

Auckland Unitary Plan Operative in part

Plan Change 78: Intensification

Operative 8 May 2026

Enclosed:

- Public Notice
- Seal page
- Operative version

Public Notice

Auckland Unitary Plan

Notice of decision made on Independent Hearings Panel (IHP) recommendations on Plan Change 78: Intensification (Metropolitan Centre Zone and related provisions only)

The Resource Management (Direction for the Intensification Streamlined Planning Process to Auckland Council) Amendment Direction 2025 directed the Council to notify its decisions on the IHP recommendations on Plan Change 78 by 31 March 2026.

At its Policy, Planning and Development Committee meeting on 27 November 2025, Auckland Council decided to accept the majority of the IHP's recommendations on submissions on Plan Change 78: Intensification as they related to the Business - Metropolitan Centre Zone provisions including relevant precincts (excluding New Lynn and Westgate Precincts) and qualifying matters. The Council rejected the IHP recommendations:

- applying the Newmarket Special Character Area Business overlay to an area of land outside the Business - Metropolitan Centre Zoned area in Newmarket
- applying a site-specific restricted discretionary activity demolition rule for Business – Mixed Use zoned sites at the corner of Remuera and Middleton Rds, which is land outside the Business - Metropolitan Centre Zoned area in Newmarket.

The reason for rejecting these IHP recommendations is that they apply to land outside the Business - Metropolitan Centre Zoned area in Newmarket, and Plan Change 78: Intensification was withdrawn in part on 9 October 2025 in relation to these areas of land.

The rejected recommendations together with reasons were referred to the Minister for a final decision under clause 101(2) of Schedule 1 of the Resource Management Act 1991 in December 2025. The reasons for rejecting the recommendations are set out in full in the Council's decision.

Clause 102(2) of Schedule 1 of the Resource Management Act 1991 – Alterations with Minor Effect or to Correct Minor Errors

IHP recommendations that were accepted by the Council but have been altered in a way that has a minor effect or to correct a minor error are set out in Attachment B to the Council decision.

The Plan Change 78 - Business - Metropolitan Centre Zone and related provisions subject to the IHP recommendations that have been accepted by Council will become operative in accordance with clauses 20 and 104 of Schedule 1 of the RMA on 8 May 2026.

Where to view the decision

The Auckland Unitary Plan as updated to incorporate the operative provisions of the Business - Metropolitan Centre Zone can be viewed at the following:

- Auckland Council's website at <https://www.aucklandcouncil.govt.nz/pc78-intensification>
- any Auckland Council library
- or by emailing unitaryplan@aucklandcouncil.govt.nz

Date 30/03/2026

**Find out more: phone 09 301 0101
or visit [aucklandcouncil.govt.nz](https://www.aucklandcouncil.govt.nz)**



Seal Page

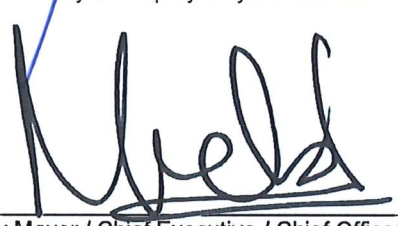
Auckland Unitary Plan Plan Change 78: Intensification

THE COMMON SEAL of the AUCKLAND COUNCIL was hereby affixed under the
authority of council :





Mayor / Deputy Mayor / Chief Executive / Chief Officer



Deputy Mayor / Chief Executive / Chief Officer / General Counsel

This plan change became operative on 08 May 2026

Operative version

A1. Introduction

Kotahi te kōhao o te ngira e kuhuna ai te miro mā, te miro pango, te miro where. Ā muri, kia mau ki te whakapono, kia mau ki ngā ture, kia mau ki te aroha.

There is but one eye of the needle through which must pass the white thread, the black thread, and the red thread. Hold fast to faith, hold fast to the laws, hold fast to the love.

Kīngi Pōtatau Te Wherowhero

A1.1. Purposes of the Auckland Unitary Plan

The purpose of the Resource Management Act 1991 is to promote the sustainable management of natural and physical resources. Sustainable management means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while:

- (1) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations;
- (2) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
- (3) avoiding, remedying, or mitigating any adverse effects of activities on the environment.

The functions of the Auckland Council (the Council) for the purpose of giving effect to the Resource Management Act 1991 as a regional council and as a territorial authority are set out in sections 30 and 31 of the Resource Management Act 1991.

The statutory purposes of the Auckland Unitary Plan (the Plan) are:

- (1) for the part which is the regional policy statement: to achieve the purpose of the Resource Management Act 1991 by providing an overview of the resource management issues of the region and policies and methods to achieve integrated management of the natural and physical resources of the whole region;
- (2) for the parts which are the regional coastal plan: to assist the Council, in conjunction with the Minister of Conservation, to achieve the purpose of the Resource Management Act 1991 in relation to the coastal marine area of the region; and
- (3) for the parts which are the regional plan and the district plan: to assist the Council to carry out any of its functions as a regional council and as a territorial authority in order to achieve the purpose of the Resource Management Act 1991.

The Plan therefore has three key roles:

- (1) it describes how the people and communities of the Auckland region will manage Auckland's natural and physical resources while enabling growth and development and protecting the things people and communities value;

- (2) it provides the regulatory framework to help make Auckland a quality place to live, attractive to people and businesses and a place where environmental standards are respected and upheld; and
- (3) it is a principal statutory planning document for Auckland. Other relevant planning documents include the Auckland Plan, the Auckland Long-Term Plan and the Auckland Regional Land Transport Plan.

A1.2. Replacement of operative plans

The Plan replaces all of the following resource management documents:

- Auckland Regional Policy Statement;
- Auckland Regional Plan: Air, Land and Water;
- Auckland Regional Plan: Dairy Farm Discharges;
- Auckland Regional Plan: Coastal;
- Auckland Regional Plan: Sediment Control;
- Auckland Council District Plan - Operative Auckland City - Central Area Section 2005;
- Auckland Council District Plan - Operative Auckland City - Isthmus Section 1999;
- Auckland Council District Plan - Operative Franklin Section 2000;
- Auckland Council District Plan - Operative Manukau Section 2002;
- Auckland Council District Plan - Operative North Shore Section 2002;
- Auckland Council District Plan - Operative Papakura Section 1999;
- Auckland Council District Plan - Operative Rodney Section 2011;
- Auckland Council District Plan - Operative Waitakere Section 2003; and
- Waikato Regional Policy Statement and Waikato Regional Plan to the extent that they have applied to parts of the Auckland Region since boundary amendments on 11 March 2010.

The Plan does not replace the Auckland Council District Plan – Operative Hauraki Gulf Islands Section 2013. This section of the Auckland Council District Plan applies to subdivision, land use and development in the Hauraki Gulf islands until a plan change is made to incorporate the Hauraki Gulf Islands Section of the Auckland Council District Plan into the Plan. However, the Hauraki Gulf islands are subject to the Plan regional policy statement, the regional coastal plan and the regional plan.

A1.3. Structure of the Auckland Unitary Plan

The Plan combines the regional policy statement, regional coastal plan, regional plans and district plans into one combined plan. The Plan has a hierarchical policy framework with the regional policy statement at the top, then with regional and district plan provisions giving effect to the regional policy statement.

The text of the Plan is structured into 14 chapters:

Chapter A	Introduction
Chapter B	Regional policy statement
Chapter C	General rules
Chapter D	Overlays
Chapter E	Auckland-wide
Chapter F	Coastal
Chapter G	Rural urban boundary
Chapter H	Zones
Chapter I	Precincts
Chapter J	Definitions
Chapter K	Designations
Chapter L	Schedules
Chapter M	Appendices
Chapter N	Glossary of Māori terms

Each chapter generally provides the objectives and policies and, in the case of the regional and district plans, the rules for a particular resource management matter or issue or a location or other information to support the use of the Plan.

The Plan maps (the planning maps) show overlays, zones, precincts and designations affecting land, water and airspace. They also show zone and Auckland-wide standards that have a spatial component to them such as the Height Variation Control or the Subdivision Variation Control. Qualifying matters in the urban environment are shown where a spatial component enables their identification. Additional maps for specific matters are also included within the text of the Plan.

A1.4. Identifying the different functions of provisions within the Auckland Unitary Plan

The Plan is a combined plan under section 80 of the Resource Management Act 1991. The Council is responsible for the observance of each provision of the Plan.

The Council is required to identify the provisions in the Plan that are the:

- regional policy statement
- regional coastal plan **[rcp]**

- regional plan [rp]
- district plan [dp].

It does this by a number of methods.

A1.4.1. Identification of regional policy statement objectives and policies

The regional policy statement objectives and policies are separate from other objectives and policies in the plan. All regional policy statement objectives and policies are found in Chapter B. They are not identified in any other particular way.

A1.4.2. Identification of objectives and policies in the regional coastal plan, regional plan and district plan

The objectives and policies for the regional coastal plan, regional plan and district plan in the Plan are identified using the tag [rcp] or [rp] or [dp] or any relevant combination of these. The tag is located at the end of the objective or policy title, or the objective or policy, to identify the relevant functional level of the objective or policy. Where the objectives and policies are district plan provisions only, there is no tag.

An example of a tag located at the end of the objective or policy title is as follows:

X1.2 Objectives [rcp/rp/dp]

X1.3 Policies [rcp/rp/dp]

Or, an example of a tag located at the end of the objective or policy is as follows:

- (1) Consider hard protection works to protect development only where existing natural features will not provide protection from the natural hazard and enhancement of natural defences is not practicable. **[rcp/dp]**

Or, an example of a district plan objective or policy with no tag is a follows:

X2.2 Objective

- (1) Development is in keeping with the neighbourhood's existing or planned suburban built character of predominantly one to two storeys buildings.

A1.4.3. Identification of rules, standards, matters of control or discretion and assessment criteria in the regional coastal plan, regional plan and district plan

The rules for the various plans are identified by the sentence located above the activity table according to the section or sections of the Resource Management Act 1991 which are the basis for the activity or part of the activity table. For example:

Resource Management Act 1991 section	Resource management purpose	Identification of relevant plan
Section 9(2)	Regional land use	Regional plan rules
Section 9(3)	District land use	District plan rules
Section 11	Subdivision	District plan or regional coastal plan rules

Section 12(1)	Coastal works: - reclaim or drain foreshore or seabed; - erect, reconstruct, place, alter, extend, remove or demolish a structure; - disturb foreshore or seabed; - deposit in, on or under foreshore or seabed; - destroy damage or disturb foreshore of seabed; or introduce a plant	Regional coastal plan rules
Section 12(2)	Coastal occupation	Regional coastal plan rules
Section 12(3)	Coastal activity	Regional coastal plan rules
Section 13	Activities in, on, under or over the beds of lakes and rivers	Regional plan rules
Section 14	Take, use, dam or divert water, heat or energy	Regional plan rules or regional coastal plan rules
Section 15	Discharge of contaminants or water into water; or discharges of contaminants into air, or onto or into land or water	Regional plan rules or regional coastal plan rules

In some instances the rules have a dual resource management function and resource consent may be required for an activity under any one, or a combination of a number of sections of the Resource Management Act 1991 and therefore under one or more of the regional coastal plan, regional plan and/or district plan.

