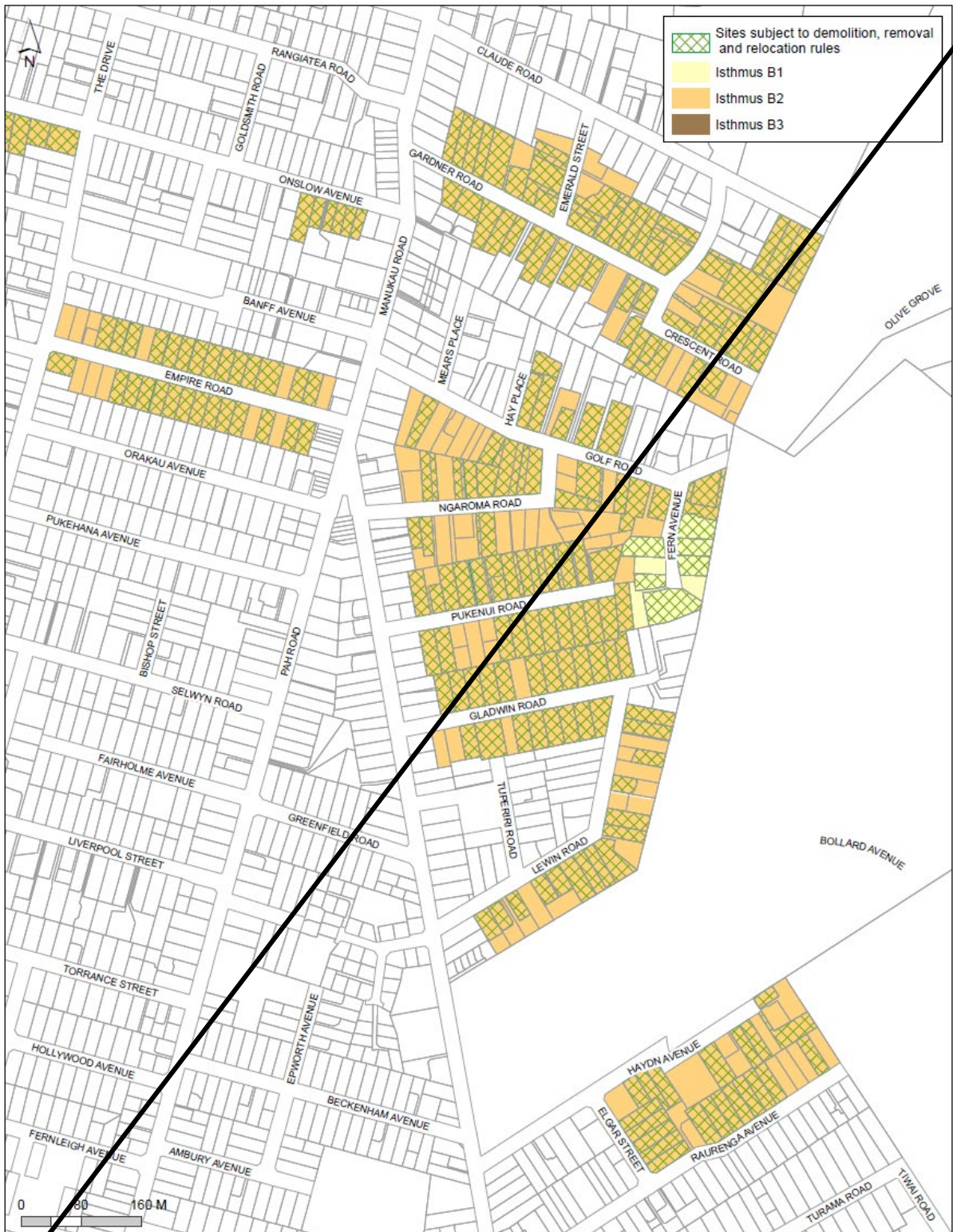
Sites within the Special Character Areas Overlay – Residential: Isthmus B are subject to the subdivision control rules set out in Table E38.8.2.6.1.

To identify whether a site in the overlay is subject to the demolition, removal and relocation rules or to identify a site's subdivision control sub-area, refer to the property summary for a site in the plan change viewer.

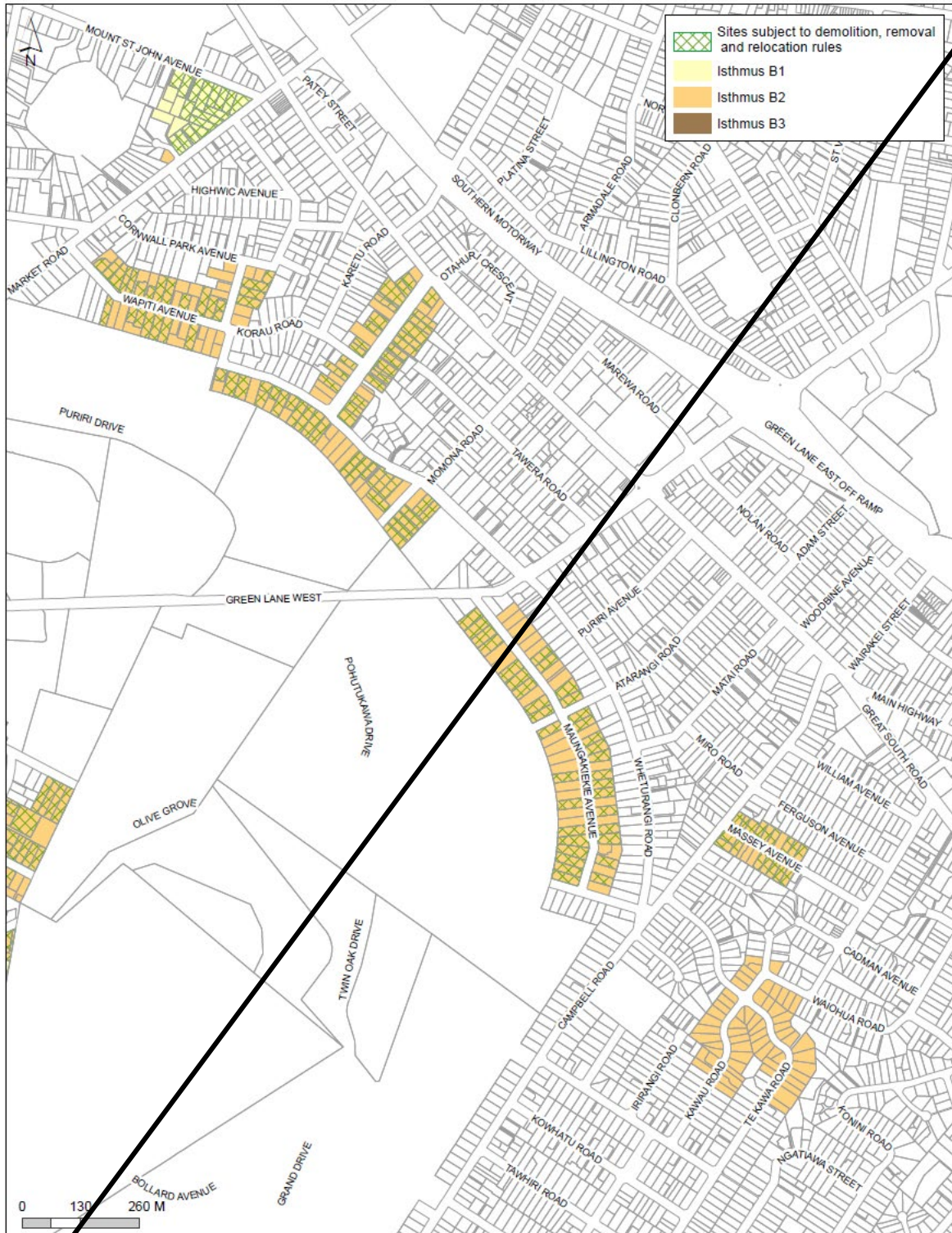
(2) Special Character Areas Overlay — Residential: Isthmus B — Mount Eden/Epsom (Part B)



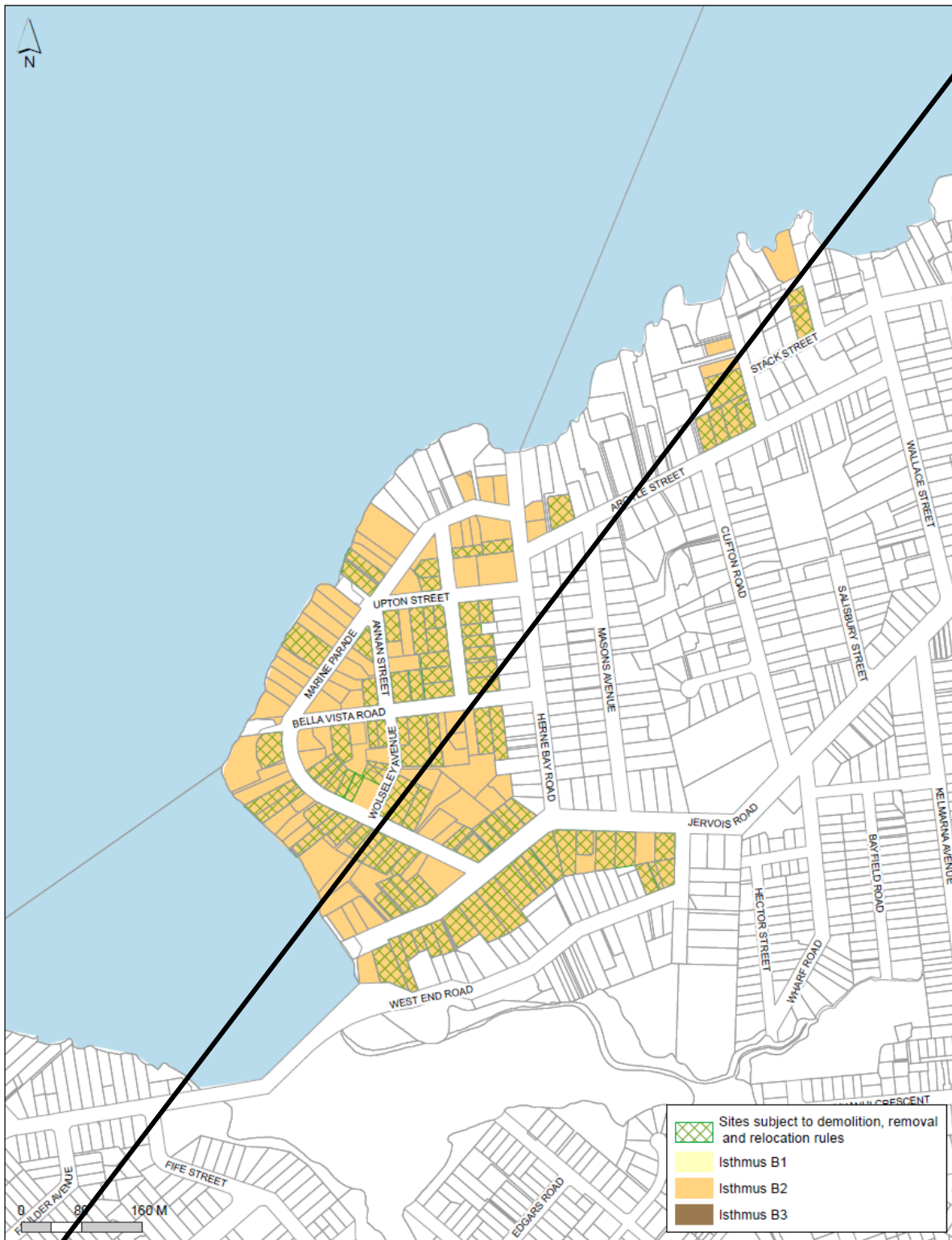
(3) Special Character Areas Overlay Residential: Isthmus B Epsom



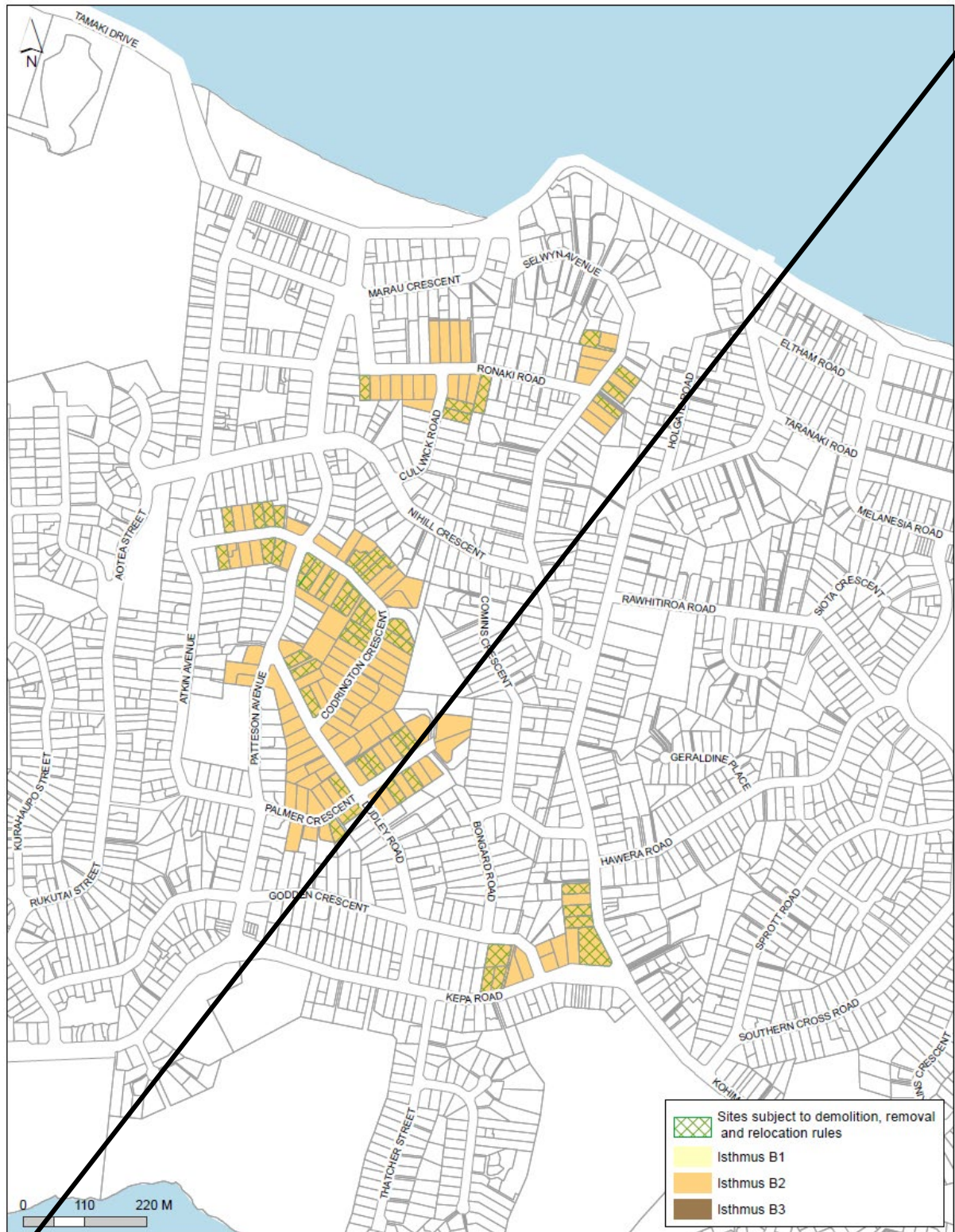
(4) Special Character Areas Overlay — Residential: Isthmus B —
Epsom/Greenlane



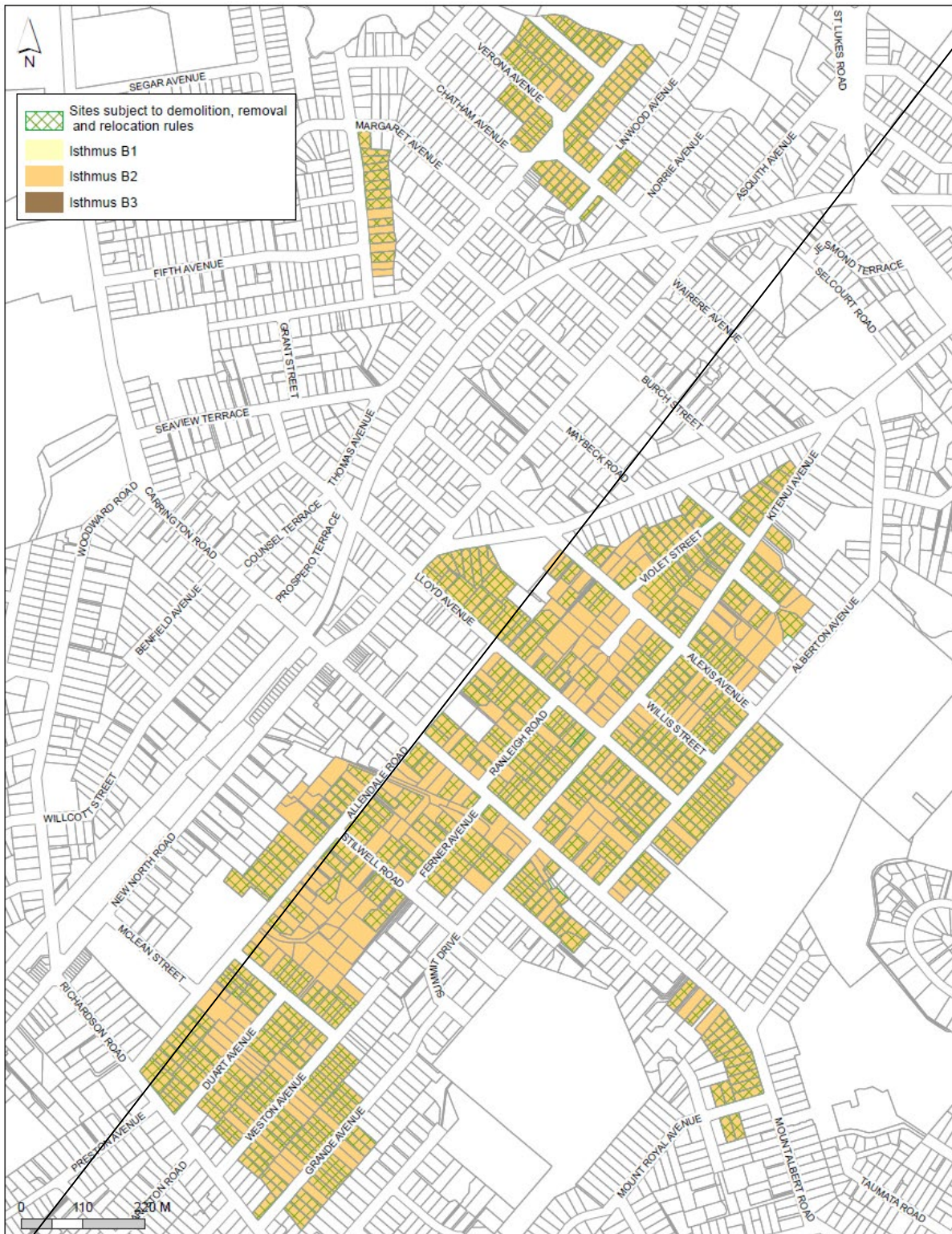
(5) Special Character Areas Overlay Residential: Isthmus B Herne Bay



(6) Special Character Areas Overlay — Residential: Isthmus B — Mission Bay



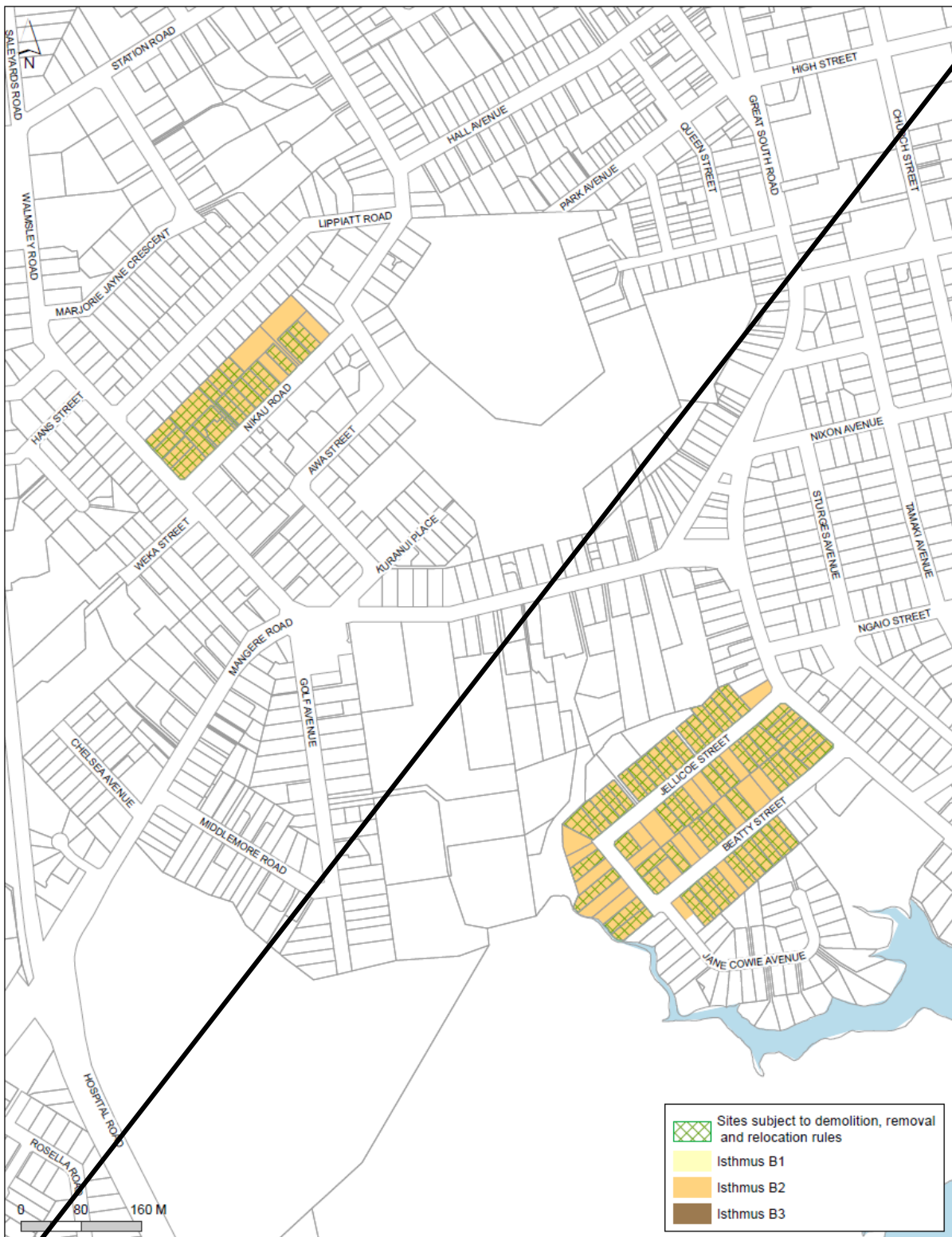
(7) Special Character Areas Overlay Residential: Isthmus B Mount Albert



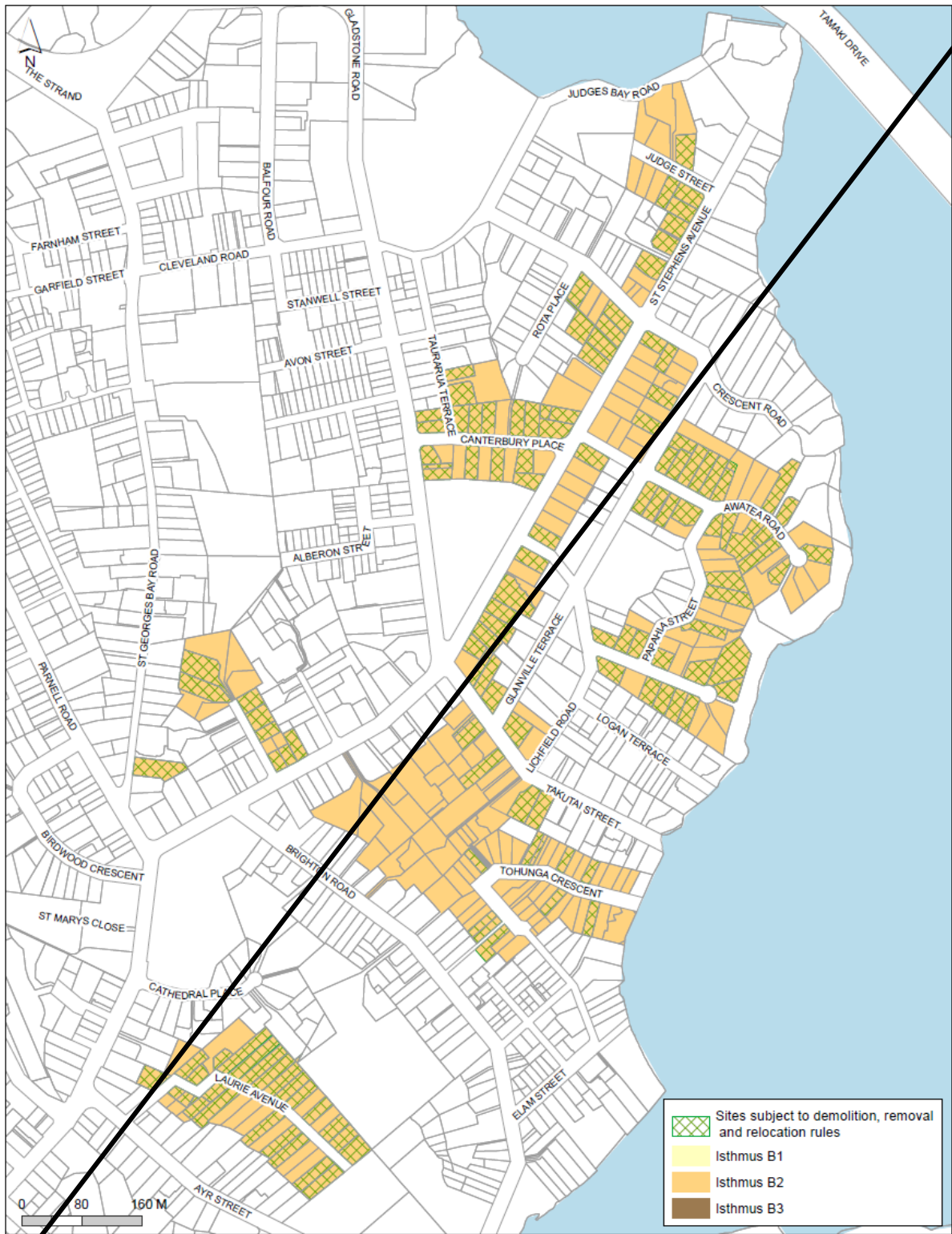
(8) Special Character Areas Overlay — Residential: Isthmus B — Mount Roskill



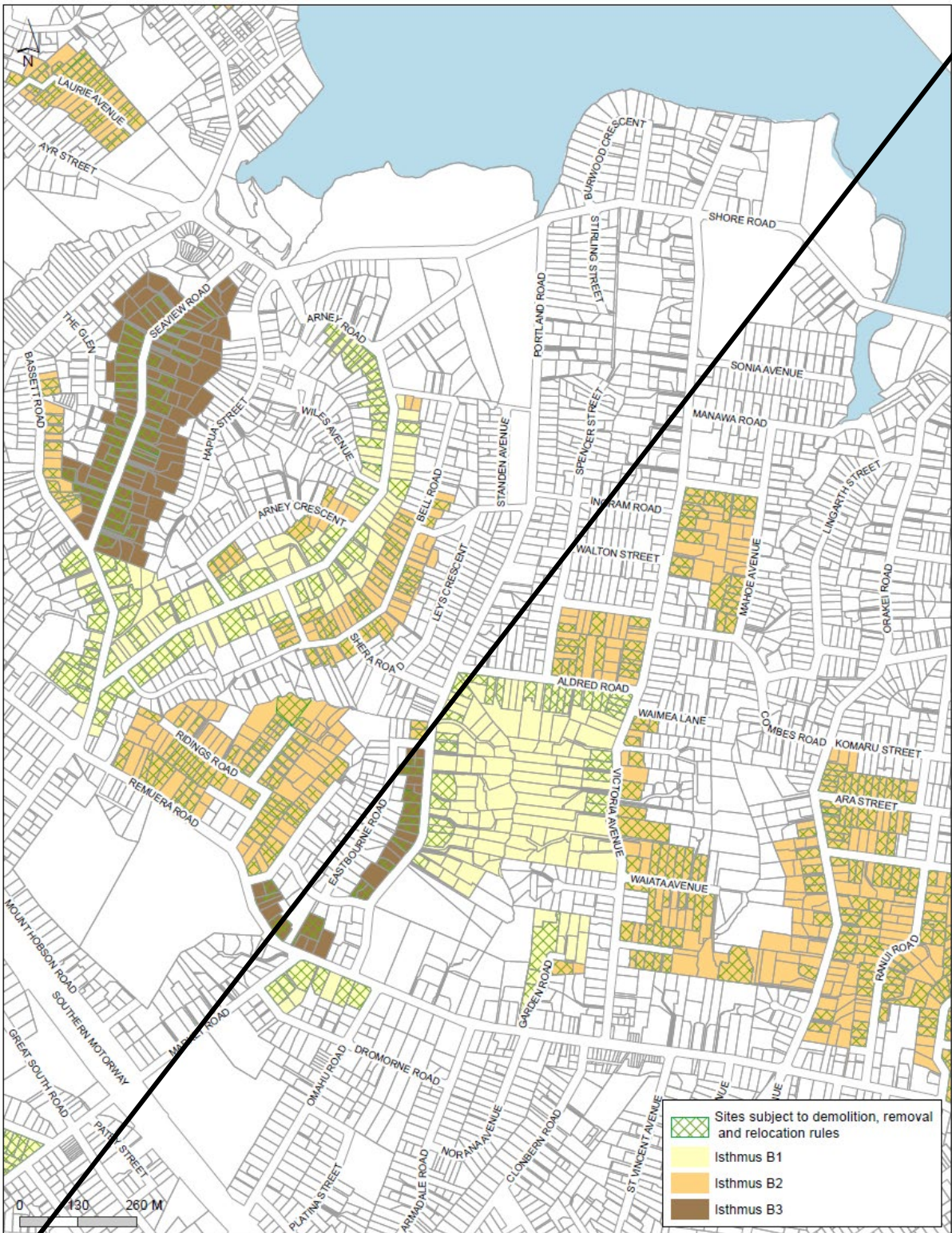
(9) Special Character Areas Overlay Residential: Isthmus B – Ōtāhuhu