The standards, matters for control or discretion and any assessment criteria follow the same identified section of the Resource Management Act 1991 and resource management plan as the rule in the activity table to which they relate.

A1.4.4. Identification of the Introduction, General rules, Definitions, and Glossary of Māori terms in the Plan

The following chapters apply to the whole Plan:

- Chapter A Introduction
- Chapter J Definitions
- Chapter N Glossary of Māori terms

and are to be treated as regional policy statement, regional coastal plan, regional plan and district plan provisions in their entirety.

Chapter C General rules do not apply to the regional policy statement but do apply to the regional coastal plan, regional plan and district plan in their entirety.

A1.4.5. Identification of the Designations in the Plan

The provisions in Chapter K Designations and the related maps are district plan provisions. Some designations in the urban environment are qualifying matters.

A1.4.6. Identification of the Schedules in the Plan

The provisions in Chapter L Schedules and the related maps are regional coastal plan or regional plan or district plan provisions depending on the type and location of activity being undertaken. The exceptions to this are [Schedule 3 Significant Ecological Areas – Terrestrial Schedule](#) and [Schedule 4 Significant Ecological Areas – Marine Schedule](#) which are regional policy statement, regional coastal plan, regional plan and district plan provisions.

A1.4.7. Identification of Appendices in the Plan

The provisions of Chapter M Appendices, with one exception, are regional coastal plan or regional plan or district plan provisions. The one exception to this is [Appendix 1 Structure plan guidelines](#) which is a regional policy statement appendix.

[new text to be inserted]

Table A1.4.8.1 Qualifying matters in zones, overlays and Auckland-wide provisions

Qualifying matters	Zones, overlays and Auckland-wide qualifying matter provisions:	Qualifying matter provisions related to zones', overlays', or Auckland-wide qualifying matter provisions
Matters of national importance that decision-makers are required to recognise and provide for	Chapter D9 Significant Ecological Areas Chapter D14 Maunga Viewshafts and Height and Building Sensitive Areas Chapter D17 Historic Heritage Chapter D19 Auckland War Memorial Museum Viewshaft Overlay Significant natural hazards: controls for coastal inundation, coastal erosion, flooding, land instability	E12 Land disturbance – District E15 Vegetation management and biodiversity Chapter E36 Natural hazards and flooding Chapter E38 Subdivision Chapter J Definitions (floodplain) Schedule 3 Schedule 9 Schedule 14.1
[new text to be inserted]	[new text to be inserted]	[new text to be inserted]
Matters required for ensuring the safe or efficient operation of nationally significant infrastructure	Land adjacent to the rail corridor in the City Centre Zone Chapter D24 Aircraft Noise Overlay	Chapter H Zones Chapter K Designations including 1102, 6301, 6302 and 8530

PC 120 (see
Modifications)

	Chapter D26 National Grid Corridor Overlay	
	E25 Noise and Vibration	
Matters for giving effect to designations	Chapter K Designations	Chapter K Designations including airspace restriction designations
Matters required to give effect to any other National Policy Statement or NZCPS	Chapter D9 Significant Ecological Areas Chapter D26 National Grid Corridor Overlay Significant natural hazards: controls for coastal inundation, and coastal erosion	E12 Land disturbance – District E15 Vegetation management and biodiversity Chapter E36 Natural hazards and flooding Chapter E38 Subdivision Chapter H Zones Chapter J Definitions (floodplain) Chapter K Designations Schedule 3 Schedule 2
[new text to be inserted]	[new text to be inserted]	[new text to be inserted]
[new text to be inserted]	[new text to be inserted]	[new text to be inserted]
Any other matter that makes higher density development inappropriate in an area	Chapter D13 Notable Trees Overlay Chapter D18 Special Character Areas Overlay – Residential and Business [Special Character Areas Overlay – Business only]	Schedule 10 Schedule 15

Table A1.4.8.2 Qualifying matters in precincts

Qualifying matters	Precincts – Chapter I
Matters of national importance that decision-makers are required to recognise and provide for	Areas within precincts that protect matters of national importance including: Historic heritage - I201 Britomart Precinct, I202 Central Wharves Precinct, I206 Karangahape Road Precinct, I540 Takapuna 1 Precinct. Māori relationship and culture and traditions with their taonga - I540 Takapuna 1 Precinct Natural hazards - I540 Takapuna 1 Precinct Significant ecological area - I540 Takapuna 1 Precinct

Any other matter that makes higher density development inappropriate in an area	Various including: urban design and/or built form, amenity Chapter I Precincts – I425 Manukau Precinct
[new text to be inserted]	[new text to be inserted]
[new text to be inserted]	[new text to be inserted]

PC 120 ([see Modifications](#))

A1.5. Content of the regional coastal plan

The Plan is a combined plan which includes the Auckland regional coastal plan.

Any provision of the Plan which applies to activities or natural or physical resources in the coastal marine area is a provision of the Auckland regional coastal plan.

A1.6. Plan provisions

The Plan uses six main types of plan provisions:

A1.6.1. General rules

There are a number of general rules which apply throughout the Plan except in the regional policy statement and where otherwise specified. These include rules applicable to the consent process and notification of applications, how applications involving multiple activities and different types of plan provisions will be assessed, and how infringements of standards for activities will be assessed.

A1.6.2. Overlays

Overlays manage the protection, maintenance or enhancement of particular values associated with an area or resource. Overlays can apply across zones and precincts and overlay boundaries do not follow zone or precinct boundaries. Overlays also manage specific planning issues such as addressing reverse sensitivity effects between different land uses.

Overlays generally apply more restrictive rules than the Auckland-wide, zone or precinct provisions that apply to a site, but in some cases they can be more enabling. Overlay rules apply to all activities on the part of the site to which the overlay applies unless the overlay rule expressly states otherwise.

Overlay rules are identified in the activity tables where they are located in sections of the Plan dealing with Auckland-wide rules, for example Land disturbance – Regional or the Coastal – General Coastal Marine Zone.

Overlay provisions are located in Chapter D of the Plan and overlays are identified on the planning maps.

A1.6.3. Auckland-wide provisions

Auckland-wide provisions apply to the use and development of natural and physical resources across Auckland regardless of the zone in which they occur.

Auckland-wide provisions are located in Chapter E of the Plan and cover natural resources, Mana Whenua, the built environment, infrastructure, environmental risk,

subdivision and temporary activity matters. Auckland-wide provisions generally apply more restrictive rules than the zone or precinct provisions that apply to a site, but in some cases they can be more enabling.

Auckland-wide rules which have a spatial component such as the Subdivision Variation Control or the Stormwater Management Area Control – Flow 1 and Flow 2 are identified on the planning maps.

A1.6.4. Zones

Zones manage the way in which areas of land and the coastal marine area are to be used, developed or protected. The spatial application of zones generally identifies where similar uses and activities are anticipated. All land and all of the coastal marine area within the Auckland region is zoned, except for roads.

Zone provisions are located in Chapters F and H of the Plan. Zones are identified on the planning maps. In addition, zone rules which have a spatial component such as the Height Variation Control are identified on the planning maps.

A1.6.5. Precincts

Precincts enable local differences to be recognised by providing detailed place-based provisions which can vary the outcomes sought by the zone or Auckland-wide provisions and can be more restrictive or more enabling. In certain limited circumstances the rules in a precinct vary the controls of an overlay, either by being more restrictive or more enabling. However, the general approach is that overlays take precedence over a precinct.

Precinct provisions are located in Chapter I and grouped according to their location as Auckland-wide, central, north, west and south. Precinct areas are identified on the planning maps.

A1.6.6. Standards

Activities provided for as permitted, controlled or restricted discretionary activities are normally subject to standards. Standards set limits on the extent to which an activity is permitted or may be assessed as a controlled or restricted discretionary activity. Exceedance of a standard normally results in the activity being considered as a more restrictive class of activity.

Standards are located following the activity tables in the overlay, zone, Auckland-wide and precinct provisions.

A1.7. Activity status

The Resource Management Act 1991 provides for activities to be classed as set out below. The classification of an activity is usually referred to as its activity status. The class or status of an activity determines the nature and extent of matters that must be considered for consenting. The class or status of an activity does not determine whether an application for consent will be notified or not.

Where more than one activity status may apply to a proposal, General rule [C1.6](#) applies to determine the overall activity status.

There is a hierarchy of the classes in terms of both the basis for assessment and the nature of conditions that may be imposed on any grant of consent. The hierarchy runs from the most enabling permitted status to the most restrictive prohibited status. The Plan has been prepared on the basis of this classification and consenting hierarchy. The following statements are provided to assist users of the Plan to understand how this hierarchy has been applied.

A1.7.1. Permitted activity

No resource consent is required for a permitted activity and the activity is allowed as of right. The activity may be subject to permitted activity standards which must be objectively certain and not subject to a discretionary assessment. Exceedance of a permitted activity standard normally results in the activity being considered as a restricted discretionary activity.

Activities are classed as permitted where the character, intensity and scale of their effects are expected to be in keeping with the quality of the existing environment or the relevant objectives and policies of the relevant zone or precinct.

A1.7.2. Controlled activity

Resource consent is required for a controlled activity but the Council must grant consent and only has power to impose conditions on the consent in relation to those matters over which control is reserved by the Plan or a national environmental standard. The activity may be subject to controlled activity standards. Exceedance of a controlled activity standard normally results in the activity being considered as a restricted discretionary activity.

Activities are classed as controlled where the activity is in keeping with the existing environment and the likely effects are well understood and able to be avoided, remedied or mitigated by conditions.

A1.7.3. Restricted discretionary activity

Resource consent is required for a restricted discretionary activity. Consent may be either granted or refused, but only for reasons which are relevant to the matters stated in the Plan or a national environmental standard over which the discretion can be exercised. The activity may be subject to restricted discretionary activity standards. If consent is granted, then any conditions of consent may only be in relation to the matters stated in the Plan or a national environmental standard.

Activities are classed as restricted discretionary where they are generally anticipated in the existing environment and the range of potential adverse effects is able to be identified in the Plan, so that the restriction on the Council's discretion is appropriate.

A1.7.4. Discretionary activity

Resource consent is required for a discretionary activity and may be granted or refused for any relevant resource management reason. An application for resource consent for a discretionary activity will be fully assessed in terms of the relevant provisions of the Plan, including all relevant objectives and policies, and the Resource Management Act 1991, including in particular Part 2.

Activities are classed as discretionary where they are not generally anticipated to occur in a particular environment, location or zone or where the character, intensity and scale of their environmental effects are so variable that it is not possible to prescribe standards to control them in advance. A full assessment is required to determine whether the activity, subject to any conditions, would be appropriate in terms of the provisions of the Plan, the effects of the activity on the environment and the suitability of the proposed location.

As well, any activity that is not specifically classed in a rule is deemed to be a discretionary activity under General rule [C1.7\(1\)](#).

A1.7.5. Non-complying activity

Resource consent is required for a non-complying activity. As threshold matters, the proposal must be assessed to determine whether its adverse effects on the environment will be no more than minor or whether it will not be contrary to the objectives and policies of the Plan. If the proposal is found not to breach one or other of those thresholds, then its merits may be considered on a broadly discretionary basis and consent may be granted (with or without conditions) or refused. If it is found to breach both thresholds, then consent must be refused.

Activities are classed as non-complying where greater scrutiny is required for some reason. This may include:

- where they are not anticipated to occur; or
- where they are likely to have significant adverse effects on the existing environment; or
- where the existing environment is regarded as delicate or vulnerable; or
- otherwise where they are considered less likely to be appropriate.

A1.7.6. Prohibited activity

An activity which is classed as prohibited cannot be the subject of an application for resource consent. Any proposal for a prohibited activity must first be the subject of a plan change to change the activity status (either generally or in respect of a particular proposal) to one of the other classes of activity.

Activities are classed as prohibited where they are expected to cause significant adverse effects on the environment which cannot be avoided, remedied or mitigated by conditions of consent or otherwise where it may be appropriate to adopt a precautionary approach.

A1.7.7. Not applicable

Where an activity table states that an activity is 'not applicable' or 'NA' this means that the activity is not relevant in that particular part of the activity table.

Where an activity table for a precinct leaves the status for a particular activity blank, then the activity status in the relevant overlay, zone or Auckland-wide provision applies.

A1.7.8. Abbreviation of activity classes

The Plan uses the following abbreviations to identify the class of activity:

Activity class abbreviation	Activity class abbreviation meaning
P	Permitted activity
C	Controlled activity
RD	Restricted discretionary activity
D	Discretionary activity
NC	Non-complying activity
Pr	Prohibited activity

D14. Maunga Viewshafts and Height Sensitive Areas Overlay

D14.1. Overlay description

The purpose of the Maunga Viewshafts and Height Sensitive Areas Overlay is to appropriately protect significant views of Auckland's maunga cones through the use of viewshafts and height sensitive areas. The maunga viewshafts and height sensitive areas are identified on the planning maps.

This overlay contributes to Auckland's unique identity by protecting the natural and cultural heritage values of significant maunga cones.

This overlay incorporates three elements:

- (1) Regionally significant maunga viewshafts which protect regionally significant views to the Auckland maunga. Buildings that intrude into a regionally significant maunga viewshaft require restricted discretionary activity consent up to 9m in height, beyond which they are a non-complying activity.
- (2) Locally significant maunga viewshafts manage development to maintain locally significant views to the Auckland maunga. Buildings that intrude into a locally significant maunga viewshaft are a permitted activity up to 9m in height, beyond which they are a restricted discretionary activity.

- (3) Height sensitive areas are areas of land located on the slopes and surrounds of the maunga cones. These areas are mapped and are identified as a layer on the planning maps and are marked with the following symbol: ▼.

Height sensitive areas enable reasonable development in areas where the floor of the viewshaft is less than 9m (the maximum height in Residential – Single House Zone and Residential – Mixed Housing Suburban Zone). They also ensure that development is of a scale and/or location that does not dominate the local landscape or reduce the visual significance or amenity values of the maunga feature. Buildings are a permitted activity up to a defined maximum height beyond which they are a non-complying activity. An additional height control applies at the boundary of a maunga feature.

D14.2. Objectives [rcp/dp]

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

[new text to be inserted]

D14.3. Policies [rcp/dp]

- (1) Protect the visual character, identity and form of regionally significant maunga, together with local views to them, by:
 - (a) locating height sensitive areas around the base of the maunga; and

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

[new text to be inserted]

- (2) Manage subdivision, use and development to ensure that the overall contribution of the regionally significant maunga scheduled as outstanding natural features to the landscape of Auckland is maintained and where practicable enhanced, including by protecting physical and visual connections to and views between the maunga.
- (3) Protect the historic, archaeological and cultural integrity of regionally significant maunga features and their surrounds by avoiding activities that detract from these values and the mana of the maunga.

- (4) Avoid new buildings or structures that intrude into maunga viewshafts scheduled in [Schedule 9 Maunga Viewshafts Schedule](#), except:

- (a) where they would have no adverse effect on the visual integrity of the maunga as seen from the identified viewing point or line; or
- (b) to allow development up to a two-storey height to intrude into a maunga viewshaft, where any adverse effect of development is avoided or mitigated; or

- (c) to allow development located within an identified height sensitive area up to defined appropriate height limits; or
- (d) to allow the provision of infrastructure where there are particular functional or operational needs that necessitate a structure that penetrates the floor of a maunga viewshaft, there is no reasonably practicable alternative and adverse effects of development are avoided or mitigated.

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

- (6) Require urban intensification to be consistent with the protection of maunga features and viewshafts.

D14.4. Activity table [rcp/dp]

Table D14.4.1 specifies the activity status of land use and development activities in the Maunga Viewshafts and Height Sensitive Areas Overlay pursuant to sections 9(3) and 12 of the Resource Management Act 1991.

- The rules that apply to network utilities and electricity generation in the Maunga Viewshafts and Height Sensitive Areas Overlay are located in Section E26 Infrastructure.

Table D14.4.1 Activity table

[new text to be inserted]

Activity		Activity status	
Buildings (where they intrude into a scheduled maunga viewshaft), excluding network utilities, electricity generation facilities, broadcasting facilities and road networks			
		Regionally Significant Maunga Viewshaft	Locally Significant Maunga Viewshaft
(A1)	Buildings that do not intrude into a viewshaft scheduled in Schedule 9 Maunga Viewshafts Schedule	P	P
(A2)	Temporary activities	P	P
(A3)	Buildings, except for fences and walls, up to 9m in height	RD	P
(A4)	Fences and walls, where their height does not exceed 2.5m	RD	P
(A5)	Towers associated with fire stations operated by Fire and Emergency New Zealand that are no higher than the height allowed as a permitted activity in the zone.	RD	P
(A6)	Buildings not otherwise provided for or that do not comply with the standards under D14.6	NC	RD
Buildings in a height sensitive area, excluding network utilities, electricity generation facilities, broadcasting facilities and road networks			
(A7)	Buildings up to 9m in height except as specified in Standard D14.6.3.	P	
[new text to be inserted]	[new text to be inserted]	[new text to be inserted]	
[new text to be inserted]	[new text to be inserted]	[new text to be inserted]	
[new text to be inserted]	[new text to be inserted]	[new text to be inserted]	
[new text to be inserted]	[new text to be inserted]	[new text to be inserted]	

text to be inserted]		
(A8)	Buildings up to 13m in height in the areas identified in Figure D14.10.1	P
(A9)	Temporary activities	P
(A10)	Towers associated with fire stations operated by Fire and Emergency New Zealand that are no higher than the height allowed as a permitted activity in the zone	RD
(A11)	Buildings not otherwise provided for or that do not comply with the standards	NC

[new text to be inserted]

D14.5. Notification

- (1) Any application for resource consent for any of the following non-complying activities must be publicly notified:
 - (a) D14.4.1(A6) Buildings not otherwise provided for or that do not comply with the standards (non-complying only); and
 - (b) D14.4.1(A11) Buildings not otherwise provided for or that do not comply with the standards.
- (2) Any application for resource consent for an activity listed in Table D14.4.1 Activity table and which is not listed in D14.5(1) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

D14.6. Standards

All activities listed as permitted and restricted discretionary in Table D14.4.1 must comply with the following standards.

D14.6.1. Height

- (1) In applying these standards, height must be measured using the rolling height method except if using standards D14.6.3(1)(a)(i), D14.6.3(1)(a)(iii) and D14.6.3(1)(c) where maximum height is restricted by another method.
- (2) Flagpoles, masts, lighting poles, chimneys and water overflow pipes must not exceed 300mm in any horizontal cross-sectional dimension and must be located at least 10m from any other flagpole, mast, lighting pole, chimney or water overflow pipe.

- (3) Except for guy wires and chain link or other open or transparent fences, the list of exclusions in the plan's definition of height do not apply.

D14.6.2. Buildings and structures that do not intrude into a viewshaft scheduled in Schedule 9 Maunga Viewshafts Schedule

- (1) Compliance must be confirmed by a report from a registered surveyor that the building does not intrude into the scheduled viewshaft (from the identified viewpoint or line) because of the presence of landform. The presence of existing vegetation is not to be taken into account when confirming compliance and the report shall include identification of the landform used to confirm compliance.

D14.6.3. Buildings on sites that have a contiguous boundary with a site with a maunga feature mapped as an outstanding natural feature

- (1) Buildings on sites that have a contiguous boundary with a site with a maunga feature mapped as an outstanding natural feature must not exceed a height of:

(a) the height sensitive area maximum of 9m except where the lesser height of the following applies;

(i) the average height above NZVD2016 of the highest points of the nearest two buildings (not including accessory buildings) on adjoining sites where those sites also have contiguous boundary with the maunga feature; or

(ii) *[deleted]*

(iii) where D14.6.3(1)(a)(i) cannot be applied, the average height above NZVD2016 of the site boundary which is contiguous with the maunga feature. Average height will be calculated using the average of measurements of height above NZVD2016, taken along the contiguous boundary at 1m intervals.

(b) 7.3m for buildings on 14A Pickens Crescent Mt Albert (Lot 1 DP 394305; CT 377258); or

(c) RL (in terms of NZVD2016) 103.08 for buildings on 47A Mount St John Avenue Epsom (Lot 1 DP 359371; CT 241868).