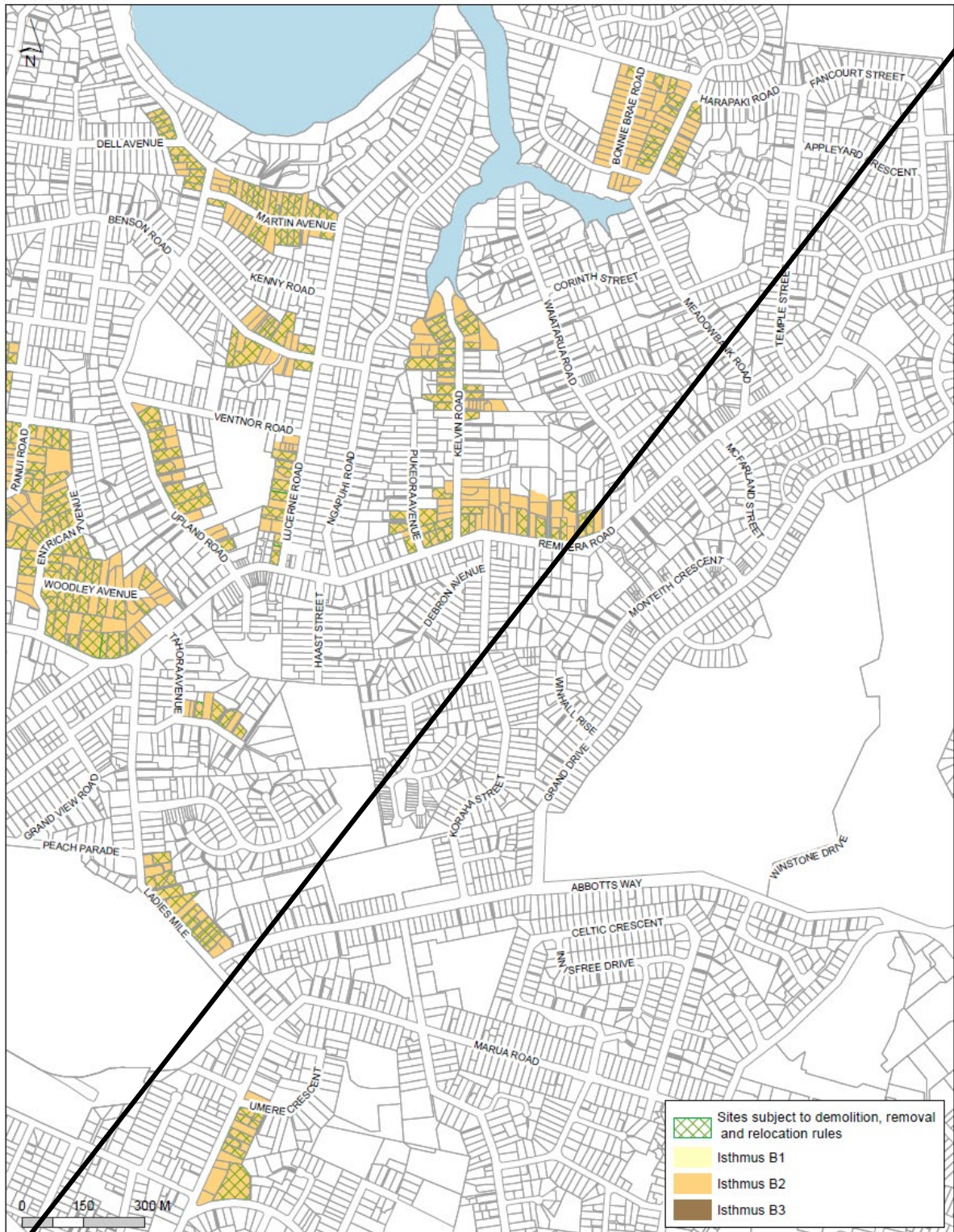
(10) Special Character Areas Overlay – Residential: Isthmus B – Parnell



(11) Special Character Areas Overlay – Residential: Isthmus B – Remuera



(12) Special Character Areas Overlay — Residential: Isthmus B—
Remuera/Meadowbank



(13) Special Character Areas Overlay – Residential: Isthmus B – St Heliers



Description:

~~The overlay area is shown on the 13 special character area maps above.~~ The overlay area covers a series of areas including parts of Remuera, Kohimarama, ~~Mission Bay and St Heliers~~, as well as parts of Herne Bay, Parnell, Mount St John, One Tree Hill, Mount Eden, Epsom, Mount Albert, Mount Roskill, and Ōtāhuhu.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitematā and Manukau harbours. A series of ridges and valleys are located between the maunga and rise from the surrounding harbours. Typically, the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with residential areas located along coastal edges, and areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

15.1.7.3.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as it demonstrates an early period of residential development in Auckland City. It retains a number of representative areas of late 19th and early 20th century suburban residential developments. House designs and streetscape character are typically that of the Edwardian villa suburb, English Cottage revival and the Garden Suburb movement.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19th and early 20th centuries. Rural land located close to the city centre was developed as a result of improvements in roading and the provision of public transport including the opening of the electric tram network. The overlay area illustrates the pattern of residential development that occurred as a result of improved connections. ~~in response to improvements in public transport and the roading network.~~

The suburbs within the overlay area ~~are generally those developed to provide~~ have larger sections for bigger homes than those typically found elsewhere ~~in the overlay area~~ from the same period. Houses are generally located on generous sections facing wide streets. Larger sections with wider ~~road roads~~ allowed for the development of private gardens and street tree planting which is a dominant aspect of these areas consistent with the Garden Suburb design ideals. The area generally demonstrates houses in a range of styles from this period.

The area also includes representative areas of State housing from the 1930s and 1940s. These are areas of early ~~government built~~ social housing were built by the government to provide for people that could not afford their own. These represent a significant move by

government to intervene at a time when there was a shortage of housing in metropolitan areas. ~~The suburban developments and house designs~~ Areas of state housing were developed by government architects and based on a modern interpretation of the Garden Suburb movement. ~~and These areas~~ featured ~~generous~~-sweeping road layouts and generous sized sections.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it encompasses an exceptionally large grouping, of mid to late 19th and early to mid-20th century houses, together with associated suburban patterns of development, that collectively reflect important trends in New Zealand's residential architectural design (particularly the Garden Suburb concepts described above) and the development of suburban residential areas in the Auckland region.

The style of dwellings can be ~~diverse~~-diverse, and the area includes examples of Victorian and Edwardian villas, Arts and Crafts influenced houses, Art Deco houses, English Cottage style dwellings and Californian bungalows. The overlay area also includes good examples of the cottage-style State housing of the late 1930s and early 1940s, characteristically set well back on the lots and surrounded by unfenced lawns.

Dwellings in the overlay area are typically set well back from the road, and there is an abundance of trees and vegetation both on private and public land. The Special Character Areas Overlay – Residential: Isthmus B1 and B3 areas are characterised by lower housing densities generally combined with period housing and an abundance of planting. The Special Character Areas Overlay – Residential: Isthmus B2 areas generally have higher housing densities and building coverage than areas in the Special Character Areas Overlay – Residential: Isthmus B1 and B3 area, and also include period homes.

15.1.7.3.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its physical and visual qualities a significant period of residential development that occurred from the late 19th century to 1940. ~~The built fabric comprises the houses, street layouts and urban form.~~

Scale of development

Houses in the overlay area, ~~built from the late 19th century to the 1940s~~, are predominantly detached one and two-storey houses. There is a wide range in scale with some very substantial dwellings on large sections, as well as smaller houses on modest section sizes.

Form and relationship to the street

~~Typically~~ Typically, gabled and hipped roof forms of a variety of ~~houses~~ housing types (including villas, Arts and Craft style houses, English Cottage style houses, bungalows, and State houses) are evident throughout the overlay area.

There is variety in the architectural form and character of the houses in parts of the area. Some areas demonstrate substantial Edwardian and Arts and Crafts style houses on generous lots (such as in Remuera, One Tree Hill, and Epsom), while others demonstrate more modest houses including villas, bungalows and State houses (such as in Mount Albert, Ōtāhuhu, and Mount Roskill).

Variation in the set back of houses is evident, with often generous landscaped front gardens, as well as street trees in many parts of the area. Setbacks generally range from around four to 12 metres, with some deep front yards of over 15 metres. ~~Within the State housing areas setbacks range from around four metres to over 12 metres.~~

Boundary fencing at the street varies throughout the area. Fences, hedges or walls are typically low or retain an open aspect between the street and front yards. Some early boundary treatments remain. Some of the fencing types include picket fences with a range of gate and ~~posts~~ post types, hedges of various heights, low drystone ~~walls and stones set in mortar,~~ and mortared basalt walls, and plastered brick walls, which often match plastered brick or exposed brick houses.

Density/Pattern of development

The area contains a significant number of separate subdivisions, dating from late 19th century through to the early decades of the 20th century. The area reflects a range ~~in terms of density~~ densities, ~~the patterns~~ of subdivision, lot sizes, lot widths, house setbacks and spacings between houses. ~~There is~~ The variation depends ~~depending~~ on when the area was subdivided and the location of the suburb.

Areas developed as tram suburbs were subdivided from the early 1900s onwards and include a range of moderate to larger lot sizes. Houses are generally located towards the front boundary, but with greater setbacks than earlier subdivisions. In these areas lot widths are generally around 12 to 15 metres wide, although some variation exists. Throughout these areas, there is generally a clear and well-articulated rhythm to the positioning of houses.

In other areas that were subdivided to form larger sections, the houses are set well back from the front boundary. Wider sections allow for generous widths between houses and the overall pattern is lower density.

In State house subdivisions the sections sizes are moderate and allow for houses to be set well back and generously spaced with a subsequent lower development density.

Types

The overlay area predominantly reflects a range of residential types from the late 19th century through to the 1930s and 1940s. This is predominantly detached houses ~~and moderate to large lots.~~

Visual coherence

There is variation in the degree of visual coherence evident in parts of the area. Within particular areas, there is consistency in subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. In other parts of the overlay area there is less visual coherence, where lots sizes vary and development may have occurred over time, with more recent housing interspersed amongst the historic housing.

15.1.7.3.4. Architectural values

Styles

The overlay area reflects a range of residential architectural styles including Victorian and Edwardian villas, transitional villas, Arts and Crafts, English Cottage, Neo-Georgian, and Moderne style houses, as well as examples of bungalows and State housing from the 1930s and 1940s.

Within the overlay area the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Other areas, where development has occurred over a longer period of time, reflect changing tastes in style and there is a greater variety.

Victorian and Edwardian villas, of one and two-storeys, represent the early period of residential development evident in parts of the area. ~~They are typically single storey; however, two storey villas are evident in some areas.~~ Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and ~~utilize~~ utilise a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a prominent feature of many roofs in the area.

From around 1910 transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details such as exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

In the early decades of the 20th century the influence of Arts and Crafts movement of late 19th century as well as the Garden Suburb movement is evident in the development of suburban areas, in terms of architectural styles as well as an emphasis on picturesque siting of buildings in tree-lined streets, preferably close to public amenities.

The area retains examples of houses in Arts and Crafts, English Cottage, and neo-Georgian styles. English Cottage style houses were often characterised by steep-pitched asymmetrical roofs. Materials included weatherboards, timber shingles, or brick, often incorporating use of picturesque features such as small-paned windows, arches and tall chimneys. Roofs were commonly clad in clay tiles.

The development of the bungalow ~~type design~~ around the turn of the 20th century was also influenced by principles of the Arts and Crafts movement. By the end of World War I, the

bungalow emerged as the most popular housing ~~type, and type and~~ remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after World War I, ~~and I and~~ are evident in parts of the area. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne as well as English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the area.

The area also includes examples of State housing built in the late 1930s and 1940s. State houses of this period were a compact, simplified version of the English Cottage style. The roofs were typically tiled, mostly hipped or gabled, with minimal eaves and a typical pitch of 30 degrees. Windows were casement type with high sills, divided horizontally into three panes. The houses were usually brick veneer or weatherboard, although a range of cladding materials were also used.

Materials and construction – built fabric

Timber is the predominant material used for houses in the area, with many houses clad in weatherboards and decorated with timber detailing. However, houses in the Arts and Crafts, English Cottage and Moderne styles were often constructed in brick, plastered brick or partially clad in timber shingles. Roof materials generally include corrugated iron, as well as clay and concrete tiles. Chimneys are brick or rendered brick.

15.1.7.3.5. Urban structure

Subdivision

The ~~area overlay~~ is located in a series of geographic areas in suburban locations. The formation of residential lots occurred progressively as a series of separate subdivisions that occurred in the late 19th century and early decades of the 20th century. The area includes residential lots of regular size formed as part of a particular ~~subdivision~~ subdivisions, as well as areas where large lots have been progressively subdivided over time. Lot sizes vary ranging from regular lots of around 600m² to a varied range of larger lots. There are also examples of larger lot sizes, which tended to be formed on more valuable land where large houses were built, ~~as evident, for example, on the slopes of Remuera.~~ These were subsequently subdivided into smaller, but still generous sites.

The pattern of subdivision ~~and sequence~~ has been determined by a number of factors including proximity to the central city area, the development of public transport and other services such as reticulated water supply and sewer disposal. There is a clear correlation between the development of the ~~spreading~~ suburbs and the expansion of tram services. As the tram service reached further across the isthmus, residential development followed.

Road pattern

Throughout the area the road pattern is generally based on an orthogonal layout determined by the alignment of main roads, shape of the early large allotments and topography of a particular ~~area~~ areas.

Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets. ~~Generally~~ Generally, all road widths after 1880s were standardised to 100 links or 20.42 metres wide, with a ~~carriage way~~ carriageway formed within. This standard width is generally evident with the area. There is variation evident in the road carriageway, with some streets having very generous grassed berms, often incorporating street trees, ~~or alternatively~~ while other streets have a wider road carriageway.

The area includes examples of road layouts built as part of comprehensively planned State housing areas, based on Garden Suburb models. Curved streets and cul-de-sacs were a feature of most ~~planned~~ State housing subdivisions and road widths varied, ~~with local roads being narrower.~~

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is variation among the different geographic areas within the special character area. Wider streets permitted grass berms to be ~~formed~~ formed, and street trees are evident in many streets. Some parts demonstrate regular lot widths, with generally consistent spacing of houses, while others are more varied. Predominantly, front yards, whether modest or larger, are separated from the street with low fences, hedges, walls or planting, however, there are examples of higher fencing and or denser planting.

In State housing areas, front yards were generally quite deep, with variety in the depth of setbacks, and often unfenced so that each dwelling would be a coordinated part of a whole community.

Vegetation and landscape characteristics

An abundance of planting is generally evident throughout many parts of the area, with variety in terms of vegetation and landscape characteristics. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the area give the area a well-vegetated character.

15.1.7.4. Special Character Areas Overlay – Residential: Isthmus C

15.1.7.4.1. Extent of area

The location and extent of the Special Character Areas Overlay – Residential: Isthmus C is shown on the planning maps.

Sites within the overlay that are subject to the demolition, removal and relocation rules in Chapter D18 Special Character Areas Overlay – Residential and Business are shown in the plan change viewer.

Sites within the Special Character Areas Overlay – Residential: Isthmus C are subject to the subdivision control rules set out in Table E38.8.2.6.1.

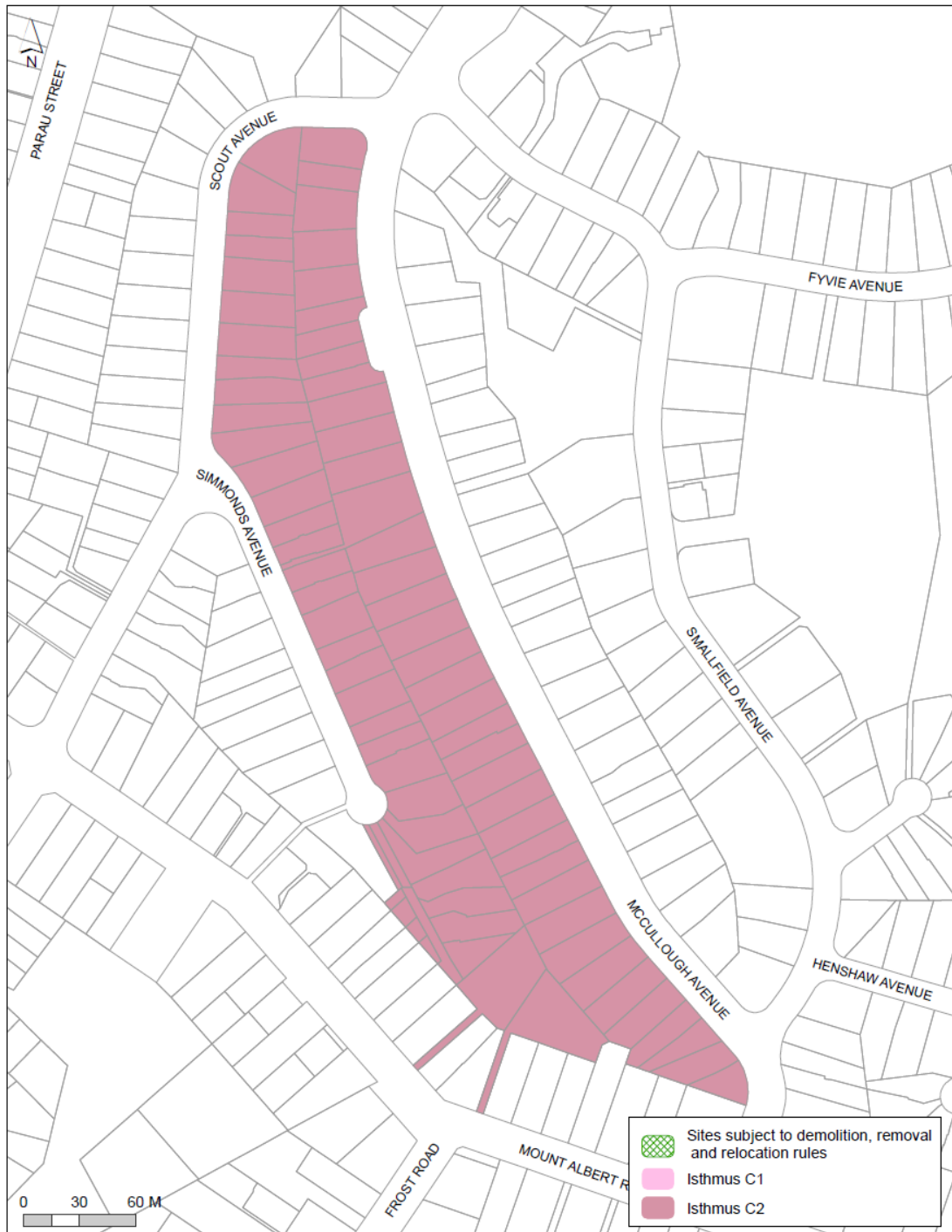
To identify whether a site in the overlay is subject to the demolition, removal and relocation rules or to identify a site's subdivision control sub-area, refer to the property summary for a site in the plan change viewer.

~~Special Character Areas Maps:~~

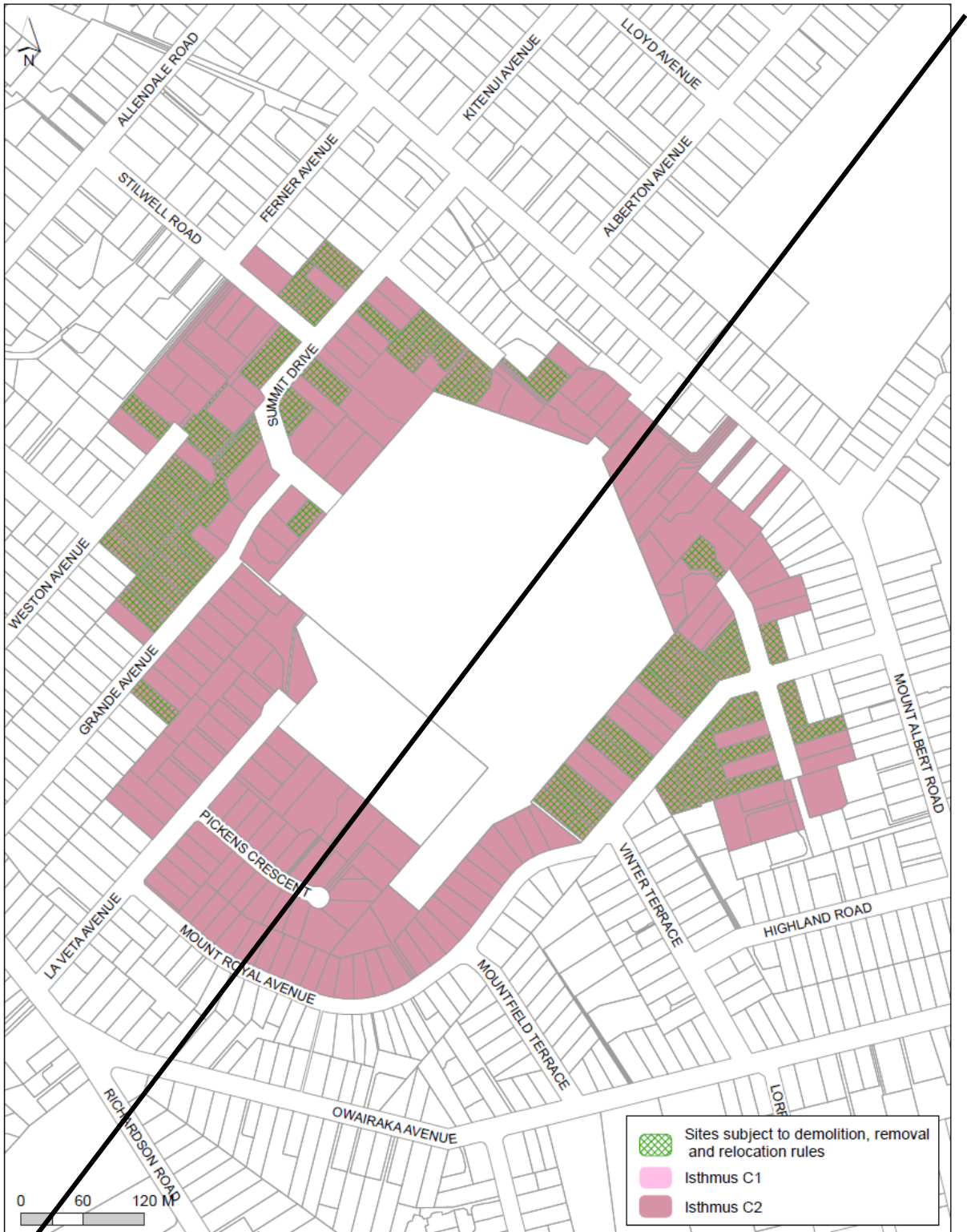
(1) Special Character Areas Overlay — Residential: Isthmus C — Mount Eden



(2) Special Character Areas Overlay — Residential: Isthmus C — Three Kings



(3) Special Character Areas Overlay — Residential: Isthmus C — Mount Albert



(4) Special Character Areas Overlay — Residential: Isthmus C —
Remuera/Epsom



Description:

~~The Special Character Areas Overlay – Residential: Isthmus C areas are shown on the four special character area maps above.~~

The overlay area encompasses houses located on the slopes of Mount Eden/Maungawhau, Mount Albert/Owairaka, Mount Hobson/Ōhinerau, and Mount St John/Te Kōpuke/Tītīkōpuka. The area also covers a tuff ring in Mount Roskill/Puketāpapa/Pukewīwī. The underlying landscape context in the overlay area reflects volcanic landforms.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitematā and Manukau harbours. A series of ridges and valleys are located between the maunga and rise from the surrounding harbours. ~~Typically~~ Typically, the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

15.1.7.4.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as it demonstrates an early period of residential development in Auckland ~~City~~. It retains a number of representative areas of late 19th and early 20th century suburban residential developments that have ~~with~~ a significant relationship to natural landforms. The area reflects a pattern of residential development in Auckland, whereby housing was constructed on the slopes of the volcanic cones, often to take advantage of the outlook.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19th and early 20th centuries. ~~Rural Land~~ Land, including that on the volcanic slopes, located close to the city centre, was developed as a result of improvements in roading and the provision of public transport, including the opening of the electric tram network.

The overlay area includes suburban developments ~~to~~ that provide larger sections for bigger homes similar to those typically found in the Special Character Areas Overlay – Residential: Isthmus B area from the same period. Houses are generally located on generous sections facing wide streets. Larger sections with wider roads allowed for the development of private gardens and street tree planting which is a dominant aspect of these areas consistent with the Garden Suburb design ideals.

In contrast, the area located on the edge of Mount Eden/Maungawhau was developed in the late 19th century with relatively narrow streets and small lots

sizes similar to those found in the earliest developed ~~area~~ areas of the Special Character Areas Overlay – Residential: Isthmus A.

Over the whole area houses are designed in a range of styles ~~from the period~~ and this special character area illustrates the relationships between these houses and the natural landscape. ~~pattern of residential development that took place on the isthmus during the late 19th and early 20th century in response to improvements in public transport and the roading network.~~

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it encompasses a grouping of late 19th and early to mid-20th century houses, together with significant natural landforms. ~~associated urban patterns of development. These qualities collectively reflect important trends in New Zealand's residential architectural design and the development of suburban residential areas in the Auckland region.~~

Two distinctive types of character are reflected in the area. The first is characterised by a steep narrow street pattern set out in the late 19th century on the western side of Mount Eden/Maungawhau. Site sizes are generally ~~small~~ small, and the houses are closely spaced.

The second type is characterised by larger sites, lower densities and significant vegetation. A diverse range of residential styles within this area include Victorian and Edwardian styles, together with English Cottage, Arts and Crafts, and other examples of early housing styles.

Other areas include State housing of the late 1930s and early 1940s. The special character is also evident in the pattern of subdivisions and lot sizes, density of housing, ~~set-backs~~ setbacks, and front gardens, fences, walls, and hedges.

15.1.7.4.3. Description of physical and visual qualities

Built form

Period of development

The overlay area is significant for its physical and visual qualities as it demonstrates a significant period of residential development that occurred from the late 19th century to the 1940s. ~~The built fabric comprises the houses, street layouts and urban form, with a particular focus on the relationship to natural landforms.~~

Scale of development

Houses in the area built from the late 19th century to the 1940s and are predominantly detached one and two-storey houses. There is a wide range in scale with some very substantial dwellings on large sections, as well as smaller houses on modest section sizes.

Form and relationship to the street

~~Typically~~ Typically, gabled and hipped roof forms of a variety of housing styles including ~~villas, Arts and Crafts houses, English Cottage houses, bungalows, and State houses~~ are evident throughout the overlay.

There is variety in the architectural form and character of the houses in parts of the area. Some parts demonstrate substantial English Cottage and Arts and Crafts style houses on generous lots, while others demonstrate more modest houses including villas, bungalows, and State houses.

Variation in the setback of houses is evident, with often generous landscaped front gardens, as well as street trees in many parts of the area. Setbacks generally range from around four to 12 metres. Setbacks in the area close to Mount St John/Te Kōpuke/Tītīkōpuke include some deep front yards of over 15 metres. In areas of housing on Mount Eden/Maungawhau, some houses are located close to or on the street boundary. Within the State housing area in McCullough Avenue, Simmonds Avenue, and Scout Avenue, setbacks range from around four metres to over 12 metres.

Boundary fencing at the street varies throughout the area. Fences, hedges or walls are typically low or retain an open aspect between the street and front yards. Some early boundary treatments remain. Some of the fencing types include picket fences with a range of gate and ~~posts~~ post types, clipped hedges of various heights, low drystone ~~walls and stones set in mortar and mortared basalt walls~~, and plastered brick walls which often match plastered or exposed brick houses.

Density/Pattern of development

The area contains a number of separate subdivisions, dating from the late 19th century through to the early decades of the 20th century. The area reflects a range of densities, patterns in terms of density, the pattern of subdivision, lot sizes, lot widths, house setbacks, and spacings between houses. There is variation depending on when the area was subdivided and the location of the suburb. Areas developed from the early 1900s onwards include a range of moderate to larger lot sizes. Houses are generally located towards the front boundary, but with greater setbacks than earlier subdivisions. In these areas lot widths are around 12 to 15 metres wide, although some variation exists. Throughout these areas, there is generally a clear and well-articulated rhythm to the positioning of houses.

Other areas were subdivided to form larger sections, and the houses are set well back from the front boundary. Wider sections allow for generous widths between houses and the overall pattern is lower density.

In State house subdivisions the sections sizes are moderate and allow for houses to be set well back and generously spaced with a subsequent lower development density.

Types

The overlay area predominantly reflects a range of residential types from the late 19th century through to the 1930s to 1940s.

Visual coherence

There is variation in the degree of visual coherence evident in parts of the overlay area. Within particular areas, there is consistency in subdivision pattern and lot sizes, density and rhythm

in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident.

In other parts of area there is less visual coherence, where lot sizes vary and development may have occurred over time, with more recent housing interspersed. The State housing areas have a high degree of visual coherence having been comprehensively planned and built around one time.

15.1.7.4.4. Architectural values

Styles

The overlay area reflects a range of residential architectural styles including Victorian and Edwardian villas, transitional villas, Arts and Crafts, English Cottage, neo-Georgian, and Moderne style houses, as well as examples of bungalows and State housing from the 1930s and 1940s.

Within the overlay area, the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Other areas, where development occurred over a longer period of time, reflect changing tastes in style, resulting in a greater variety.

Victorian and Edwardian villas represent the early period of residential development evident in parts of the overlay area. They are typically single storey however two- storey villas are evident in some areas. Typical of the villa type, roofs are gabled and hipped, and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and ~~utilize~~utilise a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain an important feature of many roofs in the overlay area.

From around 1910 transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

In the early decades of the 20th century the influence of the Arts and Crafts movement of the late 19th century as well as the Garden Suburb movement is evident in the development of suburban areas, in terms of architectural styles as well as an emphasis on picturesque siting of buildings in tree-lined streets, preferably close to public amenities.

The overlay area retains examples of houses in Arts and Crafts, English Cottage and neo-Georgian styles. English Cottage style houses were often characterised by steep-pitched asymmetrical roofs over mostly two-storeyed plans. Materials included weatherboards, timber shingles, or brick, often incorporating use of picturesque features such as small-paned windows, arches and tall chimneys. Roofs were commonly clad in tiles.

The development of the bungalow ~~type~~design around the turn of the 20th century was also influenced by principles of the Arts and Crafts movement. By the end of World War I, the

bungalow emerged as the most popular housing ~~type, and type and~~ remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after World War I, ~~and I and~~ are evident in parts of the overlay area. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan. By the 1930s, other styles such as Art Deco, Moderne, and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the overlay area.

The overlay area also includes State houses built in the early 1940s in Scout, Simmonds and McCullough Avenues in Three Kings. State houses of this period were a compact English Cottage style. The roofs were typically tiled, mostly hipped or gabled, with minimal eaves and a typical pitch of 30 degrees. Windows were casement type with high sills, divided horizontally into three panes. The houses were usually brick veneer or weatherboard; although a range of cladding materials were also used.

Materials and construction – built fabric

Timber is the predominant material used for houses in the overlay area, with many houses clad in weatherboards and decorated with timber detailing. However, houses in the Arts and Crafts, English Cottage and Moderne style, as well as State houses were often constructed in brick or with rendered finishes. Roof materials include corrugated ~~iron metal~~, as well as clay and concrete tiles. Chimneys are brick or rendered brick.

15.1.7.4.5. Urban structure

Subdivision

The overlay ~~area~~ is located in a series of geographic areas in suburban locations, largely close to or on the slopes of volcanic cones and features. The subdivision of residential lots within various parts of the area occurred progressively as a series of separate subdivisions that occurred in the late 19th century and early decades of the 20th century. The area includes residential lots of regular size formed as part of a particular subdivisions, as well as areas where large lots have been progressively subdivided over time, in some cases, creating rear lots. Lot sizes vary throughout the area, ranging from regular lots of around 600 to 800m² to a varied range of larger lots.

The pattern and sequence of subdivision has been determined by a number of factors including proximity to the central city area, the development of public transport and other services such as reticulated water supply and sewer disposal, and the development of State housing areas.

Road pattern

The road layouts were generally designed to take the volcanic topography into account but are also commonly an extension of the orthogonal layout evident in the ~~nearby adjacent Special Character Areas Overlay – Residential: Isthmus A and Special Character Areas Overlay – Residential: Isthmus B~~.

The area also includes examples of road layouts built as part of comprehensively planned State housing areas, based on Garden Suburb models, such as the curved streets including McCullough, Simmonds, and Scout Avenues in Three Kings. These ~~streets~~ street patterns also ~~relate~~ respond to the volcanic landform.

Throughout the area there is variation evident in the road carriageway, with some streets having generous grassed berms, often incorporating street trees, ~~or alternatively~~ while others have a wider road carriageway.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. Within the overlay area, the relationship to volcanic landforms also contributes to the character of streetscapes. Houses are viewed stepping up ~~hillsides~~ the slopes of maunga or along terraced roads on the sloping topography. Views to and from these elevated positions are an important feature of the area and building forms are viewed in relation to these significant landforms.

Some parts of the overlay area demonstrate regular lot widths, with generally consistent spacing of houses, while others are more varied. Predominantly front yards, whether modest or larger, are separated from the street with low fences, hedges, walls or planting. In State housing areas, front yards had variety in the depth of ~~setbacks~~, ~~and~~ setbacks and were often unfenced so that each dwelling would be a coordinated part of a whole community.

Vegetation and landscape characteristics

An abundance of planting is generally evident throughout many parts of the area, with variety in terms of vegetation and landscape characteristics. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the area contribute to an impression of a well-vegetated character.

Volcanic features, including tuff rings and cones, provide the distinct topography that defines the character and landscape of this overlay area.

15.1.7.5. Special Character Areas Overlay – General: North Shore – Birkenhead Point

15.1.7.5.1. Extent of area

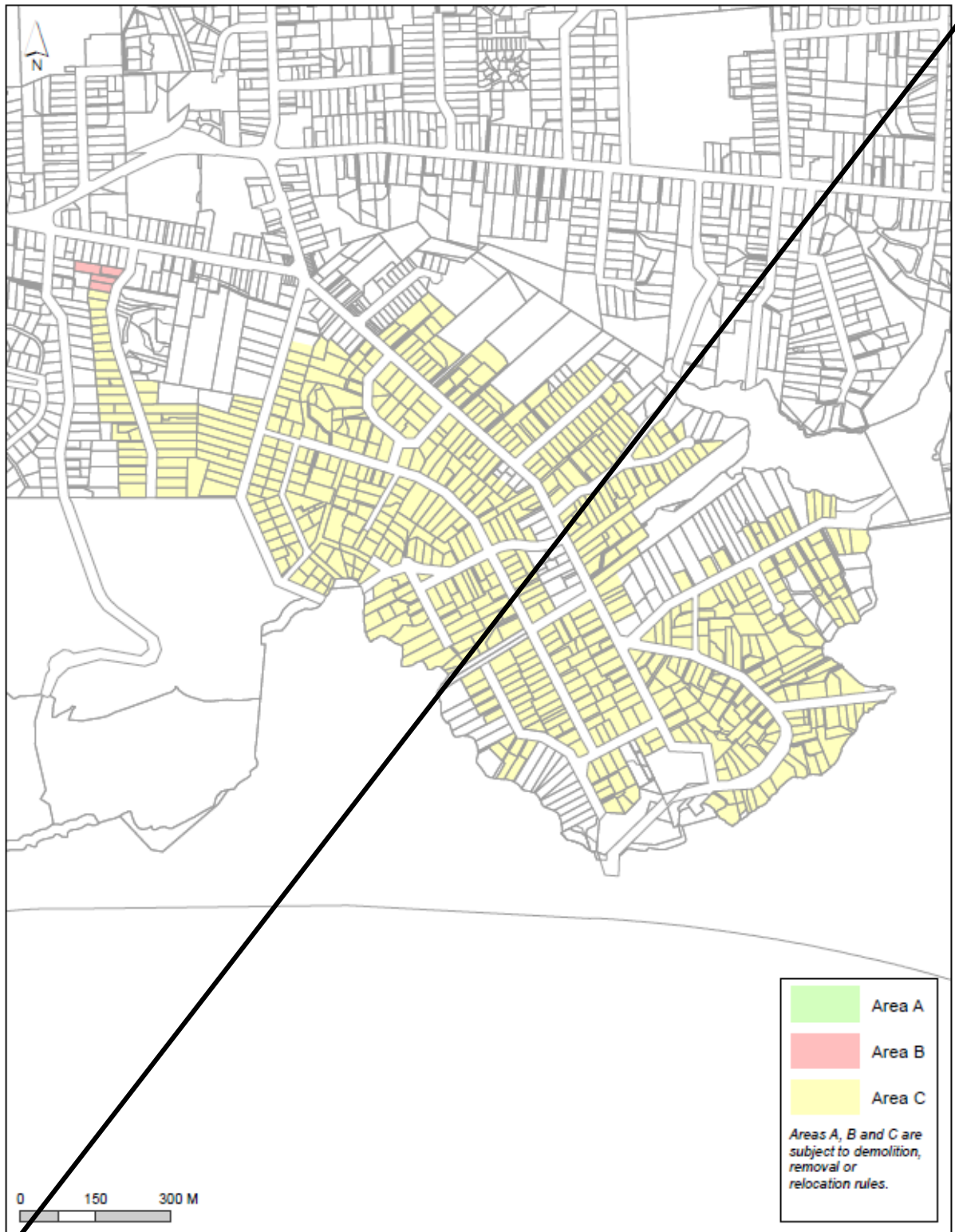
The location and extent of the Special Character Areas Overlay – General: North Shore – Birkenhead Point is shown in the planning maps.

Sites within the overlay that are subject to the demolition, removal and relocation rules in Chapter D18 Special Character Areas Overlay – Residential and Business are shown in the plan change viewer.

Sites within the Special Character Areas Overlay – General: North Shore – Birkenhead Point are subject to the subdivision control rules set out in Table E38.8.2.6.1.

To identify whether a site in the overlay is subject to the demolition, removal and relocation rules or to identify a site's subdivision control sub-area, refer to the property summary for a site in the plan change viewer.

Special Character Area Map:



Description:

The overlay area covers ~~much parts~~ of Birkenhead Point, including areas around the town centre, along Awanui Street, Learmonth Street and Rawene Road. Hinemoa Street and the streets to either side, as well as parts of Rawene Road and Huka Road. The extent is shown on the special character area map above. The area ~~reflects the extent~~ includes areas of residential development on Birkenhead Point that took place in the late 19th and early 20th centuries and in the mid-20th century following the construction of the Auckland Harbour Bridge., and Birkenhead Point is one of three areas within the wider Special Character Areas Overlay – General: North Shore.

An undulating landscape with a series of ridges and gullies, native bush and trees around the coastal margin and exceptional views are distinctive features of the overlay. The landform allows views to other parts of Birkenhead Point, as well as to the Chelsea Sugar Refinery, Waitemata Harbour, Auckland City, Northcote Point and Kauri Point.

15.1.7.5.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance because it is one of the earliest substantial areas of European settlement and development that occurred on the North Shore, ~~occurring in~~ from the late 19th into the late 19th and early 20th centuries. It is one of three marine suburbs established close to Auckland City, the others being Devonport and Northcote Point. It is also significant as it formed part of the most populated ~~late 19th and early 20th century~~ urban areas in the country during the late 19th and early 20th centuries. The area retains groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development.

The area also includes groups of 1960s and 1970s subdivision and housing largely enabled by the opening of the Harbour Bridge.

Residential subdivisions were promoted from the 1860s; however, the area was initially developed for small farms, market gardens and orchards and became well-known for fruit growing. In the 1880s developments in local government, provision of a wharf, roading and other infrastructure, and the establishment of the Colonial Sugar Refinery (now Chelsea Sugar Refinery) had a major effect on the development of Birkenhead. With a major place of employment established, the local population expanded and, in addition to purpose-built ~~worker's~~ workers' cottages, a number of other houses were constructed in the Birkenhead area for the Colonial Sugar Refinery employees to live in. The sugar refinery was, and remains, a significant local industry and an important aspect of local, regional and national history.

The earliest commercial buildings in Birkenhead were located close to the wharf and in lower Hinemoa Street, in reasonable proximity to surrounding residential streets. The most substantial of these were located at the intersection with Rugby Road. A number of other modest timber and plastered brick shops were also built in this vicinity from around the 1910s

to 1920s to serve the local community. Birkenhead's business centre moved further north to the crossroads of Mokoia and Hinemoa Streets after World War I when regular motorised bus transportation began to operate from the wharf up to Birkdale and Zion Hill.

Residential and commercial development continued steadily, and by the 1920s, the suburb had extended north toward the ~~present day~~ present-day Highbury commercial centre at the junction of Hinemoa Street and Mokoia Road.

The construction and opening of the Harbour Bridge was a major catalyst for the development of the North Shore. The price of land—coastal land especially—soared, and town houses, flats, and larger, multi-storey dwellings proliferated. The improved accessibility of the North Shore also resulted in development of land in gullies, rear sites and bush-clad areas that had previously been difficult or undesirable to build upon during the earlier phase of development.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is significant for its physical and visual qualities, as it retains a large grouping of houses that collectively demonstrate the late 19th and early 20th century period of settlement and illustrate the urban pattern of development of the North Shore, and specifically of Birkenhead. The area also includes housing stock from dating from the 1960s and 1970s and illustrates distinctive patterns of development associated with this second phase of development. Because of Birkenhead's undulating coastal topography, its streetscape qualities and patterns are less regular and uniform than in other neighbourhoods from this period.

Surviving houses from this period, including villas, transitional villas, bungalows and examples of State housing, demonstrate the design principles and aesthetics from this period as well as social patterns of the time. The surviving stock of houses demonstrates changing requirements and design ideas in domestic architecture in the transition from the Victorian-Edwardian villa to the bungalow. The houses demonstrate the use and application of building materials, methods and craft skills from the 1890s to the 1940s and, in some areas, the 1960s to the 1980s.

15.1.7.5.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric a significant period of residential development that occurred in this part of the North Shore from around the 1890s to 1940s. The area also includes mid-to-late 20th century subdivisions, which demonstrate a second phase of development related to the opening of the Auckland Harbour Bridge. ~~The built fabric includes the houses, street layouts, and urban form.~~

Scale of development

The late 19th and early 20th century houses on Birkenhead Point are predominantly single level, detached residences, although some examples of two-storey houses are evident.

Houses include examples at a range of scales, from modest villas and bungalows as well as substantial ~~two-storey~~ two-storey houses in a similar variety of styles. Commercial buildings in the area are mainly low scale, with one and two-storey shops interspersed among the residences.

Form and relationship to the street

The generally regular positioning of houses on their lots, whether small or larger, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. ~~However~~ However, there is some variation in terms of lot sizes and the position of houses on lots. Villas in the north-west end of Palmerston Road, for example, and on the east side of Hinemoa Street, ~~as it curves down towards the wharf~~, are set approximately two metres or even less in some instances, from the road boundary. In other parts of the area setbacks are greater, generally ranging from around four to 12 metres.

Gabled and hipped roof forms are evident throughout most of the area and are associated with Victorian and Edwardian villas, bungalows and other house styles that are present. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. Front yards are often landscaped with a range of planting and hard landscape features including fencing. Fencing types include picket fences with a range of gate and ~~posts~~ post types, clipped hedges of various heights, low drystone and mortared basalt walls ~~and stones set in mortar~~, and plastered brick walls which often match plastered brick or exposed brick houses. These low fencing types generally allow good visibility of the houses from the street.

In the earliest subdivisions with very small lots, ~~off street~~ off-street car parking or garages in front yards are generally not evident. In areas where lot sizes are moderate or larger, some properties have garages or carports constructed more recently within the front or side yards.

The 1960s and 1970s subdivisions are less regular and often situated between ridges and in gullies where the topography is steep. Many houses are built to suit the landform with basement garaging and retaining walls, which are evident in the landscaping. Houses are not always oriented toward the road, and generally have setbacks of between four and eight metres.

Housing from the second phase of development have predominately shallow gable roof forms, often with subtly detailed gable ends. Roofs have wide, boxed eaves and many houses have roof overhangs to create recessed entrance and/or covered outdoor living areas.

Density/Pattern of development

The overlay area reflects a number of separate subdivisions, with road layouts and lot sizes also reflecting the undulating topography. The pattern of subdivision, lot sizes, lot widths, house setbacks, and spacing between houses varies due to topography, although some parts of the area reflect a more consistent pattern.

Lot sizes range from around 500m² to over 1500m². Lot widths are typically around 15 to 18 metres wide, with some variation. Houses generally occupy much of the width of their sites, with driveways located to one side. The setback of houses from the road boundary varies as

described above, ranging from around ~~2~~two metres in some places to around four to 12 metres in others.

Types

Birkenhead Point retains groupings of houses dating from the late 19th and early 20th centuries, along with some groups of housing from the mid-to-late 20th century. Examples of early commercial buildings from a similar period are evident in close proximity to housing.

Visual coherence

Within the overlay area, ~~high numbers of~~ villas, transitional villas, bungalows, Mid-century housing styles, as well as State houses are evident, contributing to the sense of visual coherence, although some more recent development is now interspersed with the older housing stock, including on rear sites. Clusters of early commercial buildings in ~~lower~~Lower Hinemoa Street are located in close proximity to the surrounding residential development and contribute to the collective visual coherence of the special character area. The buildings in ~~lower~~Lower Hinemoa Street are managed separately as a Special Character Areas Overlay – Business.

15.1.7.5.4. Architectural values

Styles

Buildings in the overlay area demonstrate a range of Victorian, Edwardian and early 20th century architectural styles. Villas represent the early period of development in Birkenhead during the Victorian and Edwardian eras. Villas evident in Birkenhead are typical of this ~~era,~~ era and include square-fronted examples as well as bay villas in a variety of configurations. Typical of the villa style, roofs are gabled and hipped and most commonly clad in corrugated iron. Door and window joinery is timber, incorporating double-hung sash windows. Timber weatherboard cladding is most common, although there are some examples in brick. Decorative timber fretwork and other details were used, particularly on verandahs and gable ends. Brick chimneys remain a key feature of many roofs in the area.

Transitional villas began to be constructed around 1910; they retain the general form and layout of the villa, but incorporate bungalow details like exposed rafter ends, casement windows, shingles, and reduced ornamentation.

Examples of bungalows are also evident in the area. Influenced by trends in America as well as England and Australia, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

Other styles such as Art Deco and English Cottage are evident in the area, typically as a variation of the broader bungalow form. Examples of State houses in English Cottage style are also evident in some streets such as Le Roy Terrace.

Modern architectural styles are also found within the area, such as Learmonth Avenue and later subdivisions in southern Maunganui Road, Inkster Street and western Telephone Road. Houses in these streets are generally two or three storied and display features such as

timber awning windows or aluminium joinery, shallow gable, asymmetric and A-frame roofing styles, narrow timber weatherboard and board and batten cladding.

Materials and construction – built fabric

Late 19th and early 20th century houses on Birkenhead Point are typically timber-framed, weatherboard clad and decorated with timber detailing. Door and window joinery is typically timber. There are some examples of houses constructed in rendered brick. Gabled or hipped roofs are predominantly clad in corrugated iron, with some examples of clay or concrete tiled roofs. Brick or plastered chimneys remain a feature of many houses. Verandahs or porches, with decorative timber detailing, are also a feature of many houses.

15.1.7.5.5. Urban structure

Subdivision

The pattern of subdivision is quite varied on Birkenhead Point, as the undulating landform made a regular pattern of lots difficult to achieve. The main roads are typically located along the ridges. Variation in the size of lots is evident, particularly around the coastal margin and where land falls quite steeply into gullies, ~~for example to the north of Maritime Terrace where there are very long sections.~~ Residential lots were created as part of a series of subdivisions. Areas to the west of Hinemoa Street had been largely subdivided by 1902, while the area to the east of Hinemoa Street, north of Maritime Terrace, still remained in large allotments at that time. Section sizes range from around 500m² to over 1500m². While groups of similar sized sections are evident in some parts of the area, there is variation in lot width and depth throughout the area.

Road pattern

Roads relate to the contours on Birkenhead Point, with Hinemoa Street located on the central ridgeline and Palmerston Road located parallel to the west. ~~Cross roads~~ Side streets are generally ~~perpendicular~~ perpendicular, and their positions relate to ridges and gullies to either side. Mariposa Crescent rises gently to the north following the contour to the west of Hinemoa Street. Roads are typically a standard one chain (approximately 20 ~~meters~~ metres), with a dual carriageway and car parking on either side. Hinemoa Street has footpaths to each side without grassed berms. Other roads generally have grass berms to one or both sides. Street trees are evident in some roads.

Streetscape

There is some variation in streetscape character throughout the overlay area. A traditional pattern of development is evident where groups of villas, bungalows, and State houses remain, where setbacks are reasonably consistent, and generally traditional fence types and front yards with small scale planting are evident. Around the coastal margin, where the ~~land form~~ landform becomes more varied, there is generally greater diversity in the housing ages and types, relationship of houses to the road boundary, and a greater presence of native bush and other plantings.

Vegetation and landscape characteristics

Shrubs and plantings in front yards contribute to a vegetated character in many parts of the overlay area. Reserves including Le Roys Bush, ~~Brassey Road Reserve, Telephone Road~~

Reserve, and Needles Eye Reserve, reflect the steep native bush-clad gullies which are a distinctive feature of the coastal margin in Birkenhead. A grass swale detail with a grassed margin adjacent to the sides of some roads in Birkenhead is a distinctive streetscape feature.

15.1.7.6. Special Character Area Overlay – General: North Shore – Devonport and Stanley Point

15.1.7.6.1. Extent of area

The location and extent of the 15.1.7.6. Special Character Area Overlay – General: North Shore – Devonport and Stanley Point is shown in the planning maps.

Sites within the overlay that are subject to the demolition, removal and relocation rules in Chapter D18 Special Character Areas Overlay – Residential and Business are shown in the plan change viewer.

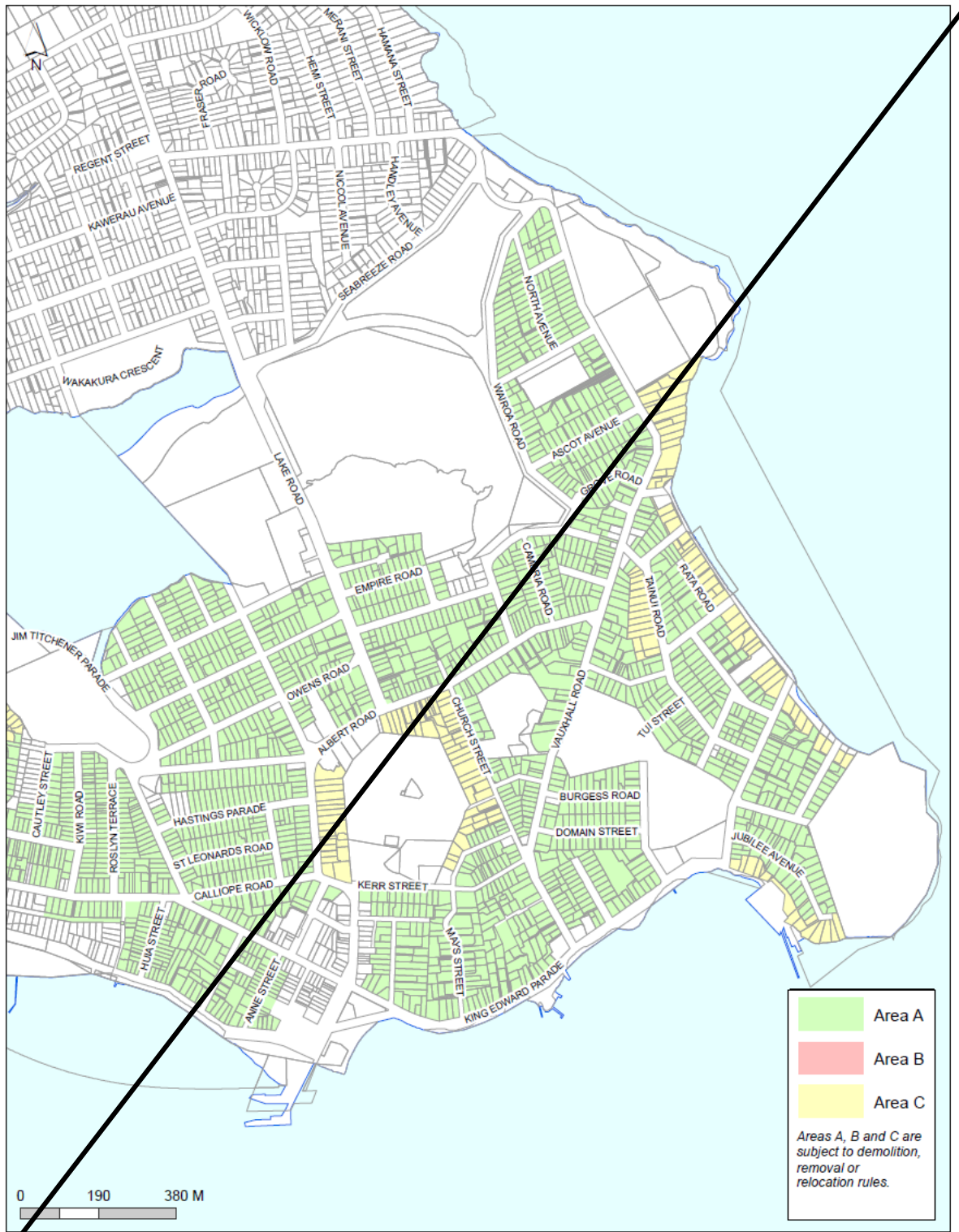
Sites within the Special Character Area Overlay – General: North Shore – Devonport and Stanley Point are subject to the subdivision control rules set out in Table E38.8.2.6.1.

To identify whether a site in the overlay is subject to the demolition, removal and relocation rules or to identify a site's subdivision control sub-area, refer to the property summary for a site in the plan change viewer.