D14.6.4. Temporary construction and safety structures (other than in Business – City Centre Zone)

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

[new text to be inserted]

D14.6.4A Temporary construction and safety structures (Business - City Centre Zone and Business – Metropolitan Centre Zone Only)

- (1) Temporary construction and safety structures must be removed within 24 months or upon completion of the construction works, whichever is the lesser.
- (2) Temporary construction and safety structures that are in place for greater than 30 days must:
 - (a) Not display any sign except signs required for health, safety or operational requirements;
 - (b) Only display lighting that is limited to that necessary to comply with safety or civil aviation requirements; and
 - (c) Be non-reflective and have a matte finish.

[new text to be inserted]

D14.7. Assessment – controlled activities

D14.7.1. Matters of control

There are no controlled activities in this overlay.

D14.8. Assessment – restricted discretionary activities

D14.8.1. Matters of discretion

The Council will restrict its discretion to the following matters when assessing a restricted discretionary resource consent application:

- (1) all restricted discretionary activities:
 - (a) effects on the visual integrity of the view of the maunga from the identified viewing point or line;
 - (b) location, nature, form and extent of proposed works;
 - (c) mana whenua values associated with the maunga; and
 - (d) the functional or operational need for the proposal and any alternatives considered to fulfil that need without the intrusion into the viewshaft or exceeding the maximum height limit of a height sensitive area.

[new text to be inserted]

D14.8.2. Assessment criteria

The Council will consider the relevant assessment criteria for restricted discretionary activities from the list below:

- (1) all restricted discretionary activities:
 - (a) having regard to the viewshaft or height sensitive area statement in [Appendix 20 Maunga Viewshafts and Height Sensitive Areas – Values Assessments](#), whether the nature, form and extent of the building adversely affects the visual integrity of the maunga;

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- (b) whether the proposed building has a functional or operational requirement to be in the location proposed and the proposed height of the building is consistent with that requirement;
- (c) whether there are practicable alternatives available that will not intrude into, or will minimise the intrusion into the viewshaft or exceedance of the maximum height of a height sensitive area;
- (d) whether the proposed building will impact on Mana Whenua values associated with the maunga; and
- (e) the relevant objectives and policies in [B4.3](#), D14.2 and D14.3

[new text to be inserted]

D14.9. Special information requirements

There are no special information requirements in this overlay.

D14.10. Figures

Figure D14.10.1 Devonport Height Sensitive Area height



D24. Aircraft Noise Overlay

D24.1. Description

The purpose of the Aircraft Noise Overlay is to manage the subdivision of land and location of activities sensitive to aircraft noise in areas of high cumulative noise around the region's airports and airfields, so that the continued operation of the airports and airfields is not compromised and reverse sensitivity issues are addressed.

This High and Moderate Aircraft Noise Areas around Auckland International Airport and specified areas within the noise boundaries around other Auckland airports and airfields are qualifying matters in accordance with sections 77I(e) and (g) and 77O(e) and (g) of the RMA.

The rules and standards of this overlay apply to activities sensitive to aircraft noise, except where more restrictive rules and standards apply in the underlying zoning or precinct.

PC 120 ([see Modifications](#))

[new text to be inserted]

The following airports/airfields are included in the overlay:

- Auckland International Airport;
- Ardmore Airport;
- Kaipara Flats Airfield;
- North Shore Airport; and
- Whenuapai Airbase.

D24.2. Objectives

- (1) Airports and airfields are protected from reverse sensitivity effects.
- (2) The adverse effects of aircraft noise on residential and other activities sensitive to aircraft noise are avoided, remedied or mitigated.

D24.3. Policies

- (1) Avoid the establishment of new activities sensitive to aircraft noise (except tertiary education facilities) within the 65dB L_{dn} noise contour in the Aircraft Noise Overlay.
- (2) Avoid the establishment of new tertiary education facilities and additions or alterations to existing activities sensitive to aircraft noise (other than existing dwellings) within the 65dB L_{dn} noise contour in the Aircraft Noise Overlay unless all habitable rooms and all learning, amenity and recreation spaces on site are located inside buildings and achieve an internal noise environment of 40dB L_{dn}.
- (3) Avoid establishing residential and other activities sensitive to aircraft noise at:
 - (a) airports/airfields except for Auckland International Airport: within the area between the 55dB L_{dn} and 65dB L_{dn} noise contours, unless the effects can be

adequately remedied or mitigated through restrictions on the numbers of people to be accommodated through zoning and density mechanisms and the acoustic treatment (including mechanical ventilation) of buildings containing activities sensitive to aircraft noise excluding land designated for defence purposes;

- (b) Auckland International Airport: within the area between the 60dB L_{dn} and 65dB L_{dn} contours, unless the effects can be adequately remedied or mitigated through restrictions on the numbers of people exposed to aircraft noise in the external environment through zoning and density controls and through providing acoustic treatment (including mechanical ventilation) of buildings containing activities sensitive to aircraft noise; and
 - (c) Auckland International Airport: within the area subject to more than 57dB L_{dn} of aircraft engine testing noise (which when added to aircraft operations noise would give a cumulative total noise level over 60dB L_{dn}), unless the effects can be adequately remedied or mitigated through restrictions on the numbers of people exposed to aircraft noise in the external environment through zoning and density controls and the acoustic treatment (including mechanical ventilation) of buildings containing activities sensitive to aircraft noise.
- (4) In relation to Auckland International Airport, avoid establishing new residential areas (except within the area included within [412 Flat Bush Precinct](#)) or other areas that would contain activities sensitive to aircraft noise by rezoning land within the area between the 60dB L_{dn} and 65dB L_{dn} noise contours.
- (5) Manage residential intensification and activities sensitive to aircraft noise within areas identified for accommodating urban growth in a way that avoids reverse sensitivity effects as far as practicable, including reverse sensitivity effects between those land uses and such effects on Auckland International Airport, Ardmore Airport, Whenuapai Airbase and North Shore Airport, and that avoids, remedies or mitigates adverse aircraft noise effects on people and communities.

D24.4. Activity table

Except where more restrictive provisions apply in the underlying zoning or precinct, the following rules apply to activities sensitive to aircraft noise within the Aircraft Noise Overlay.

- (1) Table D24.4.1 specifies the activity status of activities for the North Shore Airport, Kaipara Flats Airfield and Whenuapai Airbase pursuant to section 9(3) and section 11 of the Resource Management Act 1991.
- (2) Table D24.4.2 specifies the activity status of activities for Ardmore Airport pursuant to section 9(3) and section 11 of the Resource Management Act 1991.

- (3) Table D24.4.3 specifies the activity status of activities for Auckland International Airport pursuant to section 9(3) and section 11 of the Resource Management Act 1991.
- (4) For the purposes of interpreting the rules in Table D24.4.3 Activity table for Auckland International Airport:
- (a) where a site is shown partly within the high aircraft noise area and partly within the moderate aircraft noise area, the respective high aircraft noise area and moderate aircraft noise area provisions will apply to the relevant part of the site;
 - (b) where a site is shown partly within the moderate aircraft noise area and partly within the aircraft noise notification area, or partly within the 57dB L_{dn} noise boundary, the respective moderate aircraft noise area or 57dB L_{dn} noise boundary provisions will apply to the relevant part of the site;
 - (c) where a building containing activities sensitive to aircraft noise is shown partly within the high aircraft noise area and partly within the moderate aircraft noise area, the high aircraft noise area provisions will apply to the whole of the building; and
 - (d) where a building containing activities sensitive to aircraft noise is shown partly within the moderate aircraft noise area and partly within the aircraft noise notification area or partly within the 57dB L_{dn} noise boundary, the moderate aircraft noise area or 57dB L_{dn} noise boundary provisions will apply to the whole of the building.

Table D24.4.1 Activity table for North Shore Airport, Kaipara Flats Airfield and Whenuapai Airbase

Activity		Activity status
Development between the 55dB L_{dn} and 65dB L_{dn} noise boundaries (including Lot 3 DP 104718)		
(A1)	New activities sensitive to aircraft noise	RD
(A2)	New activities sensitive to aircraft noise that do not comply with Standard D24.6.1(1)	NC
(A3)	Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise	RD
(A4)	Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise that do not comply with Standard D24.6.1(1)	NC
Development within the 65dB L_{dn} noise boundary (excluding Lot 3 DP 104718)		
(A5)	New activities sensitive to aircraft noise	Pr
(A6)	Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise	NC
Subdivision		

(A7)	Subdivision of land for activities sensitive to aircraft noise to create a new site within the 65dB L _{dn} noise boundary	Pr
(A8)	Subdivision of land for activities sensitive to aircraft noise to create a new site between the 55dB L _{dn} and 65dB L _{dn} noise boundaries	NC

Table D24.4.2 Activity table for Ardmore Airport

Activity		Activity status
Development within the 65dB L_{dn} noise boundary ANB		
(A9)	New activities sensitive to aircraft noise	Pr
(A10)	Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise (not including alterations or additions to a habitable room or sleeping area)	P
(A11)	Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise (including alterations or additions to habitable rooms and sleeping areas or rooms for convalescing and learning)	D
(A12)	Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise (including alterations or additions to habitable rooms and sleeping areas or rooms for convalescing and learning) that do not comply with Standard D24.6.2(1) or D24.6.2(2)	Pr
(A13)	A new single dwelling on a site where a title was issued prior to 17 October 2007	D
Development between the 60dB L_{dn} and the 65dB L_{dn} noise boundaries		
(A14)	New activities sensitive to aircraft noise	D
(A15)	New activities sensitive to aircraft noise that does not comply with Standard D24.6.2(1) and D24.6.2(5)	NC
(A16)	Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise (that do not involve alterations or additions to a habitable room)	P
(A17)	Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise (that involve alterations or additions to habitable rooms and sleeping areas or rooms for convalescing and learning)	RD
(A18)	Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise that involve alterations or additions to habitable rooms and sleeping areas or rooms for convalescing and learning that do not comply with Standard D24.6.2(3) and D24.6.2(5)	D
(A19)	A single dwelling on a site where a title was issued prior to 17 October 2007	D
Development between the 55dB L_{dn} and 60dB L_{dn} noise boundaries ONB		
(A20)	New activities sensitive to aircraft noise	RD
(A21)	New activities sensitive to aircraft noise that do not comply with Standard D24.6.2(1), D24.6.2(4) and D24.6.2(5)	NC
(A22)	Alterations or additions to existing buildings accommodating	P

	activities sensitive to aircraft noise that do not involve alterations and additions to a habitable room	
(A23)	Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise (including alterations and additions to habitable rooms and sleeping areas or rooms for convalescing and learning)	P
(A24)	Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise (including alterations and additions to habitable rooms and sleeping areas or rooms for convalescing and learning) that do not comply with Standard D24.6.2(4) and D24.6.2(5)	D
(A25)	A new single dwelling on a site where a title was issued prior to 17 October 2007	P
Subdivision		
(A26)	Subdivision (except subdivision associated with a network utility) within the 65dB L _{dn} noise boundary where the application identifies legal mechanisms on any land title(s) to permanently avoid the establishment of any additional activities sensitive to aircraft noise	D
(A27)	Subdivision (except subdivision associated with a network utility) within the 65dB L _{dn} noise boundary where the application does not identify legal mechanisms on any land title(s) to permanently avoid the establishment of any additional activities sensitive to aircraft noise	NC
(A28)	Subdivision (except subdivision associated with a network utility) between the 60dB L _{dn} and the 65dB L _{dn} noise boundaries and between the 55dB L _{dn} and 60dB L _{dn} noise boundaries	RD