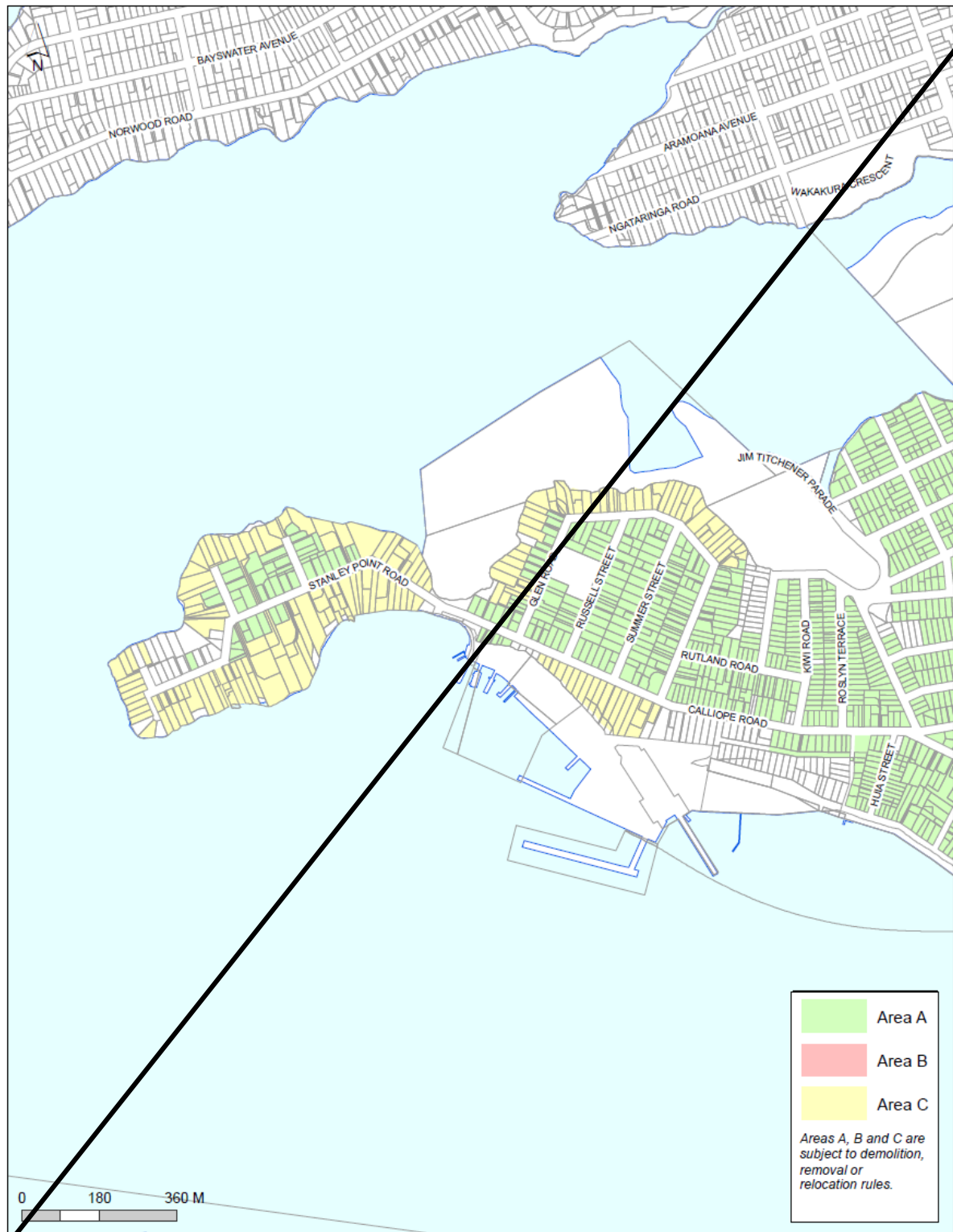
~~Special Character Area Maps:~~

~~(1) Special Character Area Overlay – General: North Shore – Devonport~~

Schedule 15 Special Character Schedule, Statements and Maps



(2) Special Character Area Overlay — General: North Shore — Stanley Point



Description:

The overlay area covers much of the southern part of the Devonport Peninsula, including all the area south of the Waitematā Golf Course as well as ~~the parts of the~~ area adjacent to the golf course east of Wairoa Road and extending west to Stanley Point. ~~The extent is shown on the two special character area maps above.~~ The overlay area reflects mid to late 19th and early 20th century residential development in Devonport, ~~and is part of~~ and is one of three areas within the wider Special Character Areas Overlay – General: North Shore.

North Head/Maungauika ~~Maungarei~~ and Mount Victoria/Takarunga are prominent volcanic features of the area. The landform rises from the southern coastline along Queens Parade and King Edward Parade towards the two maunga and also rises northwards along Vauxhall Road to a high point at Fort Takapuna and the cliffs at the northern end of Cheltenham Beach. In the surrounding areas, the landform is reasonably level or gently undulating. The central part of Stanley Point is elevated, falling to the sea around the coastal perimeter.

Outstanding views to and from Devonport are available from a range of places. Houses located on the rising landform are clearly visible when viewing Devonport from the harbour or from Auckland City. Views of Devonport can be seen from Mount Victoria/Takarunga and North Head/Maungauika ~~Maungarei~~ as well as roads leading up to the maunga.

15.1.7.6.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance because it is the earliest and largest substantial area of European settlement and development that occurred on the North Shore, ~~occurring in~~ from the late 19th and into the early 20th centuries. It is one of the three marine suburbs that were established close to Auckland City; the others are Northcote Point and Birkenhead. It is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains large groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development.

The southern edge of the Devonport Peninsula looks straight across the waters of the Waitematā to Auckland City. This close proximity to the city defined its development from the early days of European settlement. The area was first known as "Flagstaff", named after the signal station on Mount Victoria/Takarunga. Devonport's deep water frontage made it a suitable anchorage for visiting naval ships that arrived from the 1840s.

The area was surveyed and subdivided for farms and town sections around the early 1850s. The formation of a commercial area at the bottom of Church Street and, later, on lower Victoria Road was prompted by the beginning of a ferry service connecting Devonport with the city, and the development of a wharf and hotel ~~at the base of the street~~ in the 1860s. Subdivision remained piecemeal through the 1860s, but development flourished in the 1870s and 1880s due to more regular ferry services. Devonport grew in the 1880s due to the arrival of the military and construction of defence works on North Head/Maungarei Maungauika,

coupled with the efficient and reliable ferry service provided by the newly formed Devonport Steam Ferry Company in 1885.

Over the next twenty years, Devonport began to develop as a marine suburb. Market gardening and dairy farming remained in parts of the suburb until the 1930s when remaining rural land was subdivided for housing. Devonport gradually developed a suburban character but also retained prominent defence functions. The introduction of a wharf that could accommodate vehicles also facilitated both settlement and tourism. The commercial area in Victoria Road as well as small clusters of local shops developed to serve the local community.

The commercial centre on Victoria Road developed at a similar time and retains an important group of late 19th and early 20th century commercial buildings. The Special Character Areas Overlay – Business applies to this part of Devonport.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is significant for its physical and visual ~~qualities~~, qualities because it retains a significant grouping of late 19th and early 20th century houses that collectively reflect important trends in New Zealand residential architecture, together with associated patterns of subdivision and streetscapes. Devonport is strongly defined by the survival of its early housing stock which includes Victorian and Edwardian villas, transitional villas and bungalows as well as other styles of the late 19th and early 20th centuries. Devonport's housing is ~~augmented~~ complimented by the presence of local shops, churches, and other commercial and community buildings that supported the residential development during this same period.

The surviving stock of buildings demonstrates changing requirements and design ideas in domestic architecture in the transition from the Victorian-Edwardian villa to the bungalow. The surviving buildings provide examples of the use and application of building materials, methods and craft skills from the late 19th and early 20th century period.

The area also demonstrates in its subdivision and layout key periods of development. Small sections located on narrow streets with no grass berms are from the initial settlement. Areas subdivided later typically featured wider streets, in which the grass berm and carriageway width varies.

Devonport and Stanley Point collectively demonstrate a coherent special character evident in the pattern of subdivisions, street layout and lot sizes, density of housing, ~~set-backs~~ setbacks and front gardens, fences, walls and hedges.

15.1.7.6.3. Description of physical and visual qualities

Built form

Period of development

Devonport and Stanley Point are significant for their physical and visual qualities as they demonstrate in their built fabric a significant period of residential and associated commercial

development that occurred in this part of the North Shore in the late 19th and early 20th centuries. Most buildings that contribute to the special character values of the area were constructed between 1870 and 1940. The built fabric includes the houses and clusters of early commercial buildings, street layouts and urban form.

Scale of development

The late 19th and early 20th century houses in Devonport and Stanley Point include ~~single one~~ and two-storey detached residences, as well some examples of terraced houses and co-joined houses from a similar period. ~~Houses include examples at~~ There are a range of scales, from modest cottages, villas and bungalows to larger examples of these types, as well as substantial two-storey houses in a variety of styles. The local shops, built at a similar time, are also predominantly one and two-storeys.

Form and relationship to the street

The generally regular positioning of houses on their lots, whether small or larger, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. Houses are generally located close to the front of their sites. In the earliest subdivisions, where narrow road widths of 12 to 15 metres and small lot sizes of around 300 to 500m² are evident, setbacks range from around two to four metres, with some variation. In subdivisions from the 1880s onwards, lot sizes typically range from around 450m² ~~metres squared~~ to sometimes more than 800m². Subdivisions that created moderate to larger lots allowed for more generous front gardens, with ~~set-backs~~ setbacks ranging from around four metres to 10 metres.

Gabled and hipped roof forms are evident throughout most of the area, associated with the Victorian and Edwardian villas, bungalows and other styles of houses present. Verandahs and porches give depth to street elevations and create transitional spaces between the public realm of the street and the private realm of the houses themselves.

Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. ~~Typically~~ Typically, boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

Garages or carports are generally not a dominant presence.

Commercial buildings are typically built up to the front boundary line and occupy the full width of their sites. ~~Typically~~ Typically, the ~~purpose-built~~ purpose-built commercial buildings within the overlay area have parapet walls concealing the roof form. However, some are houses that have been altered for a commercial use, extending the frontage out to the road boundary.

Density/Pattern of development

Although there is variation in lot sizes, houses are typically located towards the front of the property and occupy much of the width of their lots, creating a reasonably high density and pattern of development throughout much of the area. The area reflects a range ~~in terms of the pattern~~ of subdivision patterns, lot sizes, lot widths, house ~~set-backs~~ setbacks and spacings between houses. Areas of early subdivision (prior to circa 1880) generally reflect a higher density with houses closely spaced and located close to the road boundary on small lots. Areas subdivided from the 1880s onwards include a range of moderate to larger lot

sizes. Houses continued to be generally located towards the front boundary, and typically occupy much of the width of their sites.

Lot widths are typically narrower in the earliest areas to be subdivided, ranging from 10 to 12 metres for example in ~~Ann~~Anne Street and Domain Street. In much of the area, lot widths are around 12 to 15 metres wide, with some variation. Throughout the overlay area, there is generally a clear and well-articulated rhythm to the positioning of houses within subdivisions, whether they are smaller early houses on small lots or larger villas and bungalows on moderate to large lots.

The residential character contrasts with the greater enclosure created by the commercial development where it is built up to the road boundary. The area incorporates clusters of local shops, often located on corners or around intersections. The presence of corner dairies and shops among the residential development is an important pattern of development in the area.

Types

The overlay area is strongly defined by the survival of its houses dating from the late 19th and early 20th centuries, as well as examples of local shops, churches, and other commercial and community development, such as the former Devonport Power Station (47 Church St), and the former Devonport Fire Station (4-6 Calliope Road) from a similar period, in close proximity to housing.

Although not specifically included in the overlay area, a variety of buildings and structures associated with defence functions remain evident in parts of Devonport. These are in close proximity to the residential areas and provide an important context. The commercial centre on Victoria Road developed at a similar time and retains an important group of late 19th and early 20th century commercial buildings. This is managed separately as the Special Character Areas Overlay – Business: Devonport.

Visual coherence

Throughout the overlay area there is a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character area.

15.1.7.6.4. Architectural values

Styles

Buildings in the overlay area demonstrate a range of Victorian, Edwardian and early 20th century architectural styles. Within the area the age and style of housing is very consistent in some areas, while others show greater variation, as residential development occurred over a longer period.

Victorian cottages and villas, of one and two-storeys, represent the early period of residential development evident in parts of the overlay area. Examples of villas from the Victorian and Edwardian period are dominant throughout the area, including modest, as well as larger and more elaborately detailed examples. They are typically single storey, although two storey villas are evident in some areas. Typical of the villa type, roofs are gabled and hipped and

most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and ~~utilize~~utilise a variety of decorative details, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a key feature ~~of many roofs~~ in the overlay area.

From around 1910, transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form. Transitional villas are evident in many streets in the overlay area.

The development of the bungalow around the turn of the 20th century in New Zealand was influenced by developments overseas, such as the Arts and Crafts movement. By the end of World War I, the bungalow emerged as the most popular housing ~~type, and design and~~ remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after World War I, ~~and I and~~ are evident in parts of the overlay area. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan layout.

By the 1930s, other housing styles such as Art Deco, Moderne, and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the overlay area. Substantial Arts and Crafts style houses are evident on some properties, particularly at Stanley Point, which was settled later than the rest of Devonport.

Materials and construction – built fabric

Timber is the predominant material used throughout the overlay area. Houses are typically timber-framed, weatherboard clad with timber door and window joinery. Gabled or hipped roofs are predominantly clad in corrugated iron, with some examples of slate or tiled roofs. There are some examples of dwellings constructed of brick or with a rendered finish. Brick or plastered chimneys remain a feature of many houses. Verandahs featuring decorative timber detailing are a feature of many houses.

Early commercial buildings within the overlay area include examples of timber and masonry construction.

15.1.7.6.5. Urban structure

Subdivision

Larger landholdings in the overlay area were subdivided into smaller residential sites as a series of subdivisions, of varying size, through the 19th and early 20th centuries. The early road layout took the volcanic and coastal ~~land form~~ landform into account and resulted in a reasonably varied pattern of early large allotments. ~~The pattern of residential subdivision~~

~~is therefore reasonably varied.~~ A modified grid-layout of streets and lots is evident in parts of the area, where streets were formed as part of particular subdivisions.

Some of the early subdivisions in Devonport are evident in the narrow road widths and small lot sizes, such as ~~Ann Anne~~, Wynyard, Burgess, and Domain ~~Streets~~ streets, the north part of Church Street, St Aubyn Street, ~~Cambria Road~~, and Buchanan Street. In earlier subdivisions the road widths were typically 75 links (approximately 15 metres) and in some cases 50 links (approximately 10 metres).

Variations in the width of early city roads led to government intervention to achieve consistency. The Plans of Towns Regulation Act 1875 set out requirements for the minimum width of roads, which as far as possible were to be laid off in straight lines and perpendicular to each other. Subdivision plans had to be prepared by an approved engineer or surveyor.

Later subdivisions tended to include larger sections, with wider streets, laid out on a more regular pattern, where the topography and existing road patterns permitted. ~~Generally~~ Generally, all road widths after the 1880s were standardised to 100 links or 20.42 metres wide, with a ~~carriage-way~~ carriageway formed within.

There is variation in ~~lots~~ lot sizes created by different subdivisions throughout the overlay area. Some of the smaller lots created in early areas of subdivision range from around 300 to 500m². The lot widths in these areas are reasonably narrow at around 10 to 12 metres. In later subdivisions the lots sizes range from 500 to over 800m² and lot widths are generally around 12 to 15 metres, with variations.

Road pattern

The early road layout was influenced by the volcanic and coastal landform, resulting in an irregular layout of early main roads. Roads formed as part of later subdivisions have established a more regular pattern of streets, typical of the late 19th and early 20th century period of subdivision. Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets.

As described above, parts of the overlay area demonstrate narrow road widths of 10 to 15 metres, which typically allowed for narrow footpaths, and no grass berms. Throughout the area, where the road reserve is the standard 20 metres wide, there is variation evident in the road carriageway, with some streets having very generous grassed berms, often incorporating street trees, or alternatively a wider road carriageway. Some of the main roads were wider, particularly the lower part of Victoria Road in Devonport.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is some variation in streetscape character in parts of the overlay area. Narrow streets with no grass berms or street trees have a more urban character, with houses often located close to the road boundary. In areas where the streets are wider, grass berms and street trees are often evident. Grass berms vary in width depending on the carriageway and whether roadside car parking is provided.

Throughout much of the overlay area, areas that developed as a part of a particular subdivision demonstrate consistency in terms of lot size, setback, spacing and rhythm of housing as well as the age and styles of housing, collectively contributing to an established streetscape character. Front yards, whether modest or deeper, are generally separated from the street with low fences, walls or planting, allowing good visibility of the houses from the street. However, there are also some examples of higher fencing or denser planting. Properties on main roads tend to have a higher degree of separation between the public and private realm.

Vegetation and landscape characteristics

The tree-covered and grassed slopes of Mount Victoria/Takarunga and North Head/Maungarei/Maungauika are prominent features of the landscape and contribute to the well-vegetated quality of the area. ~~Trees located in a number of reserves in the area as well as within the Waitematā Golf Course make a significant contribution to the vegetated quality of Devonport. Early low-lying areas have been subsequently developed as reserves. The Waitematā Golf Course between Lake Road and Wairoa Road is built on a former swamp. In the 1870s the area was reclaimed and in 1881 the Takapuna Race Course was established on the site. The Waitematā Golf Club has been on the site since the early 20th century.~~ The Devonport Domain, also originally a swamp, was set aside as an education reserve before being vested in the Devonport Borough Council in the 1880s as a recreation ground. It was subsequently drained and improved.

Grass berms and street trees, as well as trees and shrubs in front gardens, are a feature of much of the area. In streets close to Cheltenham Beach, and along King Edward Parade, pohutukawa trees are evident as street trees, in coastal reserves, and in private gardens. Early subdivisions with narrow road widths did not allow for grassed berms or street trees and houses are often set close to the road boundary with very small front gardens.

15.1.7.7. Special Character Areas Overlay – General: North Shore – Northcote Point

15.1.7.7.1. Extent of area

The location and extent of the 15.1.7.7. Special Character Areas Overlay – General: North Shore – Northcote Point is shown in the planning maps.

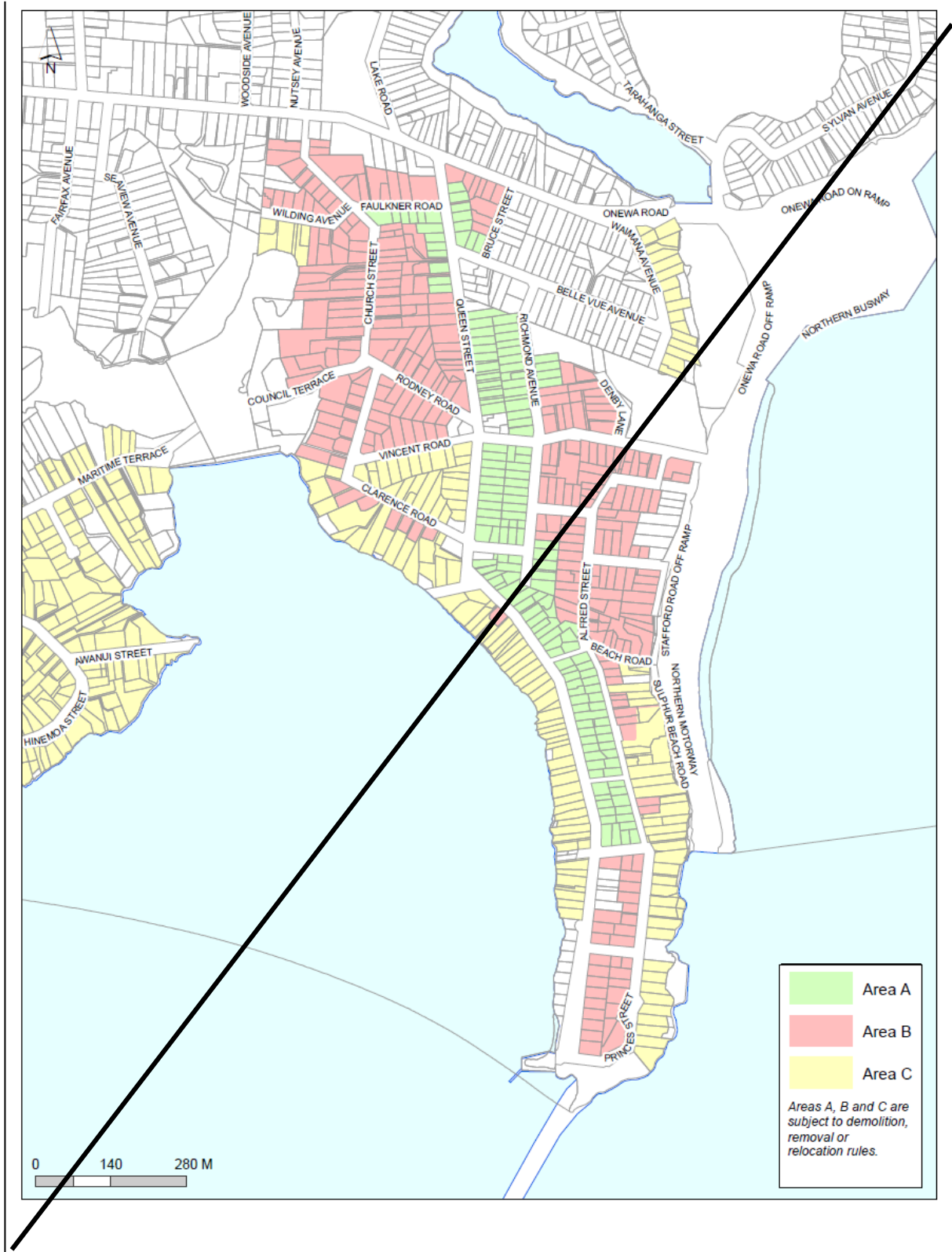
Sites within the overlay that are subject to the demolition, removal and relocation rules in Chapter D18 Special Character Areas Overlay – Residential and Business are shown in the plan change viewer.

Sites within the 15.1.7.7. Special Character Areas Overlay – General: North Shore – Northcote Point are subject to the subdivision control rules set out in Table E38.8.2.6.1.

To identify whether a site in the overlay is subject to demolition, removal or relocation rules or to identify a site's subdivision control sub-area, refer to the property summary for a site in the plan change viewer.

Special Character Area Map:

Schedule 15 Special Character Schedule, Statements and Maps



Description:

The overlay area covers parts of the Northcote Point Peninsula ~~extending inland to Onewa Road. The extent is shown on the special character area map above.~~ The area reflects the extent of late 19th and early 20th century residential development on Northcote ~~Point, and~~ Point and is one of three areas within the wider Special Character Areas Overlay – General: North Shore. The overlay area also incorporates some commercial buildings located on Queen Street in Northcote Point, which are located in close proximity to the surrounding housing and are considered to be an integral part of the collective special character of the area.

The landform on Northcote Point is reasonably level along the headland, falling steeply along the coastal cliff line on the east and west sides to Shoal Bay, Halls Beach and Little Shoal Bay. The ~~land form~~ landform is gently undulating north of Rodney Road and ~~Stafford Road, and~~ Stafford Road and falls to a reasonably level area on the eastern side adjacent to the Northern Motorway and Shoal Bay. Northcote Point has significant landscape amenity, due to its headland landform and relationship to the harbour. Its position on a promontory provides for views towards the city and the Hauraki Gulf, Auckland Harbour Bridge, Birkenhead Point, Bayswater and Devonport.

15.1.7.7.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance because it is one of the earliest substantial areas of European settlement and development that occurred on the North Shore in the late 19th and early 20th centuries. It is one of the three marine suburbs established close to Auckland City; the others are Devonport/Stanley Point and Birkenhead Point. It is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains groups of Victorian and Edwardian houses together with commercial buildings from this period of development.

Subdivisions of the larger rural allotments for residential settlement in Northcote Point began around the 1860s and steadily progressed during the 1870s to 1900s. A wharf at Northcote Point was established in the 1850s, along with the first Northcote Hotel. Early houses, shops and a post office were established close to the wharf, and the earliest church, St John the Baptist, was consecrated in 1860 by Bishop Selwyn.

The establishment of regular ferry services and a new wharf in 1880 were important factors in the residential development of the Northcote area. A small commercial centre developed around the intersection of Queen Street and Bartley Street, where the 1920s post office and Bridgeway Theatre were built. The construction of the Auckland Harbour Bridge in the 1950s had a significant impact on the Northcote Point headland. The Northern Motorway and the northern approach to the bridge were constructed along the east side of Northcote Point, replacing the beach facing Shoal Bay. The function of Queen Street in Northcote Point changed as ferries no longer provided the primary means of transport to and from ~~Northcote Point~~ the area.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is significant for its physical and visual qualities as it retains a large grouping of houses that collectively demonstrate the late 19th and early 20th century period of settlement and illustrate the urban pattern of development of the North Shore and the Northcote Point area.

Surviving buildings from this period in Northcote Point collectively demonstrate the architectural philosophy, design approach and social patterns of the time. The surviving stock of buildings demonstrates changing requirements and design ideas in domestic architecture in the change from the Victorian and Edwardian villa to the bungalow. The surviving buildings demonstrate the use and application of building materials, methods and craft skills from the late 19th and early 20th century period.

15.1.7.7.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric a significant period of residential and associated development that occurred in this part of the North Shore in the late 19th and early 20th centuries. ~~Most~~ Many buildings in the special character area were constructed between 1880 and 1940. ~~The built fabric includes the houses and clusters of early commercial buildings, street layouts and urban form.~~

Scale of development

The late 19th and early 20th century houses on Northcote Point are predominantly single level, detached residences, with some examples of two-storey houses. The local shops and community buildings, built at a similar time, are also predominantly single level.

Form and relationship to the street

Houses are generally built close to the street edge and occupy much of the width of their lots, giving a reasonably dense pattern of built development. Gabled and hipped roof forms are evident throughout most of the area; these roof forms are associated with the Victorian and Edwardian villas, bungalow and other styles of houses present. Verandahs and porches give depth to street elevations and create transitional spaces between the public realm of the street and the private realm of the houses themselves. Generally, low boundary treatments including fences, hedges and walls maintain reasonably open views between the houses and the street. Garages or carports are generally located to one side and set ~~back~~, and back and are generally not a dominant presence.

Commercial buildings are typically built up to the front boundary line and occupy the full width of their sites. ~~Typically~~ Typically, the ~~purpose-built~~ purpose-built commercial buildings within the special character area have parapet walls concealing the roof form. However, some are houses that have been altered for a commercial use, by extending the frontage out to the road boundary.

Density/Pattern of development

Houses are typically located close to the road boundary and occupy much of the width of their lots, creating a reasonably high density and consistent pattern of development throughout much of the area. The residential character contrasts with the greater enclosure created by the commercial development where it is built up to the road boundary.

Types

The overlay area is strongly defined by the survival of houses dating from the late 19th and early 20th centuries, as well as examples of shops, churches and community buildings from a similar period in close proximity to housing.

Visual coherence

Throughout the area there is a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing, as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the area.

15.1.7.7.4. Architectural values

Styles

Buildings in the overlay area demonstrate a range of Victorian, Edwardian and early 20th century architectural styles. The age and style of housing is very consistent in some parts of the area, while other parts show greater variation, as residential development occurred over a longer period.

Villas represent the early period of residential construction in Northcote during the Victorian and Edwardian eras. Northcote Point's villas are typical of this building type, including square-fronted examples as well as bay villas in a variety of configurations. Typical of the villa style, roofs are gabled and hipped and most commonly clad in corrugated iron and door and window joinery is timber, incorporating double-hung sash windows. Decorative timber fretwork and other details were used, particularly on verandahs and gable ends. Brick chimneys remain a prominent feature of many roofs in the area.

Transitional villas began to be constructed around 1910; they retain the general form and layout of the villa, but incorporate bungalow details like exposed rafter ends, casement windows, shingles, and reduced ornamentation.

Californian bungalows were constructed in Northcote Point after World War I. Influenced by trends in America as well as England and Australia, the typical New Zealand Californian bungalow features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan layout.

Other styles such as Art Deco and English Cottage are evident in Northcote Point, typically as a variation of the broader bungalow form. Examples of State houses in English Cottage style are also evident in some streets.

Commercial buildings in Queen Street within the special character area reflect a variety of late 19th and early 20th century architectural styles.

Materials and construction – built fabric

Late 19th and early 20th century houses on Northcote Point are typically timber-framed, weatherboard clad and decorated with timber detailing. Door and window joinery is typically timber. There are some examples of houses constructed in rendered brick. Gabled or hipped roofs are predominantly clad in corrugated iron, with some examples of clay or concrete tiled roofs. Brick or plastered chimneys remain a prominent feature of many houses. Verandahs or porches, with decorative timber detailing, are also a feature of many houses.

Early commercial buildings within the special character area on Queen Street include examples of timber and masonry construction.

15.1.7.7.5. Urban structure

Subdivision

Subdivisions of the larger rural allotments for residential settlement in Northcote Point began around the 1860s and steadily progressed during the 1870s to 1900s. Lot sizes vary based on the series of late 19th and early 20th century subdivisions. ~~Some of the smaller back-to-back lots are located between Queen Street and Princes Street, north of King Street, with lot sizes ranging from around 400 to 500m², and lot widths of around 15 metres.~~ Lots of varied sizes are evident along the coastal margins, ranging from some narrow lots of around 400 to 500m², to larger lots over 1000m².

Road pattern

The road pattern on Northcote Point is based on a modified grid, with roads developed incrementally to either side of Queen Street as part of separate subdivisions in the late 19th century. Located along the ridge, Queen Street was the earliest road on Northcote Point and served as the main road leading north from Northcote Wharf. Queen Street is a standard one chain (approximately 20 metres), with dual carriageway and car parking on either side. Footpaths are located on both sides, without grassed berms. Some roads on Northcote Point are narrow, for example parts of Princes Street, and Duke Street ~~and Beach Road~~, where the road reserve is around 12 metres wide.

Streetscape

The streetscape in Northcote Point is characterised by a relatively dense and consistent urban residential character, with generally open views to houses from the street. Houses are located reasonably close to the road boundary, with typically modest front yards. Setbacks generally range from around four to eight metres, with some examples of houses set much closer to the street edge, particularly on Queen Street south of Duke Street. The substantial Northcote Hotel and examples of early commercial buildings and terraced houses in this vicinity are often built to the street edge and houses are also set close to the road boundary. There are reasonably few substantial trees; front yards generally have small shrubs giving an open vegetated character. Street trees are evident in some streets.

Parts of the area have quite a ~~high density~~ high-density streetscape character, with closely spaced housing set close to the street edge, in combination with narrow road widths. This results in footpaths but no grass berms, or footpaths to one side only. This is evident in parts of Princes Street, ~~Beach Road~~, and Duke Street.

In other parts of the area there are grassed berms to both sides, for example in the lower part of Princes, Alma, and King Streets. Mature street trees in Alma Street contribute to the established streetscape character. Some of the streets on Northcote Point feature a grassed swale detail, where the road is edged with a grassed strip, falling towards the gutter.

Queen Street has footpaths without grass berms. Houses are typically set close to the road boundary. Commercial buildings along Queen Street are built up to the road boundary, creating a strongly defined edge where they occur. Street trees have been planted in some locations in Queen Street, set into the footpath. A variety of front boundary treatments include typically low to medium height fences, walls and hedges, including early types or examples based on early types, contributing to an impression of an established streetscape. A concrete road surface was laid in parts of Queen Street in the 1920s and remains evident.

Vegetation and landscape characteristics

Pohutukawa trees are a distinctive feature in the area, particularly around the coastal margin of the headland, around Te Onewa – Stokes Point and the western coastline at the southern end of Queen Street, ~~and around Stafford Park~~. The avenue of mature plane trees is a distinctive feature of Alma Street. Shrubs and trees in front yards and private gardens contribute to a vegetated character.

Small reserves and parks, ~~including Stafford Park and Jean Sampson Reserve~~, provide open green spaces within the residential area. Te Onewa – Stokes Point Reserve is located on the southern end of the headland adjacent to, and beneath, the northern approach to the Auckland Harbour Bridge. This reserve contains ~~significant archaeological features, and~~ features and affords outstanding views of the bridge and of other parts of Auckland City. The reserve is also a good place to experience the design and scale of the Auckland Harbour Bridge.

15.1.7.8. Special Character Areas Overlay – Residential: Balmoral Tram Suburb, West

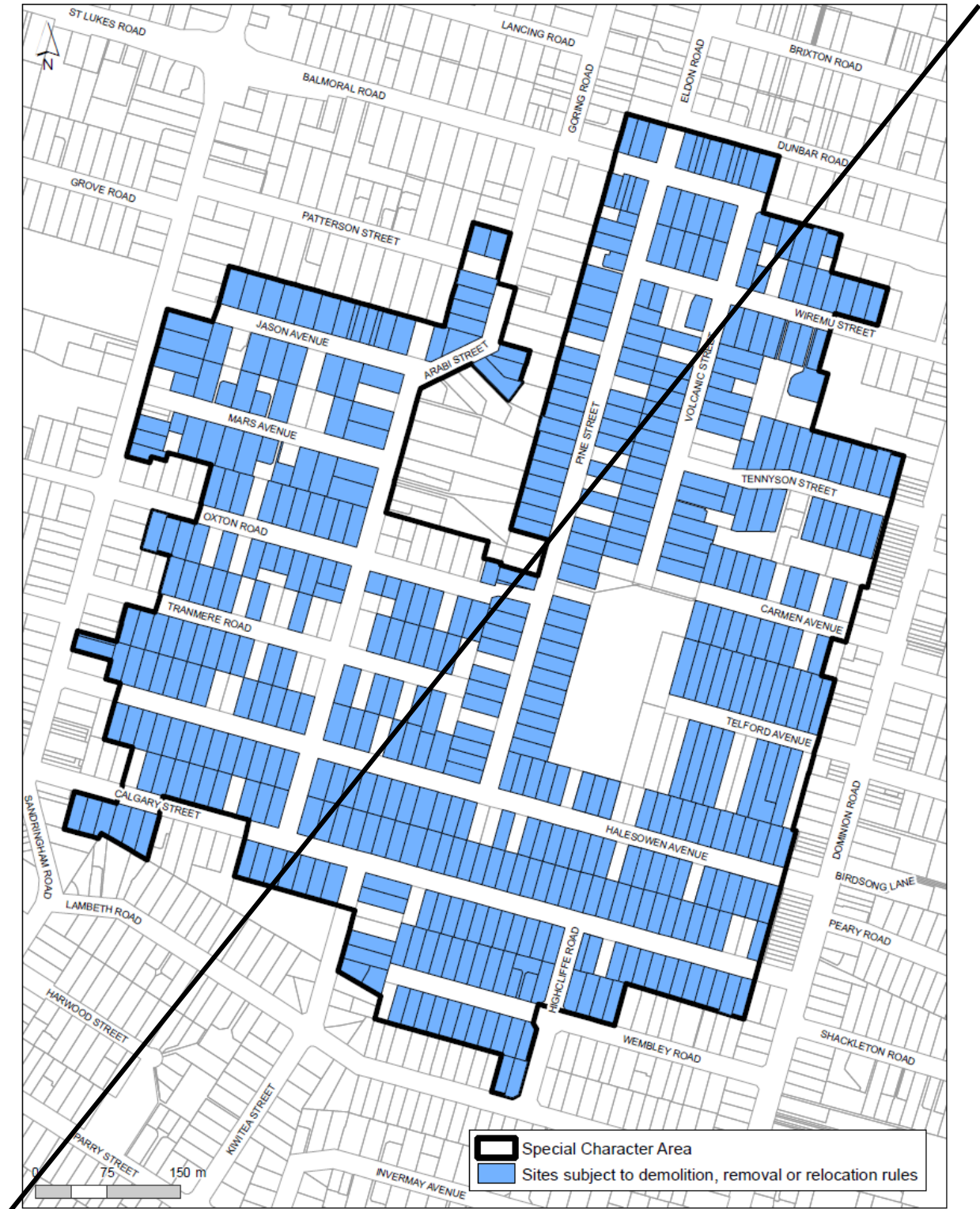
15.1.7.8.1. Extent of area

The location and extent of the 15.1.7.8. Special Character Areas Overlay – Residential: Balmoral Tram Suburb, West is shown in the planning maps.

Sites within the overlay that are subject to the demolition, removal and relocation rules in Chapter D18 Special Character Areas Overlay – Residential and Business are shown in the plan change viewer. To identify whether a site is subject to these rules, refer to the property summary for a site in the plan change viewer.

Special Character Area Map:

Schedule 15 Special Character Schedule, Statements and Maps



Description:

The overlay area is a residential neighbourhood bounded by Dunbar Road, Balmoral Road, Sandringham Road, Lambeth Road and Dominion Road, as shown on the special character area map above.

Sandringham Road and Balmoral Road are major arterial ~~routes, and routes~~ and form a natural edge to the area. The entire Balmoral area was influenced by the extension of the tram lines from the city centre, but the extent of the overlay area encompasses part of Balmoral where a high proportion of houses were constructed from 1880 to 1940.

The overlay area is located in streets to the west of Dominion Road, in an area extending towards Sandringham Road and south of Balmoral Road on land that is comparatively flat within in the larger isthmus area. These residential streets are located on reasonably level or gently undulating land that rises gradually to the east towards Mount Eden and Three Kings to the south.

15.1.7.8.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as an example of the “tram suburb” development pattern that occurred in areas close to central Auckland. Tram suburbs were developed progressively across the Auckland area as the electric tram network expanded beyond the city centre. Rural land on the outskirts of the city was converted to residential use in a series of subdivisions as the tram made these areas readily accessible to the places of work in the city.

The overlay area was progressively subdivided for residential development from around 1880 to 1940 and clearly illustrates the expansion of the electric tram network and the associated residential construction boom during the inter-war period. The earliest residential subdivisions in Balmoral occurred around 1884, all fronting onto Balmoral Road, which at that time was located on the outskirts of Auckland. Housing from this period in the area primarily includes villas. The progressive subdivision of Balmoral was typical of development on the isthmus between the Victorian era and World War II, but the fact that three tram lines (the Sandringham, Dominion and Mount Eden road tram routes) terminated in the Balmoral area by 1930 was unusual. Few other neighbourhoods had this same level of connectivity or cohesion.

The distribution of architectural styles within the overlay area is directly related to the southward progression of the tram lines through Balmoral. The earliest villas and transitional villas are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion Roads, which was the tram terminus prior to World War I. The high concentration of bungalows in the area corresponds with the extension of the tram lines along Sandringham Road in 1925 and Dominion Road in 1930.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it contains a large grouping of late 19th and early 20th century houses in a range of architectural styles that collectively reflect important trends in New Zealand residential architecture. The variety and range of styles found in Balmoral (namely villas, transitional villas, and bungalows) illustrates the design principles and aesthetics from this period of ~~time, and time~~ and demonstrates the shift from villa to bungalow as the dominant residential form.

The area also demonstrates, in its subdivision and layout, key concepts regarding the design of suburban residential areas established beyond the city centre. In line with Garden Suburb design concepts, an emphasis was placed on larger section sizes that enabled private gardens, and generous street widths incorporating roads with grass berms.

15.1.7.8.3. Description of physical and visual qualities

Built form

Period of development

The overlay area is significant for the reasons described above. It demonstrates in its physical and visual qualities a significant period of development that occurred from the 1880s to 1940. The period covers the early subdivision and villa construction at the end of the Victorian era, the arrival of the trams during the inter-war period, and the construction of bungalows that continued until the start of World War II. The built fabric comprises the houses, street layouts and urban form. The residential area is adjacent to and contiguous with the Special Character Areas Overlay – Business: Balmoral Shopping Centre area on Dominion Road.

Scale of development

Houses in the overlay area built between the 1880s and 1940 are predominantly single detached houses on one level. There are some duplex flats within the area, which also are single level dwellings. The commercial buildings in the area were built between 1910 and 1930s are single and ~~two-storeyed, and two-storeyed~~ and are located on Sandringham Road.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly villas, transitional villas, and bungalows with gabled and hipped roofed forms, are clearly visible. Houses are located towards the front of the sections, with a generally consistent depth to the front yard, ranging from around three metres to eight metres, and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features including fencing. Some properties have garages or carports constructed within the front or side yards. Front boundary fences, hedges or walls are typically low and some early boundary treatments remain. Boundary treatments including fences, hedges and walls maintain

reasonably open views to and from houses and the street. ~~Typically~~ Typically, boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

Density/Pattern of development

Although the overlay area reflects a number of separate subdivisions, there is a generally consistent pattern of subdivision, lot size, lot width, house setback and spacing between houses, leading to an overall impression of consistency throughout most of the area. Lot sizes generally range from around 500m² to 700m² although there is some variation throughout the area. Lot widths are typically around 13 to 15 metres wide, with some variation. There is a clear and well-articulated rhythm to the positioning of houses. Houses are generally located close together, occupying much of the width of their sites.

Types

The overlay area is strongly defined by the survival of its residential housing stock which includes predominantly villas, transitional villas, and bungalows.

Visual coherence

The overlay area has a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing, as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character. Commercial buildings constructed between the 1910s and the 1930s contribute to the overall visual coherence.

15.1.7.8.4. Architectural values

Styles

Villas represent the first wave of construction in Balmoral during the Victorian and early Edwardian ~~eras, and~~ eras and are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion, which was where the tram terminus was located prior to World War I. Balmoral's villas are typical of this building type, with bay windows, double-hung windows, verandahs, and decorative fretwork and ornamentation. The villa was beginning to give way to the bungalow by about 1910, and transitional villas bridge that gap. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation.

Californian bungalows proliferated in Balmoral after World War I, ~~and~~ I and are particularly concentrated in the southern half of the area (which corresponds to the extension of the tram lines in the 1920s). Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and an informal open plan layout. By the 1930s, other styles such as Art Deco and English Cottage appeared in Balmoral, typically as a variation of the broader bungalow form.

Materials and construction – built fabric

The main material used for residential dwellings within the overlay area is timber, with many houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are evident. There are a small number of brick houses, some of which are plaster finished.

15.1.7.8.5. Urban structure

Subdivision

The overlay area is a series of separate subdivisions and the occasional offsets in the road alignment are often where separate subdivisions joined. The resulting subdivision pattern is an approximate grid layout, with sections of regular width and depth facing the street. Section sizes are generally consistent, ranging from around 500m² to 700m², although there is some variation in lot sizes throughout the area.

The earliest subdivisions were formed in the northern part of the overlay area, close to Balmoral Road and date from circa 1884. A series of subdivisions occurred in a generally southward pattern to either side of Dominion Road reflecting the extension of the electric tram lines. The trams were located on Mount Eden Road by 1902 and extended as far as Balmoral Road by 1914, reaching the overlay area by 1930. Trams were located on the northern part of Dominion Road in ~~1908, and 1908~~ and extended to Balmoral in 1914 and further south by 1930. On Sandringham Road the tram line was in place by ~~1925, and 1925~~ and extended south through the Balmoral Tram Suburb by 1930.

Road pattern

The street layout is orthogonal with the residential streets arranged perpendicular to Dominion Road, Balmoral Road and Sandringham Road. The road layout and spacing is generally determined by the double section depth of around 30 to 40 metres and road reserve widths of around 100 links (approximately 20 metres). Some changes in the alignment along the length of roads indicate the junction of different subdivisions. Road carriageways within residential streets range from around six to 11 metres, with grassed berms of varying depths.

Road carriageways along the arterial roads (Balmoral, Sandringham, and Dominion) are wider, typically around 13 to 15 metres. Balmoral Road is two lanes wide in each direction, expanding to three or more lanes in each direction at the intersections with Dominion and Sandringham Roads.

Streetscape

The streetscape of the overlay area reflects the increased interest in town planning and Garden Suburb concepts developed around the turn of the 20th century, which promoted the benefits of space, sunlight, and vegetation. Suburban development following this concept, such as Balmoral was seen as offering opportunities to create healthier environments than some of Auckland's over-crowded inner-city neighbourhoods. Most streets in the overlay area have mature street trees, footpaths set within generous grass berms, and relatively narrow road carriageways. Houses are set reasonably close to the street boundary, with ~~set-backs~~ setbacks ranging from around three metres to eight metres. The regular rhythm and spacing of houses, repeated gabled and hip roof forms, and

generally open views to and from the street mean that the housing types make an important contribution to streetscape character.

Some variation in streetscape character is evident on the main arterial roads (Balmoral, Sandringham, and Dominion). The road carriageway on these transit-oriented routes is wider. There are no grass berms along Dominion and Sandringham Roads, where a wider road carriageway exists. Narrow grass berms are evident along Balmoral Road. Some higher fences, hedges or walls are evident in these locations.

Vegetation and landscape characteristics

Within the Special Character Areas Overlay – Residential Balmoral Tram Suburb, West street trees in most streets, together with trees and shrubs in front yards, contribute to an impression of the area as a reasonably well-vegetated area.

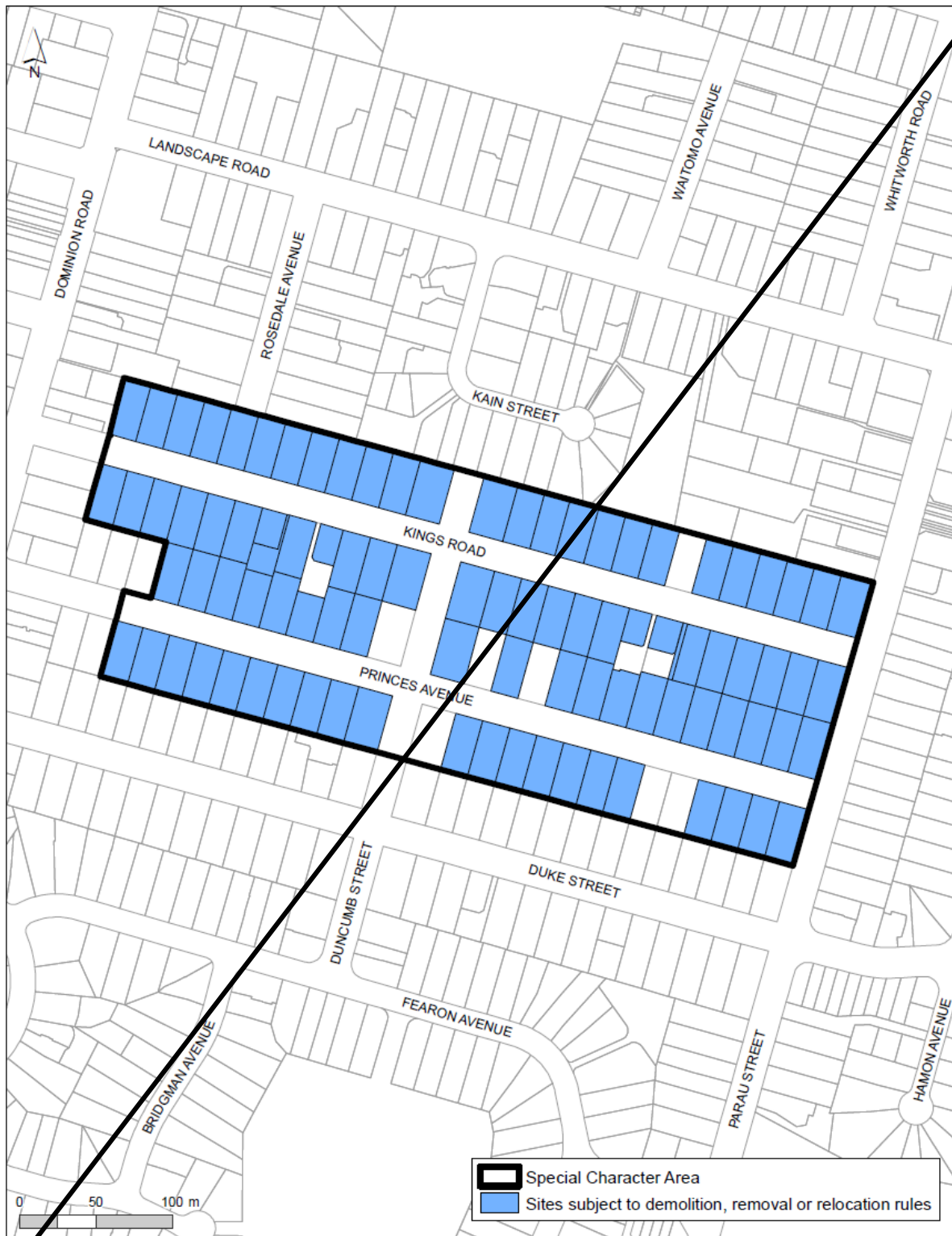
15.1.7.9. Special Character Areas Overlay – Residential: Kings Road and Princes Avenue

15.1.7.9.1. Extent of area

The location and extent of the 15.1.7.11. Special Character Areas Overlay – Residential: Kings Road and Princes Avenue is shown in the planning maps.

Sites within the overlay that are subject to the demolition, removal and relocation rules in Chapter D18 Special Character Areas Overlay – Residential and Business are shown in the plan change viewer. To identify whether a site is subject to these rules, refer to the property summary for a site in the plan change viewer.

Special Character Area Map:



Description:

The overlay area is located in Mount Roskill, and Roskill and includes properties along both sides of Kings Road and Princes Avenue from the intersection with Parau Street to the rear of properties fronting Dominion Road. This area was subdivided in 1910 and demonstrates a

coherent early 20th century residential area within the former Mount Roskill Borough. The extent of the area is shown on the special character area map above.

Located to the east side of Dominion Road, Kings Road and Princes Avenue connect Dominion Road with Parau Street. Both roads have southeast-northwest ~~orientation, and orientation and~~ are parallel to one another. The area rises gradually towards the east, rising more steeply towards Parau Street. From Parau Street there are distant views towards Mount Albert/Owairaka in the west, and One Tree Hill/Maungakiekie and Three Kings/Te Tātua-a-Riukiuta in the east.

15.1.7.9.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance because it demonstrates the ongoing residential expansion across the isthmus in relation to the extension of the electric tram network in the 1920s. This was a key period of residential expansion within the former Mount Roskill Borough, particularly in the area to the north of Mount Albert Road.

Subdivided in 1910, these streets form part of one of the earlier subdivisions close to Dominion Road. Sections in Kings Road, Princes Avenue and Duke Street were formed as part of a subdivision described as the Town of Edendale Extension No. 8. Residential expansion during the 1920s was facilitated by government lending through State Advances Corporation loans, which encouraged the subdivision of suburban land and resulted in a rapid increase in development on the outskirts of Auckland City. Development was also enabled with the progressive extension of the electric tram line along Dominion Road to Mount Albert Road, where it had reached by 1930.

A 1932 survey plan shows that residential sites on both sides of Kings Road and Princes Avenue were fully developed by that time. Kings Road and Princes Avenue display a largely intact residential character reflecting the period of their development, with some transitional villas and predominantly bungalow style houses, together with examples of bungalow-cottage houses.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area is significant for its physical and visual qualities because it comprises a significant grouping of inter-war style houses constructed within a relatively short period. The houses collectively demonstrate important developments in New Zealand residential architecture; the inter-war period saw a shift to the Californian bungalow as the predominant detached housing type.

The subdivision and street layout demonstrates the Garden Suburb development pattern that was first evident in New Zealand around the turn of the 19th and 20th centuries. Section sizes

are generally larger than inner-city suburbs, enabling more generous private gardens and street widths incorporating roads with grass berms.

15.1.7.9.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric a significant period of development that occurred in part of the former Mount Roskill Borough in the 1910s to 1930s. The majority of the dwellings are Californian bungalows built in the 1920s. The built fabric includes the houses, street layouts, and urban form.

Scale of development

The special character buildings are predominantly detached single-storey houses.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly bungalows with gabled and hipped roofed forms, are clearly visible. Houses are located towards the front of the sections, with a generally consistent depth to the front yard and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm.

The typically modest front yards are often landscaped with a range of planting and hard landscape features, including fencing. Boundary treatments are generally low, and include fences, hedges and walls, which maintain reasonably open views to and from houses and the street. Typically, boundary treatments include low stone or plastered masonry walls, hedges, and picket fences. Some properties have garages or carports constructed within the front or side yards in recent years.

Density/Pattern of development

The lots in these streets were formed as part of one 1910 subdivision, so there is a very regular pattern of subdivision, lot size, lot width, house set-back, and spacing between houses. This leads to an overall impression of consistency throughout the area.

Lot sizes are around 700m². Lot widths are typically around 18 metres wide, with little variation. The setback of houses from the road boundary is approximately six to 10 metres. There is a clear and well-articulated rhythm to the positioning of houses in the area. Houses are generally located close together, occupying much of the width of their sites.

Types

The area is strongly defined by the survival of its residential housing stock which includes predominantly bungalows, together with some transitional villas, and bungalow-cottages.

Visual coherence

The overlay area has a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, the density and rhythm in positioning of houses, the age and

style of housing as well as the scale, materials, and forms of the buildings. The combination of these attributes contributes to the visual coherence of the special character.

15.1.7.9.4. Architectural values

Styles

The predominant styles of housing are Californian bungalows with examples of transitional villas in Kings Road, along with some bungalow-cottage houses.

Transitional villas represent the earliest house type in the area. From the late 1910s, villas started to incorporate features that were to become evident later in the bungalow style. Roof forms were often simplified with the use of lower pitched gables, which often contained the verandah and main roof under a single form.

Bungalows are the most common style of house found in Kings Road and Princes Avenue. The bungalow style developed in New Zealand around the turn of the 20th century, reaching a peak in the 1920s and 1930s. Development of the bungalow style here was influenced by its use in England and Australia as well as California. Following World War I, the bungalow emerged as the most popular housing type and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Distinctive elements of the bungalow style are evident in houses in Kings Road and Princes Avenue, including lower pitched gabled and hipped roofs with generous eaves overhangs, exposed rafter ends, shingle cladding, and bracketed hoods over windows.

Porches and verandahs are typically incorporated under the main roof forms of the house. Timber window joinery is typically casement style, with fanlights above. Although a wider variety of cladding materials were used on bungalows, weatherboards were the most common cladding; this is present in the houses in Kings Road and Princes Avenue.

Bungalow-cottages are also evident, where simplified elements of the bungalow and English Cottage styles are combined. Conservative in character, bungalow-cottages have simplified forms, often with hipped roofs, and with rafters boxed in at the eaves. Bay windows were generally reduced or omitted altogether in houses of this style.

There are also examples in Kings Road and Princes Avenue of single level Moderne style houses constructed around the 1930s. These are typically built in brick or rendered brick, and have the roof concealed behind a parapet wall.

Materials and construction – built fabric

Houses in Kings Road and Princes Avenue are predominantly timber-framed, clad in timber weatherboards, and with timber door and window joinery. Gabled or hipped roofs are typically corrugated iron, with some tiled examples. Some houses are clad in brick or plastered brick, with timber door and window joinery. Chimneys are a feature of some houses. The examples of single level Moderne style houses are typically built in brick or rendered brick.

15.1.7.9.5. Urban structure

Subdivision

The area to the east of Dominion Road including Kings Road, Princes Avenue and Duke Street was subdivided for residential development in 1910. The original subdivision pattern,

with back-to-back lots of approximately 38 metres long between the roads, remains ~~clearly evident~~ clear.

Road pattern

The road pattern reflects the grid layout typical of the 1910 period of subdivision, with Kings Road and Princes Avenue running perpendicular to Dominion Road. The road layout is generally determined by the double section depth of around 30 to 40 metres and road widths of around 100 links (approximately 20 metres).

Streetscape

Kings Road and Princes Avenue have an established residential character, created by the coherent urban pattern of the 1910 grid layout subdivision, regular lot sizes, and pattern of 1910 to 1930 era houses. The houses, which are predominantly bungalows, are set reasonably close to the street boundary. The regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character.

Many properties retain low walls, hedges and fences, including some early examples of boundary treatments. Where garages or carports are present, these are generally located to side or the rear of properties. While some change has occurred, including alterations to individual houses and some more intensive development, the streets still retain a consistent and cohesive established residential character.

Footpaths are provided on both sides of the street, set back from the road edge within generous grassed berms. The use of bluestone kerb blocks contributes to the established streetscape character.

Vegetation and landscape characteristics

Street trees in Kings Road and Princes Avenue contribute to a leafy character, in combination with planting in front gardens.

15.1.7.10. Special Character Areas Overlay – Residential: Station Road, Papatoetoe

15.1.7.10.1. Extent of area [deleted]

Special Character Area Map:



Description:

The overlay area is a group of railway workers' cottages located on Station Road, Papatoetoe, as shown on the special character area map above.

The extent includes a row of seven residential sections (numbers 1, 5, 9, 11, 15, 17, and 19 Station Road), bounded on the east by the railway line, on the west and south by Station Road, and on the north by a public reserve.

The overlay area is located on relatively flat land. It is adjacent to the main trunk railway line, near to the Papatoetoe railway station and the Papatoetoe Town Centre (directly across the railway tracks).

~~15.1.7.10.2. Summary of special character values [deleted]~~

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as an example of the housing constructed for workers employed in the administration and operation of the national railway infrastructure network developed by central government.

Seven cottages were built on the Station Road sections under the Railway Housing Scheme. This scheme was implemented across New Zealand between 1923 and 1929 to provide housing for railway workers. The scheme involved mass production of prefabricated buildings, which were manufactured in a purpose-built factory in Frankton, Hamilton. The kitset designs were devised by George Troup, the notable engineer and architect employed by the New Zealand Railways Department from 1886 to 1925, using his principles of standardisation. Although the scheme followed overseas examples, it was a significant first for New Zealand, and brought uniformity and rationalisation to the housing of railway workers in New Zealand. The scheme provided cheap accommodation at stable rents for railway workers and their families, and created a community ethos resulting from the 'railway settlements' that were developed.

The cottages were transported via rail from the Frankton factory in circa 1928 and assembled on-site directly adjacent to the railway station on Station Road. As the Railway Housing Scheme was terminated and the factory closed in 1929, these cottages represent some of the final residences that were produced.

Station Road is one of Papatoetoe's earliest roads, originally running from the present-day Papatoetoe Central School on the corner of Great South Road to the intersection of Portage Road. It was named Station Road after the opening of the railway station in 1875; in 1930 the eastern portion was renamed St George Street. The original railway station was located on the eastern side of the line, roughly where the overbridge is now sited. The station was relocated to the north in circa 1919, and the building was substantially extended and altered, also to the design of George Troup.

In the 1950s, the Railway Department's housing stock reached a peak of over 6,000 houses across New Zealand. However, during the 1980s, centralisation of functions and other

changes led to reductions in the rail workforce and the end of the distinctive railway communities. Thousands of houses were sold to private buyers, relocated, demolished or converted to other uses, such that most of the railway workers' settlements from the early 20th century are no longer in existence or recognisable.

It is understood the cottages were sold around 1986. The seven sites with residences were vested for road, while the site directly north was vested as recreation reserve. The cottage sites were later sold as private residences. The railway station was closed in 1987, and the building relocated to 1 St George Street in 1999 before being restored to function as a community building.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The Station Road workers' cottages are of significance for their physical and visual qualities as a representative group of railway housing. The original siting directly adjacent to the railway line and the station, which provides a contextual setting, contributes to the overall significant association with the development of both New Zealand's rail network and the suburb of Papatoetoe itself. Their physical construction and character of the overlay area also provide a visual example of inter-war government policy for railway workers' accommodation, and the use of prefabricated housing to achieve this.