Table D24.4.3 Activity table for Auckland International Airport

Activity		Activity status
Activities in the high aircraft noise area		
(A29)	New activities sensitive to aircraft noise (excluding tertiary education facilities)	Pr
(A30)	New tertiary education facilities and additions or alterations to existing activities sensitive to aircraft noise other than existing dwellings	NC
(A31)	Additions or alterations to an existing dwelling	RD
Activities in the high aircraft noise area within residential zones		
(A32)	Commercial services	P
(A33)	Dairies up to 100m ² gross floor area	P
(A34)	Food and beverage services up to 100m ² gross floor area	P
(A35)	Show homes	RD
(A36)	Storage and lock-up facilities	P
Activities within the moderate aircraft noise area and/or within the 57dB L_{dn} noise boundary (Figure 1)		

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(A37)	New dwellings (or any subdivision for new dwellings) in a residential zone where: (a) average density does not exceed one dwelling per 400m ² ; or (b) the maximum density controls and/or minimum site size within the area included within I412 Flat Bush Precinct in the moderate aircraft noise area are complied with	P
(A38)	New dwellings (or any subdivision for new dwellings) in a residential zone where: (a) average density exceeds one dwelling per 400m ² ; or (b) the maximum density controls and/or minimum site size within the area included within I412 Flat Bush Precinct in the moderate aircraft noise area are exceeded	RD
(A39)	Additions or alterations to an existing dwelling in a residential zone	P
(A40)	Additions or alterations to existing activities sensitive to aircraft noise (other than dwellings in a residential zone)	RD
(A41)	New activities sensitive to aircraft noise within the moderate aircraft noise area and/or the 57dB L _{dn} boundary shown in Figure 1 not otherwise listed within this activity table	D
(A42)	New activities sensitive to aircraft noise within the moderate aircraft noise area and/or the 57dB L _{dn} noise boundary that do not comply with D24.6.3	NC

D24.5. Notification

- (1) Any application for resource consent for an activity listed in Table D24.4.1, Table D24.4.2 and Table D24.4.3 above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

D24.6. Standards

All activities listed in Table D24.4.1, Table D24.4.2 and Table D24.4.3 must comply with the following standards.

D24.6.1. North Shore Airport, Kaipara Flats, and Whenuapai

- (1) The following activities:

- D24.4.1(A1) New activities sensitive to aircraft noise; and
- D24.4.1(A3) Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise

must provide sound attenuation and related ventilation and/or air conditioning measures:

- (a) to ensure the internal noise environment of habitable rooms does not exceed a maximum noise level of 40dB L_{dn};
- (b) that are certified by a person suitably qualified and experienced in acoustics to the Council's satisfaction prior to its construction; and
- (c) so that the related ventilation and/or air conditioning system(s) satisfies the requirements of New Zealand Building Code Rule G4 with all external doors of the building and all windows of the habitable rooms closed.

D24.6.2. Ardmore Airport

- (1) The following activities:

- D24.4.2(A11) Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise (including alterations or additions to habitable rooms and sleeping areas or rooms for convalescing and learning);
- D24.4.2(A14) New activities sensitive to aircraft noise; and
- D24.4.2(A20) New activities sensitive to aircraft noise;

must provide sound attenuation and related ventilation and/or air-conditioning measures to ensure:

- (a) the internal noise environment of habitable rooms and sleeping areas and rooms for convalescing and learning does not exceed a maximum of 40dB L_{dn} ; and
- (b) the related ventilation and/or air conditioning system(s) satisfies the requirements of New Zealand Building Code Rule G4 with all external doors of the building and all windows of the habitable rooms closed.

(2) The following activities:

- D24.4.2(A11) Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise (including alterations or additions to habitable rooms and sleeping areas or rooms for convalescing and learning); and
- D24.4.2(13) A new single dwelling on a site where a title was issued prior to 17 October 2007;

must:

- (a) be constructed from materials and use construction methods and insulation to achieve at least a 30dBA noise reduction in all such rooms with all external doors of the building and all windows of these rooms closed;
 - (b) be certified by a suitably qualified and experienced person as meeting that standard to the Council's satisfaction prior to its construction; and
 - (c) provide a ventilation system that:
 - (i) complies with the mechanical ventilation requirements of Part G4 of the New Zealand Building Code for buildings where all external windows and doors are closed;
 - (ii) creates no more than 40dB $L_{Aeq (1min)}$ in the principal living room, no more than 30dB $L_{Aeq (1min)}$ in the other habitable rooms, no more than 40dB $L_{Aeq (1min)}$ in any hallway, in each building, and noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser; and
 - (iii) on completion of construction, the owner must provide the Council with certificates prepared by suitably qualified and experienced persons certifying the acoustic treatment, sound attenuation measures and ventilation measures have been done to achieve compliance with this clause.
- (3) Activity D24.4.2(A17) Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise (that involve alterations or additions to habitable rooms and sleeping areas or rooms for convalescing and learning) must:

- (a) be constructed from materials and using construction methods and insulation to achieve at least a 30dBA noise reduction in all such rooms, with all external doors of the building and all windows of these rooms closed;
- (b) be certified by a suitable qualified and experienced person as meeting that standard to the Council's satisfaction prior to construction; and
- (c) provide a ventilation system that:
 - (i) complies with the mechanical ventilation requirements of Part G4 of the New Zealand Building Code for buildings where all external windows and doors are closed;
 - (ii) creates no more than 40dB $L_{Aeq (1min)}$ in the principal living room, no more than 30dB $L_{Aeq (1min)}$ in the other habitable rooms, no more than 40dB $L_{Aeq (1min)}$ in any hallway, in each building, and noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser; and
 - (iii) on completion of construction, the owner must provide the Council with certificates prepared by suitably qualified and experienced persons certifying the acoustic treatment, sound attenuation measures and ventilation measures have been done to achieve compliance with this clause.

(4) The following activities:

- D24.4.2(A20) New activities sensitive to aircraft noise; and
- D24.4.2(A23) Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise (including alterations and additions to habitable rooms and sleeping areas or rooms for convalescing and learning);

must:

- (a) be constructed from materials and using construction methods to achieve at least a 25dBA noise reduction in all such rooms, with all external doors of the building and all windows of these rooms closed;
- (b) be certified by a suitably qualified and experienced person as meeting that standard to the Council's satisfaction prior to construction; and
- (c) provide a ventilation system that:
 - (i) complies with the mechanical ventilation requirements of Part G4 of the New Zealand Building Code for buildings where all external windows and doors are closed;

- (ii) creates no more than 40dB $L_{Aeq(1min)}$ in the principal living room, no more than 30dB $L_{Aeq(1min)}$ in the other habitable rooms, no more than 40dBA $L_{Aeq(1min)}$ in any hallway, in each building, and noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser; and
 - (iii) on completion of construction, the owner must provide the Council with certificates prepared by suitably qualified and experienced persons certifying the acoustic treatment, sound attenuation measures and ventilation measures have been done to achieve compliance with this clause.
- (5) Educational facilities, care centres and additions to existing educational facilities and care centres between the 60dB L_{dn} and the 65dB L_{dn} noise boundaries and between the 55dB L_{dn} and 60dB L_{dn} noise boundaries must be constructed and maintained to achieve an interior noise environment in classrooms and all other places of learning not exceeding 35dB $L_{Aeq(15min)}$ 8.30am to 3.30pm Monday to Friday (inclusive).

D24.6.3. Auckland International Airport

- (1) In buildings containing activities sensitive to aircraft noise (except care centres, educational facilities, and tertiary education facilities); acoustic insulation and related ventilation and/or air conditioning system/s must be installed to achieve an internal environment in all habitable rooms (with all external doors of the building and all windows of the habitable rooms closed) of 40dB L_{dn} . The mechanical ventilation system and/or air conditioning system(s) must include:
- (a) a mechanical kitchen extractor fan ducted directly to the outside to serve any cooking hob, if not already installed and in sound working order; and
 - (b) a mechanical ventilation system or mechanical ventilation systems capable of:
 - (i) providing at least 15 air changes of outdoor air per hour in the principal living room of each building and five air changes of outdoor air per hour in the other habitable rooms of each building, with all external doors and windows closed except windows in non-habitable rooms that need to be ajar to provide air relief paths;
 - (ii) enabling the rate of airflow to be controlled across the range, from the maximum airflow capacity down to 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all habitable rooms;
 - (iii) limiting internal air pressure to not more than 30 Pascals above the ambient air pressure;
 - (iv) being individually switched on and off by the building occupants, in the case of each system; and

- (v) operating at a noise level of no more than 40dB $L_{Aeq(1min)}$ in the principal living room, no more than 30dB $L_{Aeq(1min)}$ in the other habitable rooms, no more than 40dB $L_{Aeq(1min)}$ in any hallway, in each building, and noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser; or
- (c) air conditioning plus mechanical outdoor air ventilation capable of:
 - (i) providing internal temperatures in habitable rooms not greater than 25 degrees Celsius with all external doors and windows of the habitable rooms closed;
 - (ii) providing 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all habitable rooms;
 - (iii) providing for each air conditioning and mechanical ventilation system to be individually switched on and off by the building occupants; and
 - (iv) operating at a noise level of no more than 40dB $L_{Aeq(1min)}$ in the principal living room, no more than 30dB $L_{Aeq(1min)}$ in the other habitable rooms, no more than 40dB $L_{Aeq(1min)}$ in any hallway, in each building, and noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser.
- (2) For care centres, acoustic insulation and related ventilation and/or air conditioning systems must be installed to achieve an internal acoustic environment in each learning area and sleeping area (with all external doors and windows of the learning areas and sleeping areas closed) of 40dB L_{dn} . To achieve this, the care centre must provide either:
 - (a) a mechanical ventilation system or mechanical ventilation systems for each learning area and sleeping area:
 - (i) designed to achieve indoor air temperatures not less than 16 degrees Celsius in winter;
 - (ii) capable of providing outdoor air ventilation at the rate of 15l air/second/m² for the first 50m² and 7.5l air/second/m² of remaining area, when all external doors and windows of the learning area and sleeping area are closed;
 - (iii) capable of enabling the rate of air flow to be controlled across the range, from the maximum air flow capacity down to 8l/second/person for the maximum number of people able to be accommodated in the learning area and sleeping area at one time;
 - (iv) otherwise complying with the New Zealand Standard on Ventilation for Acceptable Indoor Air Quality (NZS 4303:1990);
 - (v) designed and installed so that each ventilation system can be capable of being individually switched on/off by the building occupants; and