15.1.7.10.3. Description of physical and visual qualities [deleted]

Built form

Period of development

The houses in the overlay area were assembled in Papatoetoe in 1928, making this time period the most significant for the area. The area's physical and visual characteristics are demonstrated by a period of state-led housing construction that was undertaken throughout New Zealand in the inter-war era for the purpose of providing accommodation for railway workers and their families. The Station Road area has value as an intact group still physically and visually associated with the rail line and station building. Significant fabric includes the seven original cottages and associated outbuildings, boundary fences (particularly metal chain-link fencing), open grassed sections and remnant narrow paths to front doors. Street layout and urban form is significant in terms of the group of cottages being bounded on one side by the rail line and on the other by Station Road.

Scale of development

The cottages are small, single storey dwellings, set back from the street. While some have had modest lean-to additions and outbuildings constructed, they continue to present a diminutive scale to the street, particularly in comparison to the larger houses on the western side of the street.

Form and relationship to the street

Prior to Troup's involvement in the design of railway houses, the Rail Department's practice was to site rail workers' cottages at one end of the rail line, set out to face the main rail link. In

contrast, Troup's settlements were planned to locate the houses away from the noise and smoke, yet close enough for workers to be called upon. While Papatoetoe is not one of the large settlements, this small cluster is consistent with Troup's design principle, situated directly adjacent to the line but facing away, with a frontage to the street.

The cottages have a consistent street setback and maintain an open aspect, with dwellings oriented to address the street. The houses are set out equidistant from each other. There is minimal garden landscaping or tree cover, consistent with their original use as workers' rental accommodation. The rear of the properties is also visually open to the adjoining rail line, creating relatively high visibility to passers-by and train users, despite some fencing.

Density/Pattern of development

The overlay area presents a very uniform pattern of development due to the sites being developed simultaneously as rail workers' accommodation. The sites are very similar in terms of lot size and width, dwelling size and setback, and spacing between houses that gives a strongly consistent low density development pattern. The pattern is similar to surrounding low density residential development to the west and east of the Papatoetoe Town Centre.

Types

The overlay area is defined by the survival of its rail workers' cottages. Their continued use as private residences is consistent with their original function.

Visual coherence

The overlay area has a high degree of visual coherence due to the consistency of subdivision pattern and lot sizes, and the density, positioning, age, and style of dwellings, as well as their scale, form, and materials.

15.1.7.10.4. Architectural values [deleted]

Styles

The rail workers' cottages on Station Road are a surviving example of the pre-fabricated kitset houses designed by the New Zealand Railways Department engineer and architect George Troup, which were built across the country between 1923 and 1929. The Troup cottages were fabricated according to a small number of standardised house designs, with minor variations to provide some variety in terms of roof forms, porch designs, internal planning, and cladding details. The overlay area is significant in that it captures many of these minor design variations within a small group of cottages.

The cottage designs exhibit some Californian bungalow influences in their front porches, bracketed window hoods, and lower pitched gable roofs. They have symmetrically arranged front elevations with a central entrance porch flanked by double-hung sash windows (11 Station Road has tripartite casements). Trellis work of different specified patterns contributes to the distinctive porches, emphasising the cottages' orientation towards the street. Timber front doors generally feature multi-paned glazing in the upper third, with two or three vertical wooden panels below. Roofs include simple hipped, gabled and Dutch-gabled forms, and variously feature exposed rafter eaves and battened gable ends. Remnant chimneys (some have been removed) provide a vertical element to the modest forms. Original chain-link metal and timber fencing are important remnants of this housing type.

The dwellings are small, simple, box-like structures, all single storey and most consisting of five rooms. While the scale of mass production and prefabrication was innovative, the architectural planning followed the generic villa model, with a central entrance hall opening into a front parlour and leading to a rear kitchen with bedrooms along the side. Sheds are located at the rear, with outhouses constructed as skillion structures off the main form.

Materials and construction—built fabric

The cottages are constructed from prefabricated timber components and are built on piled foundations with suspended timber floors. Typical of the period and style, roofs are clad in corrugated iron and walls in bevel-backed timber weatherboards with boxed external corners. There is some use of cementitious sheeting on gable ends, with joints covered with timber battens. Windows and doors are constructed in timber and porch roofs are generally supported on pairs of square timber posts. Fireplaces are built in brick, with their chimneys having a stucco plaster finish.

15.1.7.10.5. Urban structure [deleted]

Subdivision

The overlay area includes a row of seven separate residential allotments on the north-eastern side of Station Road. The sites range from around 700m² to 950 m². This variance, between a quarter to one fifth acre sections, is consistent with the subdivision size of the Railway Housing Scheme plan. The subdivision pattern is consistent with surrounding residential housing directly to the west and on the eastern side of the Papatoetoe Town Centre.

Road pattern

The section of Station Road where the cottages are located runs directly parallel to the railway line to the east, and the subject sites form a single lot depth separation between road and railway. Station Road then turns due east to cross the railway tracks and enter the Papatoetoe Town Centre. Station Road is two lanes wide in both directions.

Streetscape

The streetscape of the overlay area is somewhat reflective of the increased interest in town planning and Garden Suburb concepts developed around the turn of the 20th century, which promoted the benefits of space, sunlight, and vegetation. The street has footpaths set within grass berms, and houses are set out to actively address the street. The road has very little street planting.

The overlay area's regular rhythm and spacing of houses, repeated architectural forms and generally open views to and from the street mean that the row makes an important contribution to the establishment of the streetscape character.

Vegetation and landscape characteristics

The overlay area features a few mature trees on private sections. The public reserve, known as Rotary West Park (at 21R Station Road), abuts the northern boundary of the area. This

~~provides significant visual amenity to the area and also encompasses an important link by way of a pedestrian overbridge to the new railway station and town centre.~~

15.1.7.11. Special Character Areas Overlay – Residential: Early Road Links

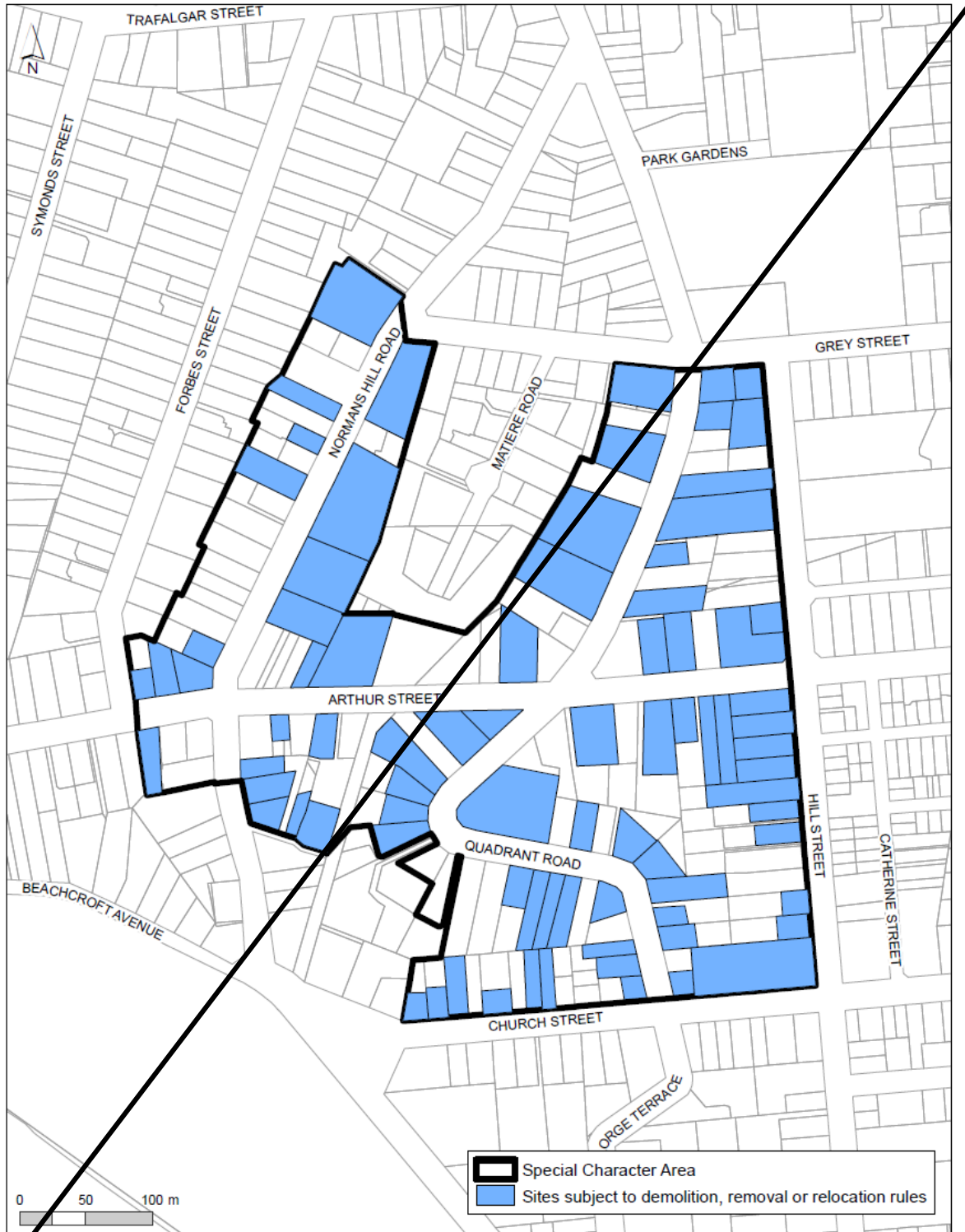
15.1.7.11.1. Extent of area

Special Character Area Map:

The location and extent of the 15.1.7.11. Special Character Areas Overlay – Residential: Early Road Links is shown in the planning maps.

Sites within the overlay that are subject to the demolition, removal and relocation rules in Chapter D18 Special Character Areas Overlay – Residential and Business are shown in the plan change viewer. To identify whether a site is subject to these rules, refer to the property summary for a site in the plan change viewer.

Schedule 15 Special Character Schedule, Statements and Maps



Description:

The overlay area is in Onehunga and is bounded by Forbes Street, Grey Street, Hill Street and Church Street, as shown on the special character area map above.

The boundary represents, more or less, the first land transport connections between Onehunga and Auckland. The residences built along these routes were intended to impress the passer-by and cheaper housing was relegated to lower or less visible areas. Specifically, the area reflects the early layout of streets and land parcels, retaining walls and dwellings, and the original foreshore.

15.1.7.11.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

An early trading area for Māori and Pakeha relied on all parties for success, as well as good transport links to larger markets or product sources. As wharf facilities evolved in Onehunga, small businesses continued to operate in Princes Street and formed a link between the newer, developing town of Onehunga, with the residences already established in this area.

The overlay area was a place of early trading and the associated dwellings were rapidly populated by aspirational residents who wished to portray their mercantile successes, particularly those who worked in Queen and Princes Streets. In the 20th century recreational use of the water was encouraged, and tennis courts and bathing sheds were constructed along the foreshore where the very first business had formerly operated.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

A few pre-1860 buildings within the overlay area link with those in Princes, Church, and Queen Streets. Pohutukawa planted in the inter-war period now form a dense cover in the reserve at the base of Norman's Hill Road, under which passes the spring visible higher up above Arthur Street. Stone walls and stone kerbing are also visible in less attended places.

15.1.7.11.3. Urban structure

Subdivision and street layout

The street layout and subdivision pattern reflect the contours of the land that governed the Fencible access routes. These are particularly reflected with the links to Queen Street by Church and Princes Streets.

The stream, both where open and culverted, reiterates the land divisions in this area of 1847, and as being responsive to contours and features. The value of the stream draining to the original foreshore has been overshadowed by later developments.

15.1.7.12. Special Character Areas Overlay – Residential: Pukehana Avenue

15.1.7.12.1. Extent of area

Special Character Area Map:

The location and extent of the Special Character Areas Overlay – Residential: Pukehana Avenue are shown ~~can be found~~ on the planning maps.

Sites within the overlay that are subject to the demolition, removal and relocation rules in Chapter D18 Special Character Areas Overlay – Residential and Business are shown in the plan change viewer. To identify whether a site is subject to these rules, refer to the property summary for a site in the plan change viewer.

Description:

The overlay area runs between Pah Road south of Greenwoods Corner, on undulating land west of One Tree Hill/Maungakiekie. The road rises gently from Pah Road with a crest approximately two thirds along its length, before falling towards the intersection of Pah Road and The Drive. To the west, the land rises towards the hill at the top of Selwyn and Landscape Roads.

15.1.7.12.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

Prior to subdivision, the land was used for small farm holdings. As transport systems improved, including the extension of the tram network and the increase of private motorcars, subdivision of the farm holdings occurred. The tram line ran along Manukau Road via Greenwoods Corner, with a major tram depot on Manukau Road.

Pukehana Avenue was ~~formed~~ developed from in the early 1920s, in two separate subdivisions. The first occurred around 1919 when two separate sections, Lot 5 and Lot 6, which faced onto The Drive, were subdivided into 20 sections of uniform size and configuration. Each section was 100 by 200 links (approximately 20 by 40 metres), and the road width formed at the standard 100 links wide. The subdivision plan shows that an earlier house was located on Lot 6.

~~The subdivision plan shows that a house was located on Lot 6.~~

In 1924, the second subdivision went ahead, involving the two lots facing Pah Road being subdivided into 14 sections. The existing houses facing onto Pah Road were retained and the villa on the south-west corner remains today. The house in the north-west corner has been removed and replaced with newer houses.

~~Prior to subdivision, the land was used for small farm holdings. As transport systems improved, including the extension of the tram network and the increase of private motorcars, subdivision of the farm holdings occurred. The tram line ran along Manukau Road via Greenwoods Corner, with a major tram depot on Manukau Road.~~

Aerial photos from 1940 shows the area had been largely built on by this time.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.

Bungalow style housing was the predominant ~~types~~type constructed in the overlay area. This reflects the main period of subdivision in the area, being the 1910s and 1920s. While some change has occurred to individual houses, including alterations and some more recent development, the street still retains a consistent and cohesive established residential character.

15.1.7.12.3. Description of physical and visual qualities

Built form

Form and relationship to the street

The typically generous setback of dwellings from the street, and their generally modest scale in relation to site size, results in an open street character. Dwellings are oriented to directly address the street, maintaining a traditional relationship between houses and the street. The street has the atmosphere of a quiet residential area. The carriageway is a single lane in each direction with provision for on-street parallel parking.

Footpaths are provided on both sides of the street, set back from the road edge within grassed berms. The use of bluestone kerb blocks contributes to the established streetscape character.

Street trees also make a significant contribution to the residential character, in combination with planting and large trees in front gardens.

Density/Pattern of development

The original subdivision pattern and lot size ~~remains~~remain evident. Generally, sites are as originally formed with a road frontage of 20 metres and depth of 40 metres. Houses are located towards the front of sections facing the street, ~~with modest setbacks~~. The retention of the original dwellings near the road boundary has maintained the established built character. Additions have been made predominantly within rear yards, and these are readily apparent from the street.

Dwellings are generally set back from the front boundary by about five to 10 metres. Front yards are generally open.

Overall, the consistent pattern of site proportions, location of dwellings on the site, and the concentration of buildings of similar era, form and style creates a distinctive street character.

Types

The predominant styles of housing evident in the overlay area are timber Californian bungalows and bungalow-cottages. In addition, there is a two-storey English Cottage with a red tiled roof and the Victorian villa, once part of the larger lot facing Pah Road remains.

15.1.7.12.4. Architectural values

The predominant styles of housing evident are timber Californian bungalows and bungalow-cottages.

15.1.7.12.5. Urban structure

Subdivision

Land in the area between Mount Eden Road and Manukau Road was divided into large allotments in the mid to late-1840s. The grid layout applied to the area gave no indication of the underlying volcanic landscape.

The subdivision of the overlay area from farm allotments to sections for residential development began with a few small areas of early subdivision in the late 1880s.

Subdivisions dating from the early 1900s were of these original blocks into smaller, but still large allotments. The ~~fine-grained~~ fine-grained pattern of residential subdivision in this area dates from a series of subdivisions made in the 1910s and 1920s.

Streetscape and vegetation and landscape characteristics

Many properties retain low fence types, including some early or original examples, and this together with low planting in the front yard maintains a strong visual connection between the street and the dwellings.

There are some properties within the area with large mature trees, which make a significant contribution to the street character.

Where garages or carports are present, these are generally located to side or the rear of properties.

15.1.8. Special Character Areas Overlay – General: Character Statements and Maps

15.1.8.1. Special Character Areas Overlay – General: Balmoral Tram Suburb, East

15.1.8.1.1. Extent of area

Special Character Area Map:

The location and extent of the 15.1.8.1. Special Character Areas Overlay – General: Balmoral Tram Suburb, East is shown on the planning maps.

Sites within the overlay that are subject to the demolition, removal and relocation rules in Chapter D18 Special Character Areas Overlay – Residential and Business are shown in the plan change viewer. To identify whether a site is subject to these rules, refer to the property summary for a site in the plan change viewer.



Description:

The overlay area is a mix of residential and business sites bounded by Balmoral Road, Shackleton Road, Dominion Road and Mount Eden Road, as shown on the special character area map above. There are a small number of commercial buildings located along Mount Eden Road.

Balmoral Road and Mount Eden Road are major arterial routes, and routes and form a natural edge to the special character area. The entire Balmoral area was influenced by the

extension of the tram lines, but the extent of the special character area encompasses part of Balmoral where a high proportion of houses were constructed from 1880 to 1940.

The overlay area is located in streets to either side of Mount Eden Road in an area south of Balmoral Road on land that is comparatively flat within in the larger isthmus area. These primarily residential streets are located on reasonably level or gently undulating land that rises gradually to the east towards Mount Eden and to Three Kings to the south.

15.1.8.1.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance as an example of the “tram suburb” development pattern that occurred in areas close to central Auckland. Tram suburbs were developed progressively across the Auckland area as the electric tram network expanded beyond the city centre. Rural land on the outskirts of the city was converted to residential use in a series of subdivisions, as the tram made these areas readily accessible to the places of work in the city.

The overlay area was progressively subdivided for primarily residential development from around 1880 to 1940 and clearly illustrates the expansion of the electric tram network and the associated residential construction boom during the inter-war period. The earliest residential subdivisions in Balmoral occurred around 1884, all fronting onto Balmoral Road, which at that time was located on the outskirts of Auckland. Housing from this period in the area primarily includes villas. The progressive subdivision of Balmoral was typical of development on the isthmus between the Victorian era and World War II, but the fact that three tram lines (the Sandringham, Dominion and Mount Eden Roads tram routes) terminated in the Balmoral area by 1930 was unusual. Few other neighbourhoods had this same level of connectivity or cohesion.

The distribution of architectural styles within the special character area is directly related to the southward progression of the tram lines through Balmoral. The earliest villas and transitional villas are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion Roads (which was the tram terminus prior to World War I). The high concentration of bungalows in the southern half of the area corresponds with the extension of the tram lines along Sandringham Road in 1925, and Dominion and Mount Eden Roads in 1930. A small number of commercial buildings within the area include corner dairies and blocks of local shops located on Mount Eden Road, close to the surrounding housing. They are single and two-storeyed, in plastered brick or timber construction and reflect the range of styles used around the time they were constructed from around the 1910s to 1930s.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.

The overlay area is of significance for its physical and visual qualities as it contains a large grouping of late 19th and early 20th century houses in a range of architectural styles that collectively reflect important trends in New Zealand residential architecture. The variety and range of styles found in Balmoral (namely villas, transitional villas, and bungalows) illustrates the design principles and aesthetics from this distinct period ~~of time, and and~~ demonstrates the shift from villa to bungalow as the dominant residential form.

There are a small number of single and two-storied timber and plastered brick commercial buildings within the area that are consistent with the styles of architecture found during the key period of development from the 1880s to 1940. These demonstrate the mix of commercial and residential building types that occurred in the tram suburbs.

The area also demonstrates in its subdivision and layout key concepts regarding the design of suburban residential areas established beyond the city centre. In line with the Garden Suburb design concepts, an emphasis was placed on larger section sizes that enabled private gardens, and generous street widths incorporating roads with grass berms.

15.1.8.1.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its physical and visual qualities a significant period of development that occurred from the 1880s to 1940. The period covers early subdivision and villa construction at the end of the Victorian era, the arrival of the trams in the inter-war period, and the construction of bungalows that continued until the start of World War II. The built fabric comprises the houses, some commercial buildings, street layouts and urban form. The residential area is adjacent to and contiguous with the Special Character Areas Overlay – Business: Balmoral Shopping Centre on Dominion Road.

Scale of development

Houses in the special character area built between the 1880s and 1940 are predominantly single detached houses on one level. There are some duplex flats within the area which also are single level dwellings. The commercial buildings present were built between the 1910s and the ~~1930s, and~~ 1930s and are single and two-storeyed located on Mount Eden Road.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly villas, transitional villas, and bungalows with gabled and hipped roofed forms, are ~~clearly evident~~. Houses are located towards the front of the sections, with a generally consistent depth to the front yard, ranging from around three metres to eight metres, and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features, including fencing. Some properties have garages or carports constructed within the front or side yards.

Front boundary fences, hedges or walls are typically low and some early boundary treatments remain. Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically, boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

The commercial buildings within the special character area are constructed to the front boundary line and occupy the full width of the site facing the street. The commercial buildings have active ground floor shopfronts, and most have verandahs overhanging the footpath.

Density/Pattern of development

Although the overlay area reflects a number of separate subdivisions there is a generally consistent pattern of subdivision, and of lot size, lot width, house set back, and spacing between houses. This leads to an overall impression of consistency throughout most of the area. Lot sizes generally range from around 500m² to 700m² although there is some variation throughout the area. Lot widths are typically around 13 to 15 metres wide, with some variation. There is a clear and well-articulated rhythm to the positioning of houses. Houses are generally located close together, occupying much of the width of their sites.

Types

The overlay area is strongly defined by the survival of its residential housing stock which includes predominantly villas, transitional villas, and bungalows. Commercial buildings are generally small corner shops or larger buildings that had retail premises on the ground floor and that originally had residential units located above.

Visual coherence

The overlay area has a high degree of visual coherence due to the general consistency of subdivision pattern and the lot sizes, density and rhythm in the positioning of houses, the age and style of housing, as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character. Commercial buildings constructed between the 1910s and the 1930s contribute to the overall visual coherence.

15.1.8.1.4. Architectural values

Styles

Villas represent the first wave of construction in Balmoral during the Victorian and early Edwardian eras, and ~~eras and~~ are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion Roads, which was where the tram terminus was located prior to World War I. Balmoral's villas are typical of this building type, with bay windows, double-hung windows, verandahs, and decorative fretwork and ornamentation. The villa was beginning to give way to the bungalow by about 1910, and transitional villas bridge that gap. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation.

Californian bungalows proliferated in Balmoral after World War I, and are particularly concentrated in the southern half of the area, which corresponds to the extension of the tram lines in the 1920s. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and an informal open plan layout. By the 1930s, other styles such as Art Deco and English Cottage appeared in Balmoral, typically as a variation of the broader bungalow form.

Commercial buildings are either simple Victorian/Edwardian shops (often local corner dairies), or larger two-storied buildings of Stripped Classical style, which are typically found on the main arterial roads, particularly Mount Eden Road.

Materials and construction – built fabric

The main material used for residential dwellings within the overlay area is timber with many houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are evident. There are a small number of brick houses, some of which are plaster finished. Commercial buildings within the Balmoral Tram Suburb are typically constructed in plastered brick, with examples of smaller shops constructed using timber framing, clad in weatherboards.

15.1.8.1.5. Urban structure

Subdivision

The overlay area is a series of separate subdivisions, and the occasional offsets in the road alignment often demonstrate where separate subdivisions joined. The resulting subdivision pattern is an approximate grid layout, with sections of regular width and depth facing the street. Section sizes are generally consistent, ranging from around 500m² to 700m², although there is some variation in lot sizes throughout the area.

The earliest subdivisions were formed in the northern part of the special character area, close to Balmoral Road and date from circa 1884. A series of subdivisions occurred in a generally southward pattern to either side of Dominion Road, reflecting the extension of the electric tram lines. The trams were located on Mount Eden Road by 1902 and extended as far as Balmoral Road by 1914, reaching the overlay area by 1930. Trams were located on the northern part of Dominion Road in ~~1908~~, and 1908 and had extended to Balmoral in 1914 and further south by 1930.

Road pattern

The street layout is orthogonal with the residential streets arranged perpendicular to Balmoral Road and Mount Eden Road. The road layout and spacing is generally determined by the double section depth of around 30 to 40 metres and road reserve widths of around 100 links (approximately 20 metres). Some changes in the alignment along the length of roads indicate the junction of different subdivisions. Road carriageways within residential streets range from around six to 11 metres, with grassed berms of varying depths.

The road carriageways along the arterial roads (Balmoral and Mount Eden) that run through the residential area are wider, typically around 13 to 15 metres. Balmoral Road is two lanes

wide in each direction, expanding to three or more lanes in each direction at the intersections with Dominion and Mount Eden Roads.

Streetscape

The streetscape of the overlay area reflects the increased interest in town planning and Garden Suburb concepts developed around the turn of the 20th century, which promoted the benefits of space, sunlight, and vegetation. Suburban development such as that in Balmoral was seen as offering opportunities to create healthier environments than some of Auckland's over-crowded inner-city neighbourhoods. Most streets in the special character area have mature street trees, footpaths set within generous grass berms, and relatively narrow road carriageways. Houses are set reasonably close to the street boundary, with setbacks ranging from around three metres to eight metres. The regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character.

Some variation in streetscape character is evident on the main arterial roads. The road carriageway on these transit-oriented routes is wider. There are no grass berms along Mount Eden Road, where a wider road carriageway exists. Narrow grass berms are evident along Balmoral Road. Some higher fences, hedges or walls are evident in some locations. Commercial buildings along these roads are built up to the road boundary.

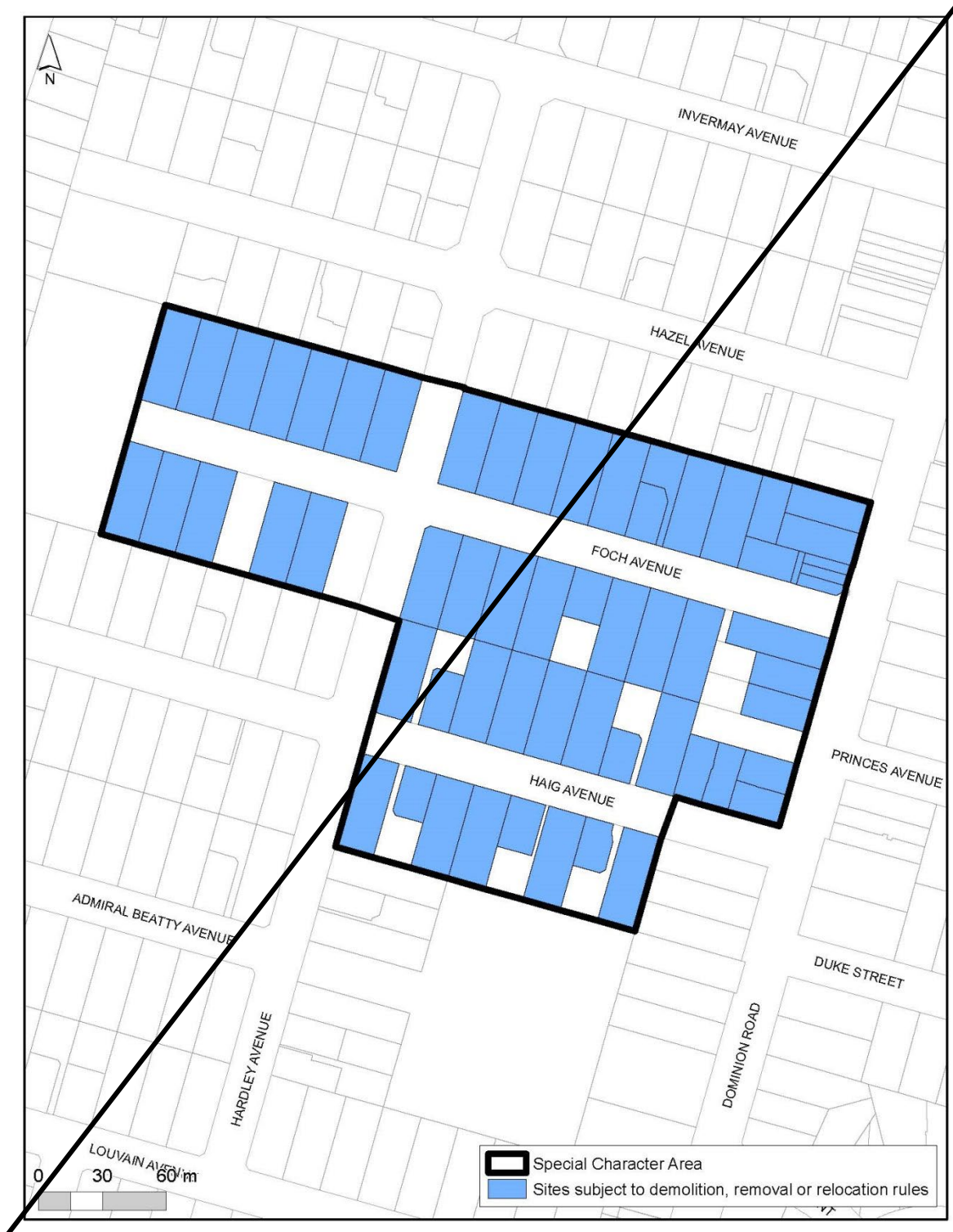
Vegetation and landscape characteristics

Within the overlay area street trees in most streets, together with trees and shrubs in front yards, contribute to an impression of this as a reasonably well-vegetated area.