- (vi) capable of creating no more than 35dB $L_{Aeq (1min)}$ in each learning area and sleeping area, no more than 40dB $L_{Aeq (1min)}$ in any hallway or corridor, and noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser; or
- (b) air conditioning plus mechanical outdoor air ventilation capable of:
 - (i) providing 8l outdoor air/second/person;
 - (ii) providing internal air temperatures in each learning area and sleeping area not greater than 27 degrees Celsius,
 - (iii) providing that the mechanical system creates no more than 35dB $L_{Aeq (1min)}$ in each learning area and sleeping area, no more than 40 dB $L_{Aeq (1min)}$ in any hallway or corridor, and noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser; and
 - (iv) otherwise complying with the New Zealand Standard on Ventilation for Acceptable Indoor Air Quality (NZS 4303:1990).
- (3) For educational facilities and tertiary education facilities, acoustic insulation and related ventilation and/or air conditioning systems must be installed to achieve an internal acoustic environment in each classroom (which includes any room used for teaching or research at a tertiary education facility), library and hall (which includes indoor recreational facilities at a tertiary education facility), with all external doors and windows of the classrooms, libraries and halls closed, of 40dB L_{dn} . To achieve this, those facilities must provide:
 - (a) in the case of classrooms and libraries, air conditioning and/or mechanical ventilation systems for each classroom or library that are:
 - (i) designed to achieve indoor air temperatures not less than 16 degrees Celsius in winter and not greater than 27 degrees Celsius in summer;
 - (ii) capable of providing outdoor air ventilation at the rate of 8 litres of air per second per person for the maximum number of people able to be accommodated in any such room at one time ("the required airflow");
 - (iii) capable of enabling (in the case of classrooms or libraries in which only mechanical ventilation systems are used to satisfy the above temperature and outdoor air requirements), the outdoor airflow to be controlled across the range, from the maximum airflow capacity down to the required airflow when all external doors and windows of the classroom or library are closed;
 - (iv) otherwise complying with the New Zealand Standard on Ventilation for Acceptable Indoor Air (NZS 4303:1990); and
 - (v) operating at a noise level of no more than 35dB $L_{Aeq (1min)}$ in each classroom, no more than 40dB $L_{Aeq (1min)}$ in each library, no more than

40dB L_{Aeq} (1min) in any hallway or corridor, and noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser.

- (b) in the case of halls, either a mechanical ventilation system or mechanical ventilation systems for each hall capable of:
 - (i) providing at least 12 litres of outdoor air per second per square metre with all external doors and windows of the hall closed;
 - (ii) enabling the outdoor airflow to be controlled across the range, from the maximum airflow down to the rate of 8 litres of outdoor air per second per person for the maximum number of occupants able to be accommodated in the hall at one time;
 - (iii) otherwise complying with the New Zealand Standard on Ventilation for Acceptable Indoor Air Quality (NZS 4303:1990); and
 - (iv) operating at a noise level of no more than 35dB L_{Aeq} (1min) in each hall, and no more than 40dB L_{Aeq} (1min) in any hallway or corridor. Noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser, or
- (c) air conditioning plus mechanical outdoor air ventilation capable of:
 - (i) providing 8 litres per second per person of outdoor air,
 - (ii) proving internal air temperatures in each hall not greater than 27 degrees Celsius,
 - (iii) providing that the mechanical system creates no more than 35dB L_{Aeq} (1min) in each hall, no more than 40dB L_{Aeq} (1min) in any hallway or corridor and noise levels from the mechanical system(s) must be measured at least 1m away from any diffuser;
 - (iv) otherwise complying with the New Zealand Standard on Ventilation for Acceptable Indoor Air Quality (NZS 4303:1990).
- (4) The required acoustic treatment measures to achieve the acoustic noise environment specified in rule D24.6.3(1), (2) and (3) must be determined by using the Future Airport Noise Contours contained in [Appendix 19 Auckland Airport Future Aircraft Noise Contours \(FANC\) – Aircraft Noise Overlay](#).
- (5) Upon the completion of the installation of the acoustic treatment measures the owner must provide the Council with certificates prepared by a suitably qualified and experienced:
 - (a) acoustical consultant certifying that the acoustic treatment measures specified for the activity in this control are sufficient to achieve compliance with this control and have been undertaken in accordance with sound practice; and

- (b) ventilation engineer certifying that the ventilation measures specified for the activity in this control are sufficient to achieve compliance with this control and have been undertaken in accordance with sound practice.

D24.7. Assessment – controlled activities

There are no controlled activities in this overlay.

D24.8. Assessment – restricted discretionary activities

D24.8.1. Matters of discretion

The Council will restrict its discretion to the following matters when assessing a restricted discretionary resource consent application.

D24.8.2. North Shore Airport, Kaipara Flats Airfield and Whenuapai Airbase and Ardmore Airport

(1) For the following activities:

- D24.4.1(A1) New activities sensitive to aircraft noise (between the 55dB L_{dn} and the 65dB L_{dn} noise boundary at North Shore Airport, Kaipara Flats Airfield and Whenuapai Airbase);
- D24.4.1(A3) Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise (between the 55dB L_{dn} and the 65dB L_{dn} noise boundary at North Shore Airport, Kaipara Flats Airfield and Whenuapai Airbase);
- D24.4.2(A20) New activities sensitive to aircraft noise (between the 55dB L_{dn} and 60dB L_{dn} noise boundaries at Ardmore Airport); and
- D24.4.2(A17) Alterations or additions to existing buildings accommodating activities sensitive to aircraft noise (that involve alterations or additions to habitable rooms and sleeping areas or rooms for convalescing and learning) (between the 60dB L_{dn} and the 65dB L_{dn} noise boundaries at Ardmore Airport):

- (a) the internal noise environment of the proposed and any existing structure;
- (b) the internal ventilation standards for the proposed or any existing structure;
- (c) measures for or relating to the attenuation of aircraft noise arising in connection with the airport/airfield/airbase;
- (d) the imposition of an obligation to ensure any required acoustic treatment measures are not removed without the Council's consent, including requiring the obligation to be registered on the certificate of title; and
- (e) the nature, size and scale of the proposed development.

(2) Subdivision within the Ardmore Airport:

- (a) measures for or relating to the attenuation of aircraft noise arising in connection with Ardmore Airport;
- (b) the imposition of an obligation not to remove any required acoustic treatment measures without the airport operator's consent, including requiring the obligation to be registered as a covenant on the certificate of title;
- (c) the nature, scale and intensity of the proposed development;
- (d) the location of proposed activities, including activities sensitive to aircraft noise; and
- (e) potential effects on Ardmore Airport.

D24.8.2.1. Auckland International Airport

(1) All restricted discretionary activities in Table D24.4.3:

- (a) the objectives and policies relating to activities sensitive to aircraft noise;
- (b) the nature, size and scale of the proposed development;
- (c) measures for or relating to the attenuation of aircraft noise arising in connection with the airport; and
- (d) the imposition of an obligation to ensure any required acoustic treatment measures are not removed without the Council's consent, including requiring the obligation to be registered as a covenant on the certificate of title.

(2) Show homes:

- (a) relocation of the show home from the site; and
- (b) duration of the activity on the site.

D24.8.3. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities.

D24.8.3.1. North Shore Airport, Kaipara Flats Airfield and Whenuapai Airbase and Ardmore Airport

- (1) The internal noise environment of the proposed and any existing structure should provide satisfactorily levels of health and amenity values to occupants.
- (2) The internal air quality of the proposed or any existing structure should provide satisfactory health, and amenity values to occupants.
- (3) The proposed measures for attenuation of aircraft noise arising in connection with the airport/airfield/airbase should satisfactorily avoid, remedy or mitigate those effects.
- (4) Mechanisms should be put in place to ensure there is an ongoing obligation on owners to ensure that required acoustic treatment measures are not removed without the Council's prior consent.
- (5) Having regard to all the circumstances, including location in relation to the airport/airfield/airbase, likely exposure of the site to aircraft noise, noise attenuation and ventilation measures proposed, and the number of people to be accommodated, the nature, size and scale of the proposed activity should not be likely to lead to potential conflict with and adverse effects upon the operation of the airport/airfield/airbase.

D24.8.3.2. Auckland International Airport

- (1) All restricted discretionary activities in Table D24.4.3.
 - (a) The proposal should be consistent with the objectives and policies relating to the economic importance of the Auckland International Airport and the need to protect it from the reverse sensitivity effects associated with activities sensitive to aircraft noise.
 - (b) The nature, size and scale of the proposed development should not be likely to lead to reverse sensitivity effects on the Auckland International Airport. In considering this, the Council will consider whether:
 - (i) the numbers of people to be exposed to aircraft noise in the external environment as a result of the proposal and the amount of aircraft noise received at the site now and in the future will be adversely affected by that noise;
 - (ii) the development includes amenity areas or other features that raise expectations of high levels of outdoor amenity;
 - (iii) the nature of the development recognises the likelihood of an external environment heavily dominated by aircraft noise; and

- (iv) there will be frequent use of the building or the external environment for sleeping, convalescing, relaxing or learning purposes where quiet environments and the ability to leave windows and doors open are valued.
- (c) Mechanisms should be put in place to ensure there is an on-going obligation on owners to ensure that required acoustic treatment measures are not removed without the Council's prior consent.
- (d) The development should achieve an acceptable internal noise environment for habitable rooms and sleeping areas and rooms for convalescing or learning having regard to:
 - (i) the extent of any standard infringements and whether the non-compliance is insignificant;
 - (ii) where alternative measures are proposed, the design, construction and materials of any structure to be used would achieve an acceptable internal noise environment for habitable rooms and sleeping areas and rooms for convalescing or learning with all external doors and windows of the building/s closed;
 - (iii) whether alternative measures are proposed to ensure adequate ventilation and the removal of cooking smells; and
 - (iv) whether it is reasonable to require acoustic treatment measures (including measures for internal air quality purposes) in existing rooms, or whether such measures should be limited to the addition.
- (2) Show homes:
 - (a) conditions are imposed requiring that the show home is capable of being relocated from the site; and
 - (b) conditions are imposed limiting the duration of the show home activity being located on the site.

D24.9. Special information requirements

There are no special information requirements in this overlay.

H9. Business – Metropolitan Centre Zone

H9.1. Zone description

The Business – Metropolitan Centre Zone applies to centres located in different sub-regional catchments of Auckland. These centres are second only to the city centre in overall scale and intensity and act as focal points for community interaction and commercial growth and development and contain hubs serving high frequency transport.

The zone provides for a wide range of activities including commercial, leisure, high-density residential, tourist, cultural, community and civic services. Zone provisions, in conjunction with rules in the other business zones, reinforce metropolitan centres as locations for all scales of commercial activity.

These centres are identified for growth and intensification. Expansion of these centres may be appropriate depending on strategic and local environmental considerations.

Precincts and overlays that modify the underlying zone or have additional provisions apply to some of the metropolitan centres. Generally, however, to support an intense level of development, the zone allows for high-rise buildings. Building heights and density of urban form reflect demand for housing and business use, and building heights of at least six storeys are enabled, unless qualifying matters apply.

Some street frontages within the zone are subject to Key Retail Frontage Control or General Commercial Frontage Control provisions as shown on the planning maps. Key retail streets are a focus of pedestrian activity within the centre. General commercial streets play a supporting role. Development fronting these streets is expected to reinforce this function. New vehicle crossings are generally to be avoided on site frontages subject to the Key Retail Frontage Control provisions and this is addressed in [E27 Transport](#).

Buildings within the zone require resource consent to ensure that they are designed to a high standard, which enhance the quality of the centre's streets and public open spaces.

H9.2. Objectives

General objectives for all centres, Business – Mixed Use Zone, Business – General Business Zone and Business – Business Park Zone

- (1) A strong network of centres that are attractive environments and attract ongoing investment, promote commercial activity, and provide employment, housing and goods and services, all at a variety of scales.
- (2) Development is of a form, scale and design quality so that centres are reinforced as focal points for the community.
- (3) Development positively contributes towards planned future form and quality, creating a well-functioning urban environment and a sense of place.
- (4) Business activity is distributed in locations, and is of a scale and form, that:
 - (a) provides for the community's social and economic needs;

- (b) improves community access to goods, services, community facilities and opportunities for social interaction;
 - (c) manages adverse effects on the environment, including effects on infrastructure and residential amenity; and
 - (d) accommodates qualifying matters.
- (5) A network of centres that provides:
- (a) a framework and context to the functioning of the urban area and its transport network, recognising:
 - (i) the regional role and function of the city centre, metropolitan centres and town centres as commercial, cultural and social focal points for the region, sub-regions and local areas;
 - (ii) local centres and neighbourhood centres in their role to provide for a range of convenience activities to support and serve as focal points for their local communities;
 - (b) a clear framework within which public and private investment can be prioritised and made; and
 - (c) a basis for regeneration and intensification initiatives.

Business – Metropolitan Centre Zone objectives

- (6) Metropolitan centres are reinforced and developed for commercial, community and civic activities and provide for residential intensification.
- (7) Metropolitan centres are an attractive place to live, work and visit with vibrant and vital commercial, entertainment and retail areas.
- (8) Key Retail Frontage streets are a focus for pedestrian activity, with identified General Commercial Frontage streets supporting this role.
- (9) Metropolitan centres enable building heights of at least six storeys and density of urban form to reflect demand for housing and business use unless a qualifying matter applies which modifies height or density.

H9.3. Policies

General policies for all centres, Business – Mixed Use Zone, Business – General Business Zone and Business – Business Park Zone

- (1) Reinforce the function of the city centre, metropolitan centres and town centres as the primary location for commercial activity, according to their role in the hierarchy of centres.
- (2) Enable an increase in the density, diversity and quality of housing in the centre zones and Business – Mixed Use Zone, where it is compatible with any qualifying

matters and while managing any reverse sensitivity effects including from the higher levels of ambient noise and reduced privacy that may result from non-residential activities.

- (3) Require development to be of a quality and design that positively contributes to:
 - (a) planning and design outcomes identified in this Plan for the relevant zone;
 - (b) the visual quality and interest of streets and other public open spaces; and
 - (c) pedestrian amenity, movement, safety and convenience for people of all ages and abilities.
- (4) Encourage universal access for all development, particularly medium to large scale development.
- (5) Require large-scale development to be of a design quality that is commensurate with the prominence and visual effects of the development.
- (6) Encourage buildings at the ground floor to be adaptable to a range of uses to allow activities to change over time.
- (7) Require at grade parking to be located and designed in such a manner as to avoid or mitigate adverse effects on pedestrian amenity and the streetscape.
- (8) Require development adjacent to residential zones and the Special Purpose – School Zone and Special Purpose – Māori Purpose Zone to maintain the amenity values of those areas, having specific regard to dominance, overlooking and shadowing.
- (9) Discourage activities, which have noxious, offensive, or undesirable qualities from locating within the centres and mixed use zones, while recognising the need to retain employment opportunities.
- (10) Discourage dwellings at ground floor in centre zones and enable dwellings above ground floor in centre zones.
- (11) Require development to avoid, remedy or mitigate adverse wind and glare effects on public open spaces, including streets, and shading effects on open space zoned land.
- (12) Recognise the functional and operational requirements of activities and development.
- (12A) Enable building height of at least six storeys within mapped walkable catchments unless a qualifying matter applies that reduces height.
- (13) Enable greater building height than the standard height in locations identified within the Height Variation Control, having regard to whether the greater height:

- (za) is commensurate with the level of commercial activities and community services;
 - (zb) is compatible with a qualifying matter that requires reduced height and/or density;
 - (a) is an efficient use of land;
 - (b) supports public transport, community infrastructure and contributes to centre vitality and vibrancy;
 - (c) considering the size and depth of the zoned area, can be accommodated without significant adverse effects on adjacent residential zones;
 - (d) is supported by the status of the centre in the centres hierarchy, or is adjacent to such a centre; and
 - (e) support the role of centres.
- (14) Reduce building height below the standard zone height in locations identified within the Height Variation Control, where the standard zone height would have significant adverse effects on identified special character, identified landscape features, amenity or other qualifying matters.

Business – Metropolitan Centre Zone policies

- (15) Enable significant growth and intensification in metropolitan centres.
- (15A) Enable greater building heights and density of urban form in metropolitan centres, than in town, local or neighbourhood centres, to reinforce their role as regional focal points, and all cases building heights of at least six storeys, unless a qualifying matter applies which requires reduced heights and/or density.
- (16) Manage development in metropolitan centres so that it contributes to the function and amenity of the centre.
- (17) Encourage a wide range, and a high concentration, of commercial, leisure, tourist, cultural and community activities and civic services in metropolitan centres.
- (18) Require those parts of buildings with frontages subject to the Key Retail Frontage Control to maximise street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality.
- (19) Require those parts of buildings with frontages subject to the General Commercial Frontage Control to achieve a reasonable level of street activation, building continuity along the frontage, pedestrian amenity and safety and visual quality.

- (20) Encourage developments to support a range of transport modes serving metropolitan centres and the ability to change transport modes.
- (21) Encourage the location of supermarkets and department stores within metropolitan centres by recognising:
- (a) the positive contribution these activities make to centre viability and function;
 - (b) the functional and operational requirements of these activities; and
 - (c) where preferred built form outcomes are not achieved, the development needs to achieve a quality built environment by positively contributing to public open space, including the activation of streets.
- (22) Require activities adjacent to residential zones to avoid, remedy or mitigate adverse effects on amenity values of those areas.
- (23) Restrict maximum impervious area within a riparian yard in order to ensure that adverse effects on water quality, water quantity and amenity values are avoided or mitigated.

H9.4. Activity table

Table H9.4.1 Activity table specifies the activity status of land use and development activities in the Business – Metropolitan Centre Zone pursuant to section 9(3) of the Resource Management Act 1991.

Table H9.4.1 Activity table

Activity		Activity status
General		
(A1)	Activities not provided for	NC
Use		
Accommodation		
(A2)	Dwellings	P
(A3)	Conversion of a building or part of a building to dwellings, integrated residential development, visitor accommodation or boarding houses	RD
(A4)	Integrated residential development	P
(A5)	Supported residential care	P
(A6)	Visitor accommodation and boarding houses	P
Commerce		
(A7)	Commercial services	P
(A8)	Conference facilities	P
(A9)	Drive-through restaurants	RD
(A10)	Entertainment facilities	P
(A11)	Cinemas	P

Activity		Activity status
(A12)	Offices	P
(A13)	Retail	P
(A14)	Service stations	RD
Community		
(A15)	Artworks	P
(A16)	Care centres	P
(A17)	Community facilities	P
(A18)	Education facilities	P
(A19)	Emergency services	RD
(A20)	Healthcare facilities	P
(A21)	Hospitals	D
(A22)	Justice facilities	P
(A23)	Recreation facilities	P
(A24)	Tertiary education facilities	P
Industry		
(A25)	Industrial activities	NC
(A26)	Industrial laboratories	P
(A27)	Light manufacturing and servicing	P
(A28)	Repair and maintenance services	P
(A29)	Storage and lock-up facilities	D
(A30)	Waste management facilities	NC
(A31)	Warehousing and storage	P
Mana Whenua		
(A32)	Marae complex	P
Development		
(A33)	New buildings	RD
(A34)	Demolition of buildings	C
(A35)	Alterations to building facades that are less than 25m ²	P
(A36)	Additions to buildings that are less than: (a) 25 per cent of the existing gross floor area of the building; or (b) 250m ² whichever is the lesser	P
(A37)	Internal alterations to buildings	P
(A38)	Additions and alterations to buildings not otherwise provided for	RD

H9.5. Notification

- (1) An application for resource consent for a controlled activity listed in Table H9.4.1 Activity table above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (2) Any application for resource consent for an activity listed in Table H9.4.1 Activity table and which is not listed in H9.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).
- (4) Any application for resource consent for the following activity will be considered without public or limited notification or the need to obtain the written approval of affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991:
 - (a) Development which does not comply with Standard H9.6.11 Minimum dwelling size.

H9.6. Standards

All activities listed as permitted, controlled and restricted discretionary in Table H9.4.1 Activity table must comply with the following standards.

H9.6.0 Activities within 30m of a residential zone

- (1) The following activities are restricted discretionary activities where they are located within 30m of a residential zone and are listed as a permitted activity in the activity table:
 - (a) bars and taverns;
 - (b) drive-through restaurants;
 - (c) outdoor eating areas accessory to restaurants;
 - (d) entertainment facilities;
 - (e) child care centres; and
 - (f) animal breeding and boarding.

This standard only applies to those parts of the activities subject to the application that are within 30m of the residential zone.