15.1.8.2. Special Character Areas Overlay – General: Foch Avenue and Haig Avenue

15.1.8.2.1. Extent of area [deleted]

Special Character Area Map:



Description:

The boundary of the overlay area includes both sides of the entire length of Foch Avenue, and both sides of Haig Avenue from the rear boundary of sites fronting Dominion Road to the intersection with Hardley Avenue. The extent of the area is shown on the special character area map above.

This area was subdivided in the 1920s as part of what was known as the Victory Estate subdivision, and demonstrates a coherent part of this residential area within the former Mount Roskill Borough. It incorporates a significant grouping of largely bungalow type houses from this period, together with a two-storey 1920s corner commercial building that was developed as part of the same subdivision.

Located to the west side of Dominion Road, Foch Avenue runs between Dominion Road and Hardley Avenue and continues beyond Hardley Avenue to the Arthur Faulkner Reserve at the western end. Haig Avenue runs between Dominion Road and Hardley Avenue and continues through to Renfrew Avenue. Both roads have southeast-northwest orientation, and are parallel to one another. The area is generally level, rising gently towards Dominion Road. There are distant views along both streets to the west towards Mount Albert/Owairaka, and along Foch Avenue to the east towards Three Kings/Te Tātua a Riukiuta. There are views at the western end of Foch Avenue to the reserve, which features stone walls and gates flanking the entrance.

15.1.8.2.2. Summary of special character values [deleted]

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area is of significance because it demonstrates the ongoing residential expansion across the isthmus as the electric tram network was extended. This area exhibits a key period of 1920s residential expansion within the former Mount Roskill Borough, in the area to the north of Mount Albert Road. Additionally, this area is specifically associated with the development of the Victory Estate.

The extension of the tram line along Dominion Road, reaching Mount Albert Road in 1930, was a catalyst for subdivisions to the east and west of Dominion Road. Foch Avenue and Haig Avenue form part of a large 1920s subdivision on the west side of Dominion Road. The area from Mount Albert Road to Foch Avenue was subdivided for William De Luen and Isaac Hardley, who were also the developers of the Capitol Theatre in the Balmoral shops. The large subdivision, offering 200 sites, was known as the 'Victory Estate', and street names celebrated people and places associated with World War I.

By the 1920s, state provision of cheap mortgage credit had created a suburban housing boom. The area reflects this trend as well as the increased interest in town planning and Garden Suburb concepts in the early decades of the 20th century, which promoted the benefits of space, sunlight, and vegetation.

Within the former Mount Roskill Borough area, Foch Avenue and Haig Avenue retain a coherent established residential character, which reflects this 1920s period of subdivision

and development. These streets reflect the grid layout and regular pattern of residential sections that were typical of this period, close to Dominion Road. The late 1920s block of shops on the north corner of Foch Avenue demonstrates commercial development on a Dominion Road fronting site in the Victory Estate, contemporary with the housing in the street.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.

The overlay area is of significance for its physical and visual qualities, as it comprises a significant grouping of inter-war styled houses and flats, together with a small number of commercial buildings, all constructed within a relatively short period.

The houses demonstrate important developments in New Zealand residential architecture, as they show the shift to the Californian bungalow as the predominant detached housing type. The Moderne style flats and Stripped Classical commercial buildings are examples of changing tastes evident in architectural design after World War I.

The subdivision and street layout demonstrates the Garden Suburb development pattern that was first evident around the turn of the 19th and 20th centuries. Section sizes are generally larger than inner-city suburbs, enabling private gardens, and generous street widths incorporate roads with grass berms.

15.1.8.2.3. Description of physical and visual qualities [deleted]

Built form

Period of development

The overlay area demonstrates in its built fabric a significant period of development that occurred in the north part of the former Mount Roskill Borough in the 1920s. The Victory Estate was subdivided by DeLuen and Hardley in 1923, and the buildings were constructed soon after. The built fabric includes the houses, corner commercial building, street layouts, and urban form.

Scale of development

The buildings in the overlay area are predominantly detached, single-level houses. There are some duplex and co-joined flats within the area, which also are single-level dwellings. The commercial building on the corner of Foch Avenue is two-storeyed, and anchors the area.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly bungalows with gabled and hipped roofed forms, are clearly visible. Houses are located towards the front of the sections, with a generally consistent depth to the front yard and offset to the side boundary. Some examples of duplex and co-joined flats are located closer to the road boundary. These types typically have the roof form concealed behind parapet walls.

The regular positioning of houses on their lots contributes to the consistent pattern of residential form in the area. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features, including fencing.

Generally, low boundary treatments including fences, hedges and walls, maintain reasonably open views to and from houses and the street. Typically, boundary treatments include picket fences with a range of gate and post types, as well as hedges.

Some properties have garages or carports more recently constructed within the front or side yards.

The two-storey building at the north corner of Foch Avenue is built up to the road boundary, defining this corner.

Density/Pattern of development

The lots in these streets were formed as part of a single 1920s subdivision, so there is an extremely uniform pattern of subdivision, lot size, lot width, house set back, and spacing between houses, leading to an overall impression of consistency throughout the area. Lot sizes are around 840m². Lot widths are typically around 18 metres wide, with little variation. The set back of houses from the road boundary is approximately eight to 10 metres. There is a clear and well-articulated rhythm to the positioning of houses in the area. Houses are generally located close together, occupying much of the width of their sites.

Types

The area is strongly defined by the survival of its residential housing stock which includes predominantly bungalows, together with some examples of transitional villas, bungalow cottages, and Moderne style flats. The commercial building at the corner of Foch Avenue reflects the mix of residential and neighbourhood-serving commercial building types that developed along Dominion Road in the early decades of the 20th century.

Visual coherence

The overlay area has a high degree of visual coherence due in large part to the fact it was developed as a single subdivision during a relatively short period. This has resulted in the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing, as well as the scale, materials and forms generally evident throughout the area. The combination of these attributes contributes to the visual coherence of the special character.

15.1.8.2.4. Architectural values [deleted]

Styles

As this is a 1920s subdivision, bungalow style housing (specifically Californian bungalows) is the predominant type evident in these streets. There are also examples of transitional villas, bungalow cottages, and Moderne style flats.

The bungalow style developed in New Zealand around the turn of the 20th century, reaching a peak in the 1920s and 1930s. Development of the bungalow style here was influenced by its use in England and Australia, as well as California. Following World War I, the bungalow

emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Distinctive elements of the bungalow style are evident in houses in Foch Avenue and Haig Avenue including lower pitched gabled and hipped roofs with generous eaves overhangs, exposed rafter ends, shingle cladding to elements such as the base of projecting bay windows, and bracketed hoods over windows. Porches and verandahs are typically incorporated under the main roof form of the house. Projecting bay windows were popular and bungalows incorporated a change in window joinery from the double hung sash popular in villas, to casement types, with fanlights above. Although a wider variety of cladding materials were used on bungalows, weatherboards were still the most common and this is evident in Foch Avenue and Haig Avenue.

There are also examples in Foch Avenue and Haig Avenue of single level Moderne style duplexes and co-joined flats constructed around the 1930s. These are typically built in brick or rendered brick, and have the roof form concealed behind a parapet wall. Curved corners and other streamlined decorative elements, such as plastered horizontal bands, are evident in the examples in Foch Avenue and Haig Avenue.

The two-storeyed commercial building on the north corner of Foch Avenue, at the intersection with Dominion Road, is designed in a Stripped Classical style. It defines the corner of the street and is a local landmark, making Foch Avenue recognizable along Dominion Road.

Materials and construction—built fabric

Houses in Foch Avenue and Haig Avenue are typically single level, and predominantly timber-framed, clad in timber weatherboards, and with timber door and window joinery. Gabled or hipped roofs are typically clad in corrugated iron, with some examples clad with tiles. There are some examples of houses clad in brick or plastered brick, also with timber door and window joinery. Chimneys are a feature of some houses. The examples of single level Moderne style duplexes and co-joined flats are typically built in brick or rendered brick. The two-level building at the north corner of Foch Avenue is constructed of rendered brick with timber joinery.

15.1.8.2.5. Urban structure [deleted]

Subdivision

The street layout in the area reflects the grid layout of the 1920s Victory Estate subdivision. The original subdivision pattern of back to back lots between the two parallel roads remains evident. Lot sizes were around 840m² and around 18 metres wide. A few properties have had a second dwelling constructed to the rear of the original house. However, the retention of the original dwellings near the road boundary has maintained the established character, with infill housing not readily apparent from the street.

Road pattern

The road pattern is orthogonal with Foch Avenue and Haig Avenue running perpendicular to Dominion Road. The road layout is generally determined by the double section depth of around 45 metres and road widths of around 100 links (approximately 20 metres).

Streetscape

Foch Avenue and Haig Avenue are quiet residential streets. Houses are set reasonably close to the street boundary, and the regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character. The roads incorporate footpaths set within generous grass berms, and relatively narrow carriageways. The use of bluestone kerb blocks contributes to the established character. Street trees, together with plantings in front gardens, contribute to the character of these streets.

Bluestone walls and gates at the entrance to the Arthur Faulkner Reserve at the western end of Foch Avenue also contribute to the established streetscape character. The reserve itself plays an important role in supporting the character of the area.

Vegetation and landscape characteristics

Mature street trees including golden totara in Foch Avenue and a more varied range in Haig Avenue contribute to a leafy character, in combination with plantings in front gardens.

15.1.8.3. Special Character Areas Overlay – General: Hill Park

15.1.8.3.1. Extent of area

Special Character Area Map:

The location and extent of the Special Character Areas Overlay – General: Hill Park ~~can be found~~ are shown in the planning maps.

Sites within the overlay that are subject to the demolition, removal and relocation rules in Chapter D18 Special Character Areas Overlay - Residential and Business are shown in the plan change viewer. To identify whether a site is subject to the rules, refer to the property summary for a site in the plan change viewer.

Description:

The boundary of the overlay area reflects the original subdivision by the Nathan family in the mid-20th century and immediately adjoining streets of the same character.

15.1.8.3.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The overlay area has value as an area of mid-20th century suburban residential development. Houses were generally constructed from the late 1950s to 1970s following the creation of a garden subdivision around significant stands of native forest. This area also has a number of older ~~buildings-residences~~, two of which are historic heritage places. The original subdivision pattern remains largely intact and is centred around a series of reserves.

Physical and visual attributes:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.

The overlay area has value for its aesthetic and physical attributes. The primary characteristics are lower housing density combined with period housing and an abundance of native trees. Houses are set back from the street, with front yards native bush providing a backdrop to houses.

Located next to the southern motorway, Hill Park's elevated hill-top landform has a strong visual presence in the wider area.

15.1.8.3.3. Architectural values

Styles

The key characteristics of the overlay area include International Style modernist houses, mid-20th century brick and tile bungalows, other mid-20th century modern style houses, and a few earlier houses in older styles, such as Arts and Crafts influenced houses, and English Cottage-style houses. The area features large open

front yards and setbacks, large lots, wide roads, low densities of buildings, and an abundance of trees.

15.1.8.4. Special Character Areas Overlay – General: Puhoi

15.1.8.4.1. Extent of area [deleted]

Special Character Area Map:

~~The extent of the Special Character Areas Overlay – General: Puhoi can be found on the planning maps.~~

Description:

Puhoi is a small settlement approximately 43 kilometres north of Auckland City. The town developed near the Puhoi River along Puhoi Road, and is located near the intersection with State Highway 1.

15.1.8.4.2. Summary of special character values [deleted]

Historical:

~~*The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.*~~

~~Bohemian immigrants arrived at Puhoi in 1863, settling there under the terms of the Auckland Waste Lands Act 1858. It was the first of three distinct phases of immigration to Puhoi, the second in 1866, and the third in 1873. The Puhoi River provided the only means of early access. From 1869, bridge building and road forming improved communications between the settlement and nearby areas. The period from 1871 to 1876 was one of considerable growth in the township, including the establishment of a hotel. By 1873, Nikau whares had been transformed into barns for storing produce and equipment. The settlers' houses were made mainly from rough-hewn palings with shingled roofs. A post office was established by 1874, and by 1887 a telephone was installed in the post office, linking Puhoi with Waiwera.~~

~~The first school was set up in 1872, the Puhoi Road Board first met in 1873, and the first store opened for business in 1876.~~

~~The Church of St Peter and St Paul complex was completed in 1882. By 1923, the parish included Silverdale, Waiwera, Leigh, Matakana, Port Albert and Wellsford. The Puhoi Museum is housed in the former Convent School, built in 1923.~~

~~The Puhoi Valley Cheese Factory opened in 1883.~~

~~The Puhoi Cemetery was opened for public burials from 1892, and the Town Hall was built in 1900. The township became linked with State Highway 1 in 1958 by the formation of a mile of sealed road. In 1975, a number of residential blocks at the township were offered for sale, despite local opposition.~~

Physical and visual attributes:

~~The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.~~

~~Typical pattern of subdivision, lot size~~

~~The overlay area is generally characterised by ribbon development along the main roads. Lot sizes and shapes are greatly varied.~~

~~The settlement includes a number of scheduled historic heritage place located along Puhoi Road, including early residences, the Puhoi Museum, Church of St Peter and St Paul, the Centennial Hall, Puhoi Library, Puhoi General Store, and the Puhoi Hotel and stables.~~

~~Setback, density, grain (size, spacing and rhythm of street front buildings), streetscape, vegetation or landscape features.~~

~~The overlay area has a rural village character with buildings located in varied positions and orientations, generally facing the main road. The Puhoi River is visible running adjacent to the east side of Puhoi Road near the intersection with Krippner Road, and northwards along to the bend in Ahuroa Road. The settlement is located in a valley with hills to the east of the river and to the west.~~

~~Puhoi Road has the character of a rural road, typically with no footpaths and grassed edges without a kerb and channel. There are limited sections where footpaths and paved parking areas are provided near the Church of St Peter and St Paul, and extending past the intersection with Saleyards Road.~~

~~The pattern of subdivision along Puhoi Road and Ahuroa Road is varied, with a mix of section widths and sizes. The position of houses and other buildings along Puhoi Road also varies, with some buildings located close to the road edge such as the library, general store and the church, while others are set back.~~

Schedule 16 Waitākere Ranges Heritage Area Overlay Subdivision Scheduled Areas / Sites

Sections of this schedule have been identified as a qualifying matter in accordance with section 771(a) and 771(d) of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.

For sites subject to additional subdivision controls within the Waitākere Ranges Heritage Area Overlay.

Schedule ID	Legal description	Address / Area
WRHA_01	See Overlay Subdivision Plan 1	Areas within Overlay Subdivision Plan 1 – Oratia (Foothills)
WRHA_02	See Overlay Subdivision Plan 2	Areas within Overlay Subdivision Plan 2 – Swanson (Foothills)
WRHA_03	See Overlay Subdivision Plan 7	Areas within Overlay Subdivision Plan 7 – Bush Living (Ranges)
WRHA_04	See Overlay Subdivision Plan 8	Areas within Overlay Subdivision Plan 8 – Oratia (Ranges)
WRHA_05	See Overlay Subdivision Plan 9	Areas within Overlay Subdivision Plan 9 – Titirangi – Laingholm North
WRHA_06	See Overlay Subdivision Plan 10	Areas within Overlay Subdivision Plan 10 – Titirangi – Laingholm South
WRHA_07	See Overlay Subdivision Plan 11	Areas within Overlay Subdivision Plan 11 – Titirangi – Laingholm West
WRHA_08	Lot 5 DP 158819	24 Christian Road, Swanson
WRHA_09	Lot 1 DP 179784	37 O'Neills Road, Swanson
WRHA_10	Lots 1 and 2 DP 49129	12 – 14 Gum Road, Henderson Valley
WRHA_11	Lot 5 DP 59154	233 Forest Hill Road, Waiatarua
WRHA_12	Lot 14 DP 86225 and Lot 1 DP 63568	15, 47 – 51 Holdens Road, Henderson
WRHA_13	Lot 2 DP 78994	43 O'Neills Road, Swanson
WRHA_14		Area bounded by Holdens Road, Forest Hill Road, Pine Avenue and Parrs Cross Road, Henderson
WRHA_15	Lot 4 DP 137580	39 Awhiorangi Promenade
WRHA_16	Part Allot 275 PSH OF Waipareira	144 Candia Road, Henderson Valley
WRHA_17	Lot 1 DP 53766	32 Christian Road, Swanson
WRHA_18	Lot 1 DP 80978	42 Christian Road, Swanson

Schedule 16 Waitākere Ranges Heritage Area Overlay Subdivision Scheduled Areas / Sites

WRHA_19	Lot 1 DP 425696	46 Christian Road, Swanson
WRHA_20	Lot 2 DP 161541	56 Christian Road, Swanson
WRHA_21	Allot 232 PSH of Waipareira	33 – 35 Coulter Road, Henderson Valley
WRHA_22	Lot 1 DP 61729	40 Coulter Road, Henderson Valley
WRHA_23		70 Coulter Road, Henderson Valley
WRHA_24	Lot 1 DP 485454	78 Coulter Road, Henderson Valley
WRHA_25	Lot 2 DP 426324	163 Simpson Road, Henderson Valley
WRHA_26	Lot 1 DP 196223	780 Swanson Road, Swanson
WRHA_27	Lot 3 DP 185681 and Lot 2 DP 185681	790 and 792 Swanson Road, Swanson
WRHA_28	Lot 6 DP 60454	40 Tram Valley Road, Swanson
WRHA_29	Part Lot 3 DP 30902	205A Godley Road, Titirangi
WRHA_30	Parcels contained in certificate of Title 91D/282	333 Laingholm Drive, Laingholm
WRHA_31	Certificate of Title 37B/232	175A Laingholm Drive, Laingholm (Certificate of Title 37B/232)
WRHA_32	<u>Part Allot 124 PSH OF Waipareira</u>	7 – 11 Christian Road, Henderson Valley

Appendix 15 Subdivision information and process

15.1. Introduction

This appendix includes additional information for subdivision resource consent applications. Refer to the Council's website for further information on how to apply for subdivision resource consent.

All references to the Significant Ecological Area Overlay in this Appendix should be read as also including areas on the Kawau Island Rural Subdivision SEA Control.

15.2. Vesting of Assets

- (1) Where vesting of any new asset is proposed as part of a subdivision, applicants are strongly encouraged to undertake a pre-application meeting with Council early in the design stages to agree parameters. The pre-application meeting will involve specialists from the relevant council controlled organisations with interests in any proposed future asset.
- (2) In respect of new road assets, the 'concept design' (i.e. width and general layout) of any road intended to be vested in the Council will be assessed against the relevant provisions of [E38 Subdivision - Urban](#) and [E39 Subdivision - Rural](#) and any relevant codes of practice or engineering standards applicable at the time of the subdivision consent application. If a road is approved as part of a subdivision consent, the concept design (i.e. width and general layout) is deemed appropriate for vesting. The 'detailed design and asset specifications' (i.e. pavement thickness etc.) of the road will be considered during the subsequent engineering approvals process.

15.3. Transferable rural site subdivision

15.3.1. Process

- (1) A Transferable Rural Site Subdivision (TRSS) is the transfer of the rural - residential development potential of rural sites from one location to the Countryside Living Zone through a subdivision process. This process may be carried out in the following ways:
 - (a) through the protection of indigenous vegetation or wetland identified in the D9 Significant Ecological Areas Overlay or meeting Significant Ecological Areas factors as set out in the regional policy statement, and established revegetation planting meeting relevant criteria; or
 - (b) through the amalgamation of donor sites: amalgamating two existing and abutting rural zoned sites (excluding a Rural - Countryside Living Zone site), and transferring the development potential of the 'amalgamated' site to the Countryside Living Zone.
- (2) The new or additional site is located in Rural - Countryside Living zoned sites identified on the planning maps by the Subdivision Variation Control.

- (3) The process is the same if more than two donor sites are amalgamated, or if more than one block of qualifying indigenous vegetation or wetland is protected.

Table 15.3.1.1 Transferable rural site subdivision process

Step	Transferable rural site subdivision process through the amalgamation of donor sites	Transferable rural site subdivision process through the protection of indigenous vegetation or wetland identified in the Significant Ecological Areas Overlay or meeting the Significant Ecological Areas factors or established revegetation planting meeting relevant criteria
1	<p>Identify the following:</p> <p>a. two donor sites abutting each other, one of which is vacant;</p> <p>b. a site zoned Rural - Countryside Living Zone identified as suitable as a receiver site for TRSS – see Table E39.6.5.2.1 Minimum and minimum average net site areas in E39 Subdivision - Rural</p>	<p>Identify the following:</p> <p>a. an area of indigenous vegetation or wetland (on the donor site) that:</p> <ul style="list-style-type: none"> - is identified in the Significant Ecological Areas overlay; - meets the Significant Ecological Areas factors set out in Policy B7.2.2(1); or - is established with revegetation planting meeting relevant criteria. <p>b. a site zoned Rural - Countryside Living Zone identified as suitable as a receiver site for TRSS – see Table E39.6.5.2.1 Minimum and minimum average net site areas in E39 Subdivision - Rural.</p>

Step	Transferable rural site subdivision process through the amalgamation of donor sites	Transferable rural site subdivision process through the protection of indigenous vegetation or wetland identified in the Significant Ecological Areas Overlay or meeting the Significant Ecological Areas factors or established revegetation planting meeting relevant criteria
2	<p>Application made to Council:</p> <p>a. to amalgamate two donor sites into one new site; and</p> <p>b. to subdivide the receiver site.</p>	<p>Application made to Council:</p> <p>a. subdivide the property containing indigenous vegetation, wetland or revegetation planting to create the residential development opportunity; and</p> <p>b. transfer the residential development opportunity to the receiver site in a Countryside Living Zone.</p>
3	Gain subdivision consent approval	Gain subdivision consent approval
4	Comply with consent conditions	Comply with consent conditions
5	<p>Apply to Land Information New Zealand to:</p> <p>a. issue one new certificate of title in place of the original donor sites; and</p> <p>b. issue two new certificates of title for the new sites created from the receiver site after the title for the donor sites has been issued.</p>	<p>Apply to Land Information New Zealand to:</p> <p>a. attach an appropriate legal protection mechanism to the donor site for the protection of the indigenous vegetation, wetland or revegetation planting; and</p> <p>b. issue two new certificates of title for the new sites created from the receiver site.</p>

15.3.2. Explanation of terms

(1) A donor site may be one of the following:

- (a) two abutting rural sites being amalgamated;

(b) a rural site containing rural-residential development potential created from one of the following situations:

- (i) a site containing indigenous vegetation or wetland identified in the [D9 Significant Ecological Areas Overlay](#);
- (ii) A site containing an indigenous vegetation area or wetland meeting the Significant Ecological Areas factors as identified in Policy B7.2.2(1); or
- (iii) a site establishing revegetation planting.

(2) A receiver site is a Rural - Countryside Living zoned site identified on the planning maps by the Subdivision Variation Control.

15.4. Protection of existing indigenous vegetation

(1) All subdivision plans, excluding subdivision plans for boundary adjustments, must show any of the following features that exist on, or on the boundary of, the land being subdivided:

(a) any areas identified as Significant Ecological Area in the [D9 Significant Ecological Areas Overlay](#); or

(b) any other areas of indigenous vegetation, wetlands, waterways, streams, rivers and lakes.

(2) Three yearly monitoring of the critical determinants for the health of any Significant Ecological Area by an independently approved person which may include, but not be limited to, all of the following:

(a) effectiveness of fencing;

(b) presence of animal and plant pests;

(c) health of the Significant Ecological Area;

(d) presence of pollutants;

(e) vegetation clearance;

(f) effectively managing animal and plant pests; ~~and~~

(g) providing appropriate access to any sites and places of significance to Mana Whenua; ~~and~~

(h) wildfire risk mitigation.

(3) Require monitoring results to be forwarded to Council for audit.

15.5. Legal protection mechanism to protect indigenous vegetation, wetland or revegetation planting:

(1) The legal protection mechanism must include all of the following:

- (a) permanent protection of the vegetation or wetland on the site;
 - (b) implementation of a management plan;
 - (c) permanent exclusion of all livestock from the protected area; and
 - (d) the protected area to be maintained in perpetuity, including carrying out pest control measures and wildfire risk mitigation.
- (2) Where the Plan refers to indigenous vegetation or wetland to be subject to a legal protection mechanism, that mechanism must include the following:
- (a) legal protection of the indigenous vegetation or wetland and any area of required revegetation plantings in perpetuity. An agreement to the satisfaction of the council regarding an encumbrance, bond, consent notice, covenant or vesting as reserve must be entered into before the issue of the section 224(c) certificate under the Resource Management Act 1991;
 - (b) where applicable the legal protection mechanism must be in accordance with the relevant terms of the Reserves Act 1977 or the Queen Elizabeth II National Trust Act 1977. The legal instrument must provide protection in perpetuity, and must include enforcement and penalty provisions;
 - (c) where revegetation planting is required as a condition of the subdivision consent, the section 224(c) certificate will be issued only after the required works have been undertaken and the planting has satisfied the required consent conditions. This includes implementation of an animal and plant pest management plan. 'Animal pests' are those animal species listed as 'total control pests', 'containment pests', or 'surveillance pests' in the Auckland Council's current Regional Pest Management Strategy;
 - (d) all certification required must be carried out by a suitably qualified and experienced person and at the applicant's expense, and a report must be provided to Council. In this context, a person will not be considered to be suitably qualified and experienced unless they are a qualified ecologist with appropriate experience in this type of work.
- (3) The indigenous vegetation or wetland and any area of required revegetation plantings to be protected must be maintained free of livestock through appropriate stock proof fencing, or if livestock access to the vegetation is prevented by topographical or natural features then stock proof fencing may not be required.

15.6. Revegetation planting

- (1) A planting plan for any revegetation planting is required prior to a section 224(c) certificate being issued and must identify the following:
- (a) the ecological district of the site;

- (b) the characteristics of the soil (i.e. clay, silt, loam etc.);
- (c) soil drainage;
- (d) topography of the area to be planted;
- (e) location and extent of the area to be planted;
- (f) exposure of the site to wind, frost, sunlight and salt spray;
- (g) presence of plant and animal pests;
- (h) presence of any threatened species and if necessary the process for the translocation of threatened species,
- (i) stock-proof fencing that should be at least a full seven wire, post and batten fence, planting areas, weed and animal pest control;
- (j) extent of the existing Significant Ecological Areas (indigenous vegetation) and an outline of the biodiversity of the Significant Ecological Areas (indigenous vegetation) and the land in the subdivision;
- (k) any restrictions on planting, such as existing infrastructure, [wildfire risk mitigation](#), safety or existing access issues;
- (l) how revegetation planting will be ecologically linked to an area of contiguous Significant Ecological Areas (indigenous vegetation) and if possible any other additional existing ecological corridors or connections;
- (m) how revegetation planting will provide robust and high value ecological connections without gaps to the Significant Ecological Areas;
- (n) how revegetation planting will buffer the Significant Ecological Areas and ensure long term viability and resilience of the Significant Ecological Areas;
- (o) site planting, including species to be planted, size and spacing of plants and where they are to be planted, requirements for replacement of pest plants with appropriate native species and measures to minimise reinvasion of pest plants [and mitigate wildfire risk](#);
- (p) measures for the maintenance of planting, including releasing plants, fertiliser, plant and animal pest control and mulching and replacement of plants which do not survive, and measures for animal and plant pest control;
- (q) protective measures proposed to ensure the Significant Ecological Areas (indigenous vegetation) and any proposed revegetation planting remain protected in perpetuity;
- (r) details confirming that revegetation planting is only to be carried out contiguous to the Significant Ecological Areas (consisting of indigenous vegetation)

- (s) confirmation that the assessment of whether the maintenance of plantings has been achieved shall be undertaken by a suitably qualified independent ecologist according to a quantitative monitoring programme
- (2) The location and species composition of the restoration planting is to achieve the following:
- (a) provide necessary protection and restoration of the Significant Ecological Areas to ensure its long term viability, health, and significance;
 - (b) facilitate the use of natural regeneration processes to ensure that in the long term these natural regeneration processes take over;
 - (c) provide for the protection and restoration of the Significant Ecological Areas and provide robust linkages between ecological features;
 - (ca) wildfire risk mitigation;
 - (d) provide a sustainable, potentially significant forest, wetland or shrubland.
- (3) The following matters must be implemented prior to a section 224(c) certificate is issued and confirmation is provided:
- (a) the establishment of secure stock exclusion that is at least a full seven wire, post and batten fence;
 - (b) the planting of native vegetation at a density detailed below or at some other density considered more appropriate for the site circumstances by Council:
 - (i) an average density of 1.4 metre centres (5,100 stems per hectare) reducing to 1 metre centres (10,000 stems per hectare) in kikuyu and wetland and riparian margins;
 - (ii) sourced from the ecological district and to be appropriate for the soil, aspect, exposure and topography; and
 - (iii) reflect the composition of former natural vegetation likely to have occupied the site and include appropriate native species that will enable natural processes of succession;
 - (c) the maintenance of any plantings must occur until the plantings have reached a sufficient maturity to be self-sustaining, and have reached 80 per cent canopy closure. The survival rate must ensure a minimum 90 per cent of the original density and species;
 - (d) the maintenance of any plantings must include the ongoing replacement of plants that do not survive;
 - (e) the maintenance of any plantings must ensure that all invasive plant pests are eradicated from the planting site both at the time of planting and on an on-

going basis and plants released from kikuyu as necessary to ensure adequate growth; and

(f) the maintenance of any plantings must ensure animal and plant pest control occurs.