H9.6.1. Building height

Purpose:

- manage the effects of building height;
- manage shadowing effects of building height on public open space, excluding streets;
- manage visual dominance effects;
- enable greater height in areas identified for intensification including within walkable catchments; and
- provide for variations to the standard zone height through the Height Variation Control, to recognise the character and amenity of particular areas and provide a transition in building scale to lower density zones.

(1) Buildings must not exceed 72.5m, unless otherwise specified in the Height Variation Control on the planning maps.

(2) If the site is subject to the Height Variation Control, buildings must not exceed the height in metres, as shown in Table H9.6.1.1 below and for the site on the planning maps.

(3) Any part of a building greater than the occupiable building height is to be used only for roof form, roof terraces, plant and other mechanical and electrical equipment.

Table H9.6.1.1 Total building height shown in the Height Variation Control on the planning maps

Occupiable building height	Height for roof form	Total building height shown on Height Variation Control on the planning maps
11m	2m	13m
16m	2m	18m
19m	2m	21m
25m	2m	27m
Same as on the planning maps	NA	Exceeding 27m

H9.6.2. Height in relation to boundary

Purpose:

- manage the effects of building height;
- allow reasonable sunlight and daylight access to public open space excluding streets, and neighbouring zones;

- manage visual dominance effects on neighbouring zones where lower height limits apply.
- (1) Buildings must not project beyond a recession plane that begins vertically above ground level along the zone boundary. The angle of the recession plane and the height above ground level from which it is measured is specified in Table H9.6.2.1 and Figure H9.6.2.1 or Figure H9.6.2.2 below.
 - (2) The recession plane extends for only 30m into sites within the zone (refer to Figure H9.6.2.1).
 - (3) Where the boundary forms part of an entrance strip, access site or pedestrian access-way, the standard applies from the farthest boundary of that entrance strip or access site. However, if an entrance strip, access site or pedestrian access-way is greater than 2.5m in width, the standard will be measured from a parallel line 2.5m out from the site boundary.
 - (4) Figure H9.6.2.3 will be used to define what is a north, south, east or west boundary, where this is referred to in Table H9.6.2.1. The recession plane angle is calculated by orientating both site plan and Figure H9.6.2.3 to true north. Figure H9.6.2.3 is placed over the site plan with the outside of the circle touching the inside of the site boundary under consideration. At the point where Figure H9.6.2.3 touches the site boundary, the recession plane angle and height at which it begins, will be indicated by Table H9.6.2.1

Table H9.6.2.1 Height in relation to boundary

Location	Zoning of adjacent site	Angle of recession plane (identified as x in Figure H9.6.2.1 or Figure H9.6.2.2)	Height above ground level which the recession plane will be measured from (identified as y in Figure H9.6.2.1 or Figure H9.6.2.2)
NA	Residential – Low Density Residential Zone; Residential – Mixed Housing Urban Zone; Residential – Terrace Housing and Apartment Buildings Zone; Special Purpose – Māori Purpose Zone; Special Purpose – School Zone; Business – Mixed Use Zone; Business – General Business Zone; Open Space – Conservation Zone; Open Space – Informal Recreation Zone; Open Space – Sport and Active	60°	19m

	Recreation Zone; Open Space – Civic Spaces Zone; or Open Space – Community Zone		

Figure H9.6.2.1 Height in relation to boundary

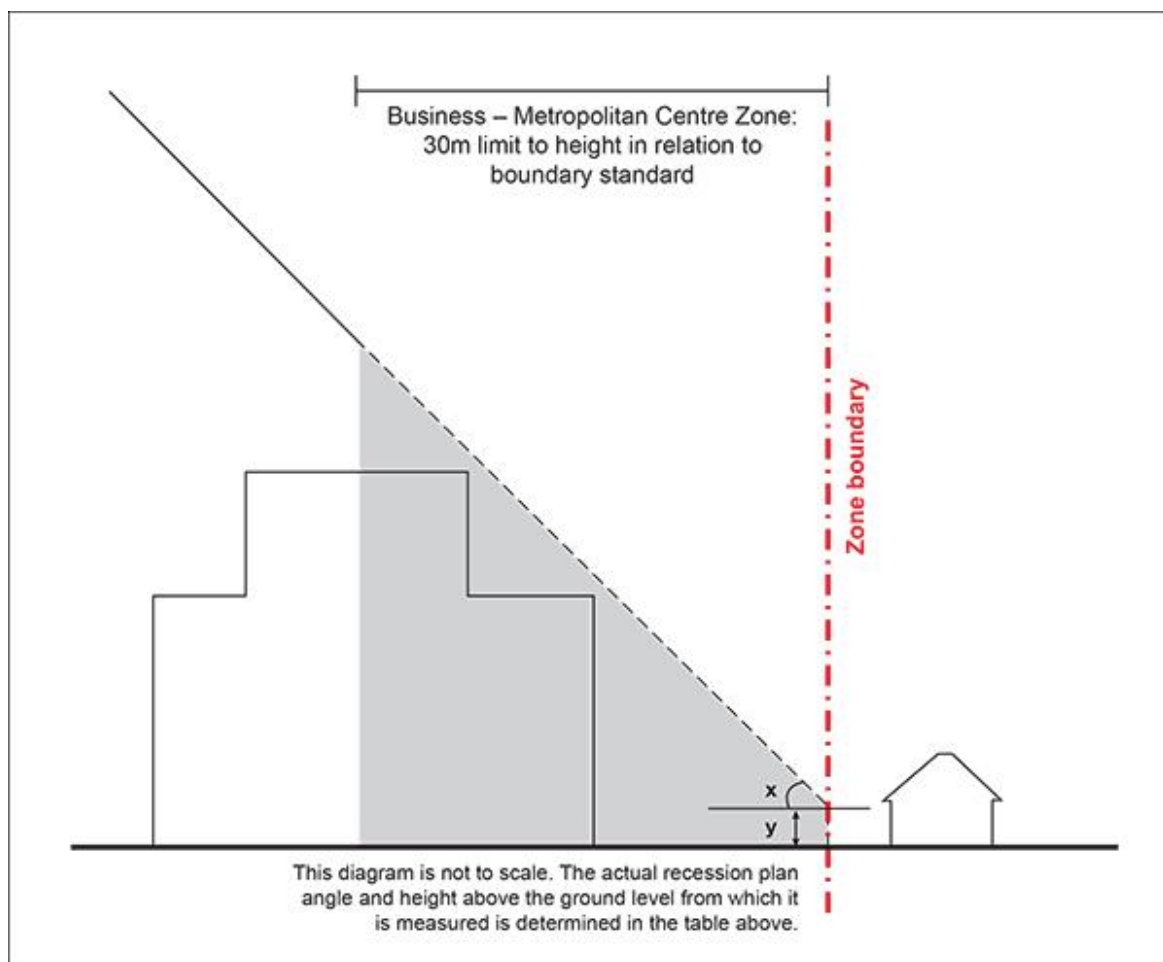


Figure H9.6.2.2 Height in relation to boundary opposite a road

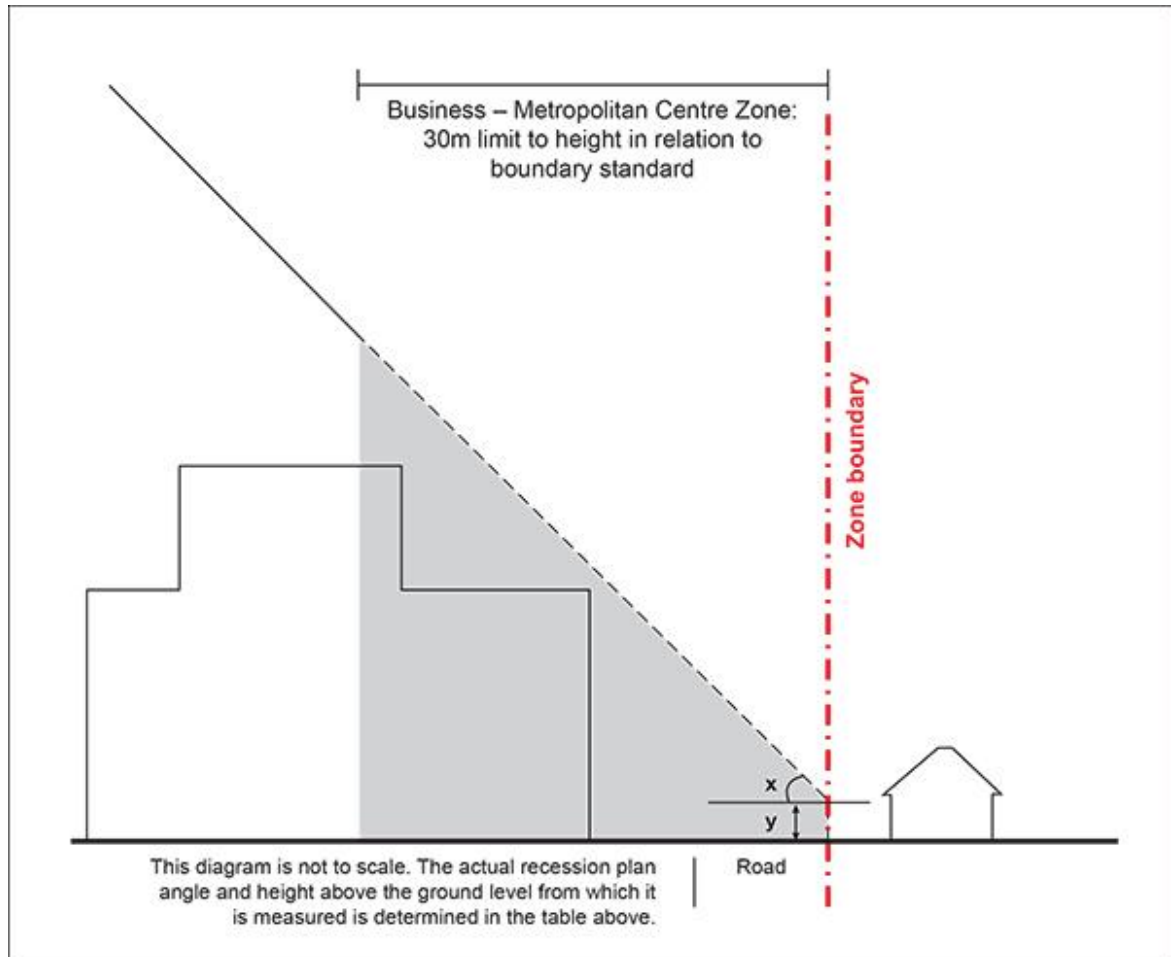