(4) The planting plan must be prepared and confirmed by a suitably qualified and experienced person.

Appendix 15 Subdivision information and process

15.1. Introduction

This appendix includes additional information for subdivision resource consent applications. Refer to the Council's website for further information on how to apply for subdivision resource consent.

All references to the Significant Ecological Area Overlay in this Appendix should be read as also including areas on the Kawau Island Rural Subdivision SEA Control.

15.2. Vesting of Assets

- (1) Where vesting of any new asset is proposed as part of a subdivision, applicants are strongly encouraged to undertake a pre-application meeting with Council early in the design stages to agree parameters. The pre-application meeting will involve specialists from the relevant council controlled organisations with interests in any proposed future asset.
- (2) In respect of new road assets, the 'concept design' (i.e. width and general layout) of any road intended to be vested in the Council will be assessed against the relevant provisions of [E38 Subdivision - Urban](#) and [E39 Subdivision - Rural](#) and any relevant codes of practice or engineering standards applicable at the time of the subdivision consent application. If a road is approved as part of a subdivision consent, the concept design (i.e. width and general layout) is deemed appropriate for vesting. The 'detailed design and asset specifications' (i.e. pavement thickness etc.) of the road will be considered during the subsequent engineering approvals process.

15.3A Te Wāhi Hunuku Site Subdivision

- (1) A Te Wāhi Hunuku Site provides limited opportunities for the subdivision of rural sites to create one site of up to 4 hectares in rural zones, and one site of up to 1 hectare in the Future Urban Zone. These sites act as a receiving site for existing marae and urupā identified in the provisions, which are likely to be subject to significant natural hazard risks now or in the future. A 4 hectare maximum size limit has been set to allow for the creation of Te Wāhi Hunuku Sites which are both large enough to accommodate the existing facilities and also allow for some expansion. The 1 hectare maximum size in the Future Urban Zone is specifically to accommodate the urupā of Makaurau Marae which is currently subject to natural hazards.
- (2) A natural hazard risk assessment must be undertaken in accordance with Chapter E36 to confirm that the eligible marae and/or associated urupā are subject to a significant level of natural hazard risk. Importantly, this assessment must include the cultural perspectives of the potentially affected iwi, hapū, whānau and haukāinga so the cultural impact of the hazard can be understood in making the risk determination.
- (3) A decision to relocate a marae or urupā is a culturally significant one. The discussion can extend beyond the haukāinga (home people of the marae) to include all affected iwi, hapū and whānau associated with the site. Decisions are made in accordance with agreed tikanga, which can vary.
- (4) Identifying a new location for a marae and urupā is also a culturally significant one. It can take into account matters such as cultural landmarks, proximity to customary activities, and kōrero tuku iho (stories handed down through generations). The Te Wāhi Hunuku Site subdivision provisions are intended to provide as much flexibility as possible as to where new sites can be established. This includes recognition

that desirable sites can at times include natural and physical resources that have been scheduled in the Auckland Unitary Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character.

- (5) Each identified marae or urupā eligible for Te Wāhi Hunuku Site subdivision is a Māori Reservation and must have an active trusteeship as determined by the Māori Land Court. These trusts are the legal entities which make decisions on behalf of the marae or urupā and therefore are the mandated representatives which council engages with during the subdivision process.
- (6) It is important to ensure that the newly created Te Wāhi Hunuku Site is used for the intended cultural purpose of relocating the marae or urupā. There are two legal mechanisms to achieve this in the provisions. These are through the use of encumbrances on the property title or by requiring that the newly created site are classified as a Māori Reservation administered by the existing marae or urupā trust. Māori Reservations are established and amended by the Māori Land Court under Te Ture Whenua Māori Act 1993 and can apply over general title land or Māori Land. It is recommended that independent legal advice is sought by the applicant.
- (7) It is similarly important that the original site is no longer used in a manner that will result in significant natural hazard risk. This is done either through registering an encumbrance on the property title, or through an amendment to the purpose of the original Māori Reservation which can be sought through the Māori Land Court. An order can be obtained from the court specifying where development sensitive to natural hazards should not occur within the reservation. Activities on the Māori Reservation are administered by the appointed trusteeship to comply with the terms of the reservation. Again, independent legal advice is recommended.
- (8) While it is possible to develop marae and urupā in Rural zone and Future Urban Zone land, classifying the resultant site as Māori Land under Te Ture Whenua Māori Land Act 1993 or rezoning the site to the Special Purpose – Māori Purpose Zone will provide more flexibility for these cultural land uses. The entire process of relocating a marae or urupā is expected to take approximately 2 years, allowing time for classification of Māori Land, or rezoning to occur.

15.3A Te Wāhi Hunuku Boundary Relocation

- (1) Boundary relocation is another option open to the identified existing marae and urupā in rural areas. It allows for existing marae and/or urupā sites to be enlarged so sensitive activities can be relocated out of hazard risk areas.
- (2) There is no limit to the size of the boundary adjustment, but there is a requirement for the adjusted marae and/or urupā site to be used for the intended cultural purpose. This can be through the registration of an encumbrance or through amending the existing Māori Reservation by Māori Land Court order. There is similarly a requirement to apply a suitable legal mechanism to avoid future land use or development which will result in significant natural hazard risk.

15.3. Transferable rural site subdivision

15.3.1. Process

- (1) A Transferable Rural Site Subdivision (TRSS) is the transfer of the rural - residential development potential of rural sites from one location to the Countryside Living Zone through a subdivision process. This process may be carried out in the following ways:

- (a) through the protection of indigenous vegetation or wetland identified in the D9 Significant Ecological Areas Overlay or meeting Significant Ecological Areas factors as set out in the regional policy statement, and established revegetation planting meeting relevant criteria; or
 - (b) through the amalgamation of donor sites: amalgamating two existing and abutting rural zoned sites (excluding a Rural - Countryside Living Zone site), and transferring the development potential of the 'amalgamated' site to the Countryside Living Zone.
- (2) The new or additional site is located in Rural - Countryside Living zoned sites identified on the planning maps by the Subdivision Variation Control.

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- (3) The process is the same if more than two donor sites are amalgamated, or if more than one block of qualifying indigenous vegetation or wetland is protected.

Table 15.3.1.1 Transferable rural site subdivision process

Step	Transferable rural site subdivision process through the amalgamation of donor sites	Transferable rural site subdivision process through the protection of indigenous vegetation or wetland identified in the Significant Ecological Areas Overlay or meeting the Significant Ecological Areas factors or established revegetation planting meeting relevant criteria
1	<p>Identify the following:</p> <p>a. two donor sites abutting each other, one of which is vacant;</p> <p>b. a site zoned Rural - Countryside Living Zone identified as suitable as a receiver site for TRSS – see Table E39.6.5.2.1 Minimum and minimum average net site areas in E39 Subdivision - Rural</p>	<p>Identify the following:</p> <p>a. an area of indigenous vegetation or wetland (on the donor site) that:</p> <ul style="list-style-type: none"> - is identified in the Significant Ecological Areas overlay; - meets the Significant Ecological Areas factors set out in Policy B7.2.2(1); or - is established with revegetation planting meeting relevant criteria. <p>b. a site zoned Rural - Countryside Living Zone identified as suitable as a receiver site for TRSS – see Table E39.6.5.2.1 Minimum and minimum average net site areas in E39 Subdivision - Rural.</p>

Step	Transferable rural site subdivision process through the amalgamation of donor sites	Transferable rural site subdivision process through the protection of indigenous vegetation or wetland identified in the Significant Ecological Areas Overlay or meeting the Significant Ecological Areas factors or established revegetation planting meeting relevant criteria
2	<p>Application made to Council:</p> <p>a. to amalgamate two donor sites into one new site; and</p> <p>b. to subdivide the receiver site.</p>	<p>Application made to Council:</p> <p>a. subdivide the property containing indigenous vegetation, wetland or revegetation planting to create the residential development opportunity; and</p> <p>b. transfer the residential development opportunity to the receiver site in a Countryside Living Zone.</p>
3	Gain subdivision consent approval	Gain subdivision consent approval
4	Comply with consent conditions	Comply with consent conditions
5	<p>Apply to Land Information New Zealand to:</p> <p>a. issue one new certificate of title in place of the original donor sites; and</p> <p>b. issue two new certificates of title for the new sites created from the receiver site after the title for the donor sites has been issued.</p>	<p>Apply to Land Information New Zealand to:</p> <p>a. attach an appropriate legal protection mechanism to the donor site for the protection of the indigenous vegetation, wetland or revegetation planting; and</p> <p>b. issue two new certificates of title for the new sites created from the receiver site.</p>

15.3.2. Explanation of terms

(1) A donor site may be one of the following:

- (a) two abutting rural sites being amalgamated;

(b) a rural site containing rural-residential development potential created from one of the following situations:

- (i) a site containing indigenous vegetation or wetland identified in the [D9 Significant Ecological Areas Overlay](#);
- (ii) A site containing an indigenous vegetation area or wetland meeting the Significant Ecological Areas factors as identified in Policy B7.2.2(1); or
- (iii) a site establishing revegetation planting.

(2) A receiver site is a Rural - Countryside Living zoned site identified on the planning maps by the Subdivision Variation Control.

15.4. Protection of existing indigenous vegetation

(1) All subdivision plans, excluding subdivision plans for boundary adjustments, must show any of the following features that exist on, or on the boundary of, the land being subdivided:

- (a) any areas identified as Significant Ecological Area in the [D9 Significant Ecological Areas Overlay](#); or
- (b) any other areas of indigenous vegetation, wetlands, waterways, streams, rivers and lakes.

(2) Three yearly monitoring of the critical determinants for the health of any Significant Ecological Area by an independently approved person which may include, but not be limited to, all of the following:

- (a) effectiveness of fencing;
- (b) presence of animal and plant pests;
- (c) health of the Significant Ecological Area;
- (d) presence of pollutants;
- (e) vegetation clearance;
- (f) effectively managing animal and plant pests; and
- (g) providing appropriate access to any sites and places of significance to Mana Whenua

(3) Require monitoring results to be forwarded to Council for audit.

15.5. Legal protection mechanism to protect indigenous vegetation, wetland or revegetation planting:

(1) The legal protection mechanism must include all of the following:

- (a) permanent protection of the vegetation or wetland on the site;

- (b) implementation of a management plan;
 - (c) permanent exclusion of all livestock from the protected area; and
 - (d) the protected area to be maintained in perpetuity, including carrying out pest control measures.
- (2) Where the Plan refers to indigenous vegetation or wetland to be subject to a legal protection mechanism, that mechanism must include the following:
- (a) legal protection of the indigenous vegetation or wetland and any area of required revegetation plantings in perpetuity. An agreement to the satisfaction of the council regarding an encumbrance, bond, consent notice, covenant or vesting as reserve must be entered into before the issue of the section 224(c) certificate under the Resource Management Act 1991;
 - (b) where applicable the legal protection mechanism must be in accordance with the relevant terms of the Reserves Act 1977 or the Queen Elizabeth II National Trust Act 1977. The legal instrument must provide protection in perpetuity, and must include enforcement and penalty provisions;
 - (c) where revegetation planting is required as a condition of the subdivision consent, the section 224(c) certificate will be issued only after the required works have been undertaken and the planting has satisfied the required consent conditions. This includes implementation of an animal and plant pest management plan. 'Animal pests' are those animal species listed as 'total control pests', 'containment pests', or 'surveillance pests' in the Auckland Council's current Regional Pest Management Strategy;
 - (d) all certification required must be carried out by a suitably qualified and experienced person and at the applicant's expense, and a report must be provided to Council. In this context, a person will not be considered to be suitably qualified and experienced unless they are a qualified ecologist with appropriate experience in this type of work.
- (3) The indigenous vegetation or wetland and any area of required revegetation plantings to be protected must be maintained free of livestock through appropriate stock proof fencing, or if livestock access to the vegetation is prevented by topographical or natural features then stock proof fencing may not be required.

15.6. Revegetation planting

- (1) A planting plan for any revegetation planting is required prior to a section 224(c) certificate being issued and must identify the following:
- (a) the ecological district of the site;
 - (b) the characteristics of the soil (i.e. clay, silt, loam etc.);

- (c) soil drainage;
- (d) topography of the area to be planted;
- (e) location and extent of the area to be planted;
- (f) exposure of the site to wind, frost, sunlight and salt spray;
- (g) presence of plant and animal pests;
- (h) presence of any threatened species and if necessary the process for the translocation of threatened species,
- (i) stock-proof fencing that should be at least a full seven wire, post and batten fence, planting areas, weed and animal pest control;
- (j) extent of the existing Significant Ecological Areas (indigenous vegetation) and an outline of the biodiversity of the Significant Ecological Areas (indigenous vegetation) and the land in the subdivision;
- (k) any restrictions on planting, such as existing infrastructure, safety or existing access issues;
- (l) how revegetation planting will be ecologically linked to an area of contiguous Significant Ecological Areas (indigenous vegetation) and if possible any other additional existing ecological corridors or connections;
- (m) how revegetation planting will provide robust and high value ecological connections without gaps to the Significant Ecological Areas;
- (n) how revegetation planting will buffer the Significant Ecological Areas and ensure long term viability and resilience of the Significant Ecological Areas;
- (o) site planting, including species to be planted, size and spacing of plants and where they are to be planted, requirements for replacement of pest plants with appropriate native species and measures to minimise reinvasion of pest plants;
- (p) measures for the maintenance of planting, including releasing plants, fertiliser, plant and animal pest control and mulching and replacement of plants which do not survive, and measures for animal and plant pest control;
- (q) protective measures proposed to ensure the Significant Ecological Areas (indigenous vegetation) and any proposed revegetation planting remain protected in perpetuity;
- (r) details confirming that revegetation planting is only to be carried out contiguous to the Significant Ecological Areas (consisting of indigenous vegetation)

- (s) confirmation that the assessment of whether the maintenance of plantings has been achieved shall be undertaken by a suitably qualified independent ecologist according to a quantitative monitoring programme
- (2) The location and species composition of the restoration planting is to achieve the following:
- (a) provide necessary protection and restoration of the Significant Ecological Areas to ensure its long term viability, health, and significance;
 - (b) facilitate the use of natural regeneration processes to ensure that in the long term these natural regeneration processes take over;
 - (c) provide for the protection and restoration of the Significant Ecological Areas and provide robust linkages between ecological features;
 - (d) provide a sustainable, potentially significant forest, wetland or shrubland.
- (3) The following matters must be implemented prior to a section 224(c) certificate is issued and confirmation is provided:
- (a) the establishment of secure stock exclusion that is at least a full seven wire, post and batten fence;
 - (b) the planting of native vegetation at a density detailed below or at some other density considered more appropriate for the site circumstances by Council:
 - (i) an average density of 1.4 metre centres (5,100 stems per hectare) reducing to 1 metre centres (10,000 stems per hectare) in kikuyu and wetland and riparian margins;
 - (ii) sourced from the ecological district and to be appropriate for the soil, aspect, exposure and topography; and
 - (iii) reflect the composition of former natural vegetation likely to have occupied the site and include appropriate native species that will enable natural processes of succession;
 - (c) the maintenance of any plantings must occur until the plantings have reached a sufficient maturity to be self-sustaining, and have reached 80 per cent canopy closure. The survival rate must ensure a minimum 90 per cent of the original density and species;
 - (d) the maintenance of any plantings must include the ongoing replacement of plants that do not survive;
 - (e) the maintenance of any plantings must ensure that all invasive plant pests are eradicated from the planting site both at the time of planting and on an ongoing basis and plants released from kikuyu as necessary to ensure adequate growth; and

(f) the maintenance of any plantings must ensure animal and plant pest control occurs.

(4) The planting plan must be prepared and confirmed by a suitably qualified and experienced person.

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Appendix 16 Guideline for native revegetation plantings

16.1. Introduction

These guidelines explain what specific information is needed for native revegetation plantings, why the information is necessary and why Council expects certain actions to be undertaken to ensure planning is successful. When applying to Council for consent to subdivide based on the replanting of native vegetation (see [E39 Subdivision - Rural](#)), Council requires the following:

- (1) pre-planting site assessment;
- (2) planting plan assessment; and
- (3) annual monitoring programme.

16.2. Pre-planting plant assessment

- (1) Plants are adapted to survive in specific areas. Not every plant will do well in the same environment. In order to ensure the survival of revegetation planting, it is important that the appropriate plants are selected for the site. There are two aspects to selecting appropriate plants for a site. They are:
 - (a) sourcing from the Ecological District (i.e. eco-sourcing):

New Zealand has been divided into ecological districts based on the underlying geology, landforms, and soils which affect the plant species found within an area. Within these ecological districts the same plant species often have slight variations, which are adapted to the specific conditions of the area. In order to retain these variations and in essence the genetic diversity, it is important that plants which are sourced in the specific ecological district are used.
 - (b) appropriate plants for the locality of the planting:

Plants grow best on sites for which they are best adapted. Therefore, in order to ensure the success of a revegetation programme it is important that plants which are used are appropriate to the following:

 - (i) slope (i.e. steepness affects the species which will survive);
 - (ii) characteristics of the soil (i.e. certain species do not grow well in certain soils);
 - (iii) wind (i.e. certain species are not wind tolerant);
 - (iv) aspect (i.e. direction the slope faces, as this affects the dryness of a slope);
 - (v) degree of shading (i.e. certain species are light intolerant (i.e. secondary succession plants such as nikau and ferns), whereas others cannot survive in low light conditions, (i.e. primary succession plants such as manuka and kanuka));

- (vi) distance from the coast (i.e. this affects salt spray and wind conditions. Many plants are not tolerant to salt spray and therefore struggle to survive in coastal environments);
- (vii) wetness of the site (i.e. many plants either do not grow in wet conditions (e.g. kauri) or only grow in wet soil conditions (e.g. kaihikatea); and
- (viii) frost zones (certain species are frost intolerant).

In order for the Council to ensure that appropriate plant species are being selected for planting the Council expects a Pre-planting Plant Assessment with the following information to be provided with each application for native revegetation plantings:

- (i) the ecological district of the site;
- (ii) the characteristics of the soil (i.e. clay, silt, loam etc.);
- (iii) soil drainage;
- (iv) topography and aspect of the area to be planted;
- (v) exposure of the site to wind, frost, sunlight and salt spray;
- (vi) extent of existing bush or native vegetation on the site and its species composition; and
- (vii) distance from established bush and the state of the established bush if there is none on the site.

(2) Wildfire vegetation risk assessment

Human activities cause the majority of wildfires in New Zealand. Therefore, where the proposed vegetation is close to existing or proposed more vulnerable activities and significant ecological areas, it is important that species are selected with a low flammability to mitigate wildfire risk. This applies to the wildfire risk of proposed planting to both more vulnerable activities and significant ecological areas. The following information assists in assessing that risk.

- (a) Whether there are any more vulnerable activities (including access routes), significant ecological areas or other forest vegetation within 20m of the proposed planting.
- (b) The flammability rating of the more prevalent species in the proposed or existing forest vegetation with reference to the flammability ratings of very low, low/moderate, moderate, moderate/high, high or very high (refer to the Fire and Emergency New Zealand Plant Flammability Directory or equivalent) and the distance of that vegetation to the more vulnerable activities.
- (c) Any other information relevant to wildfire risk.

- (d) Plans showing the above and contours and waterbodies.

16.3. Planting plan assessment

- (1) In order to assist Council in establishing whether the planting proposed is adequate a Planting Plan Assessment needs to be produced containing the following information:
 - (a) the purpose of the planting, which could include: hill country erosion control, stream bank erosion, habitat control, habitat restoration, ecological corridor creation, buffer planting to protect the edges of existing bush and/or water quality enhancement, wildfire risk mitigation;
 - (b) location and extent of planting on a plan;
 - (c) site preparation for planting, including stock-proof fencing of areas, weed and animal pest control;
 - (d) site planting, including species to be planted, size of plants and where they are to be planted, density of planting, plant species flammability, sourcing of plants and fertilisers; and
 - (e) maintenance of planting, including fertiliser, releasing plants, animal and plant pest control, and mulching.
- (2) The reasons for the detail required in the Planting Plan Assessment are discussed below under the following headings:
 - (a) site preparation (including identifying and removing weeds, animal pest control, and stock control);
 - (b) site planting (including canopy closure and plant spacing, fertiliser, size of plants to be planted, time of planting); and
 - (c) site maintenance (including mulching and animal and plant pest control).

16.4. Explanation of required information

- (1) Site preparation:
 - (a) many of the areas that are to be replanted have relatively harsh conditions for native plants to grow because of animal pests, stock and weeds and grasses, which compete with the new plants. Therefore, it is important to ensure that the effects of these are minimised. This includes the following:
 - (i) identifying and removing weeds. Weeds compete with native plants which are planted by reducing moisture and nutrients available. Because the weeds are usually better able to do this than many natives, especially in open and exposed situations, they need to be removed, either manually or with sprays before planting occurs. Continual management needs to occur after the planting to ensure that the replanting site is not re-infested. Then

it is important that canopy closure occurs as soon as possible after planting, as most weed species do not survive in shady conditions. Mulching can have an effective means of suppressing weed growth in the initial phases of the revegetation, reducing the need for weed control;

- (ii) animal pest control. Browsers, such as possums, feral goats and feral deer are a large threat to native plantings. Therefore it is important that they are controlled and eliminated to levels where the plantings are not severely affected. In the case of possums this entails eradicating them using bait stations, trapping or shooting. In the case of feral deer and goats this entails fencing the area around the plantings to keep them out or eradicating them. After the planting is established it is important that animal pest control continues in order to ensure the long-term survival of the plants and also so that undergrowth can generate beneath the planted species; and
- (iii) stock control. Stock can cause a huge amount of damage to native planting through the browsing of the plants or trampling them. Therefore it is important that the planting area is fenced with a stock proof fence to keep the stock out. The fence needs to be maintained in the long term to prevent stock entering into the area so that under growth regeneration can occur, allowing for a diversity of species to establish.

(2) Site planting:

- (a) canopy closure and planting spacing. Once the site preparation has occurred then the plants can be planted. Ensuring canopy closure as quickly as possible is vital. Canopy closure has the following advantages:
 - (i) many weeds and kikuyu are more easily suppressed and controlled, as they tend to be shade intolerant;
 - (ii) summer water stress is greatly reduced;
 - (iii) frost intensity is greatly reduced or eliminated;
 - (iv) the problems caused by wind are reduced (i.e. wind and cold); and
 - (v) a closed canopy is more likely to attract seed eating birds which nest and roost in trees and therefore increases the number of seeds deposited in the floor beneath the trees.
- (b) all of the above results in greater species diversity, especially for sensitive plants which require shade and conditions free of extreme conditions such as wind and frost. Plant species are more likely to survive once they germinate as well;

- (c) in order for there to be rapid canopy closure the native plants should be planted at a density of 1.4 metre centres (5,100 stems per hectare), except when planting into kikuyu; and
- (d) in the case of planting into kikuyu plants should be planted at 1 metre centres (10,000 stems per hectare) to shade out the kikuyu and ensure the long-term survival of the native trees. Canopy closure should occur within 3 years in this situation. Where it can be demonstrated that blanket spraying of the kikuyu with a bio- degradable herbicide prior to planting or suppression by physical means will be an effective means of control and that such control is suitable for use on the subject site, then the density of 1 metre centres (10,000 stems per hectare) might be relaxed to a maximum of 1.4 metre centres (5,100 stems per hectare).

(3) Size of plants:

- (a) the size of plants affects their ability to survive when planted out. Very small plants are less likely to survive, as their root system is not well established. Very large plants are also less likely to survive because of the physical conditions of most revegetation sites, including wind and salt exposure, extremes of conditions, drought and damp conditions. Larger plants take longer to establish extensive root system to anchor the plants and to provide nutrients for growth, often resulting in their being toppled over by wind or damaged;
- (b) based on the above, the most appropriate sizes for planting out are considered to be root trainers, PB3/4 or PB2s and PB5s.

(4) Fertiliser:

- (a) the decision to apply fertiliser, what type and in what quantity, will vary depending on the site. The following are basic considerations:
 - (i) the application of a suitable fertiliser can proactively assist the native plants to establish, grow quickly and close the canopy, especially in coastal environments or where they are planted into kikuyu. Too much fertiliser however can be toxic to native plants and can lead to poor growth;
 - (ii) in many cases the ground will already be quite fertile and support good growth. It is worth considering however, that although many areas where native revegetation is occurring have been fertilised in the past for pasture growth, this is not appropriate for native tree establishment as these fertilisers tended to be nitrogen based. Trees require trace elements, minerals and phosphorous based fertilisers;
 - (iii) certain environments will be adversely affected by the application of fertiliser. Consideration should be given to the proximity of plantings to waterways and riparian areas. In some circumstances there will be good

reason to avoid the application of fertiliser or a particularly cautious approach adopted;

(iv) a conservative method for the application of fertiliser is the use of slow release tablets in each planting hole. The advantage of this method is the utilisation of the soil as a natural filter; and

(v) a cautious approach needs to be applied where fertiliser is to be a side dressing. In particular, the timing of application needs to be considered. Application should coincide with the plants growth spurts during spring and autumn to maximise nutrient uptake and prevent nutrient enrichment of receiving water bodies.

(5) Time of planting:

(a) the timing of the planting is important. Late autumn and winter (i.e. late April to September) are the best months as most native plants are adapted to moist conditions and watering is required at the time of planting. Rainfall is the best means of ensuring adequate watering as it encourages the development of deep roots. Hand or surface watering can encourage the development of surface roots, resulting in the plants being more adversely affected in low rainfall periods;

(b) the disadvantage of planting in winter is the exposure to frost, particularly on level, exposed sites in inland areas. Therefore it is important to use hardier pioneer species to provide shelter before planting more sensitive species; and

(c) mulching greatly increases the chances of survival as it assists in retaining soil moisture by reducing evapotranspiration.

(6) Maintenance planting:

(a) mulching involves spreading permeable material around newly planted trees to:

(i) protect the roots;

(ii) reduce moisture loss from the soil;

(iii) insulate the soil, thus stabilising soil temperatures; and

(iv) suppress weed growth.

(b) mulches can be either organic (e.g. straw, sawdust, bark chip, wood shavings, compost, grass, leaves) or synthetic (e.g. wet paper / cardboard, and tar paper);

(c) mulching greatly increases the chances of survival for plants on dry, open, exposed sites;

- (d) the disadvantages of mulch are that they can:
 - (i) introduce plant diseases or insect pests to the site;
 - (ii) introduce weed species;
 - (iii) prevent water from reaching the roots and therefore it is important to wet the soil before applying mulches; and
 - (iv) increase costs.
- (e) certain mulches also can be toxic to plants, such as sawdust and bark chip which need to be well rotted down;
- (f) mulches comprising compost and grass clippings should be treated with caution. Unless temperatures high enough to 'cook' the seeds have been reached the mulch has the potential to introduce unwanted weed species to the area; and
- (g) cheap mulches should be treated with caution. They have a tendency to rob the soil of nitrogen, stunting adjacent plant growth unless compensated for with fertiliser application.

(7) Weed control and animal control:

- (a) this involves the ongoing plant and animal pest control to ensure the survival of the planting.

16.5. Monitoring Programme:

- (1) Monitoring needs to be undertaken for five years, as it takes between 3-5 years before native replanting are well established and their certainty of survival is assured. The following needs to be monitored:
 - (a) survival rates: this is because the council requires a 90 per cent survival rate which is thought appropriate to ensure that the replanting will become ecologically viable;
 - (b) size of plants: this is an indication of the health of the plantings. The greater the growth, the healthier the planting and therefore the more likely a planting is to survive; and
 - (c) canopy closure: if a planting is healthy, canopy closure should occur at year three, although it can take to year five if the conditions of the site are particularly harsh. Therefore, this is an important indication of the health of the planting.

(2) Replacement of plants which do not survive is important to ensure that gaps are not created which could allow weeds to enter the planting and to ensure that there is an adequate canopy cover in the long term.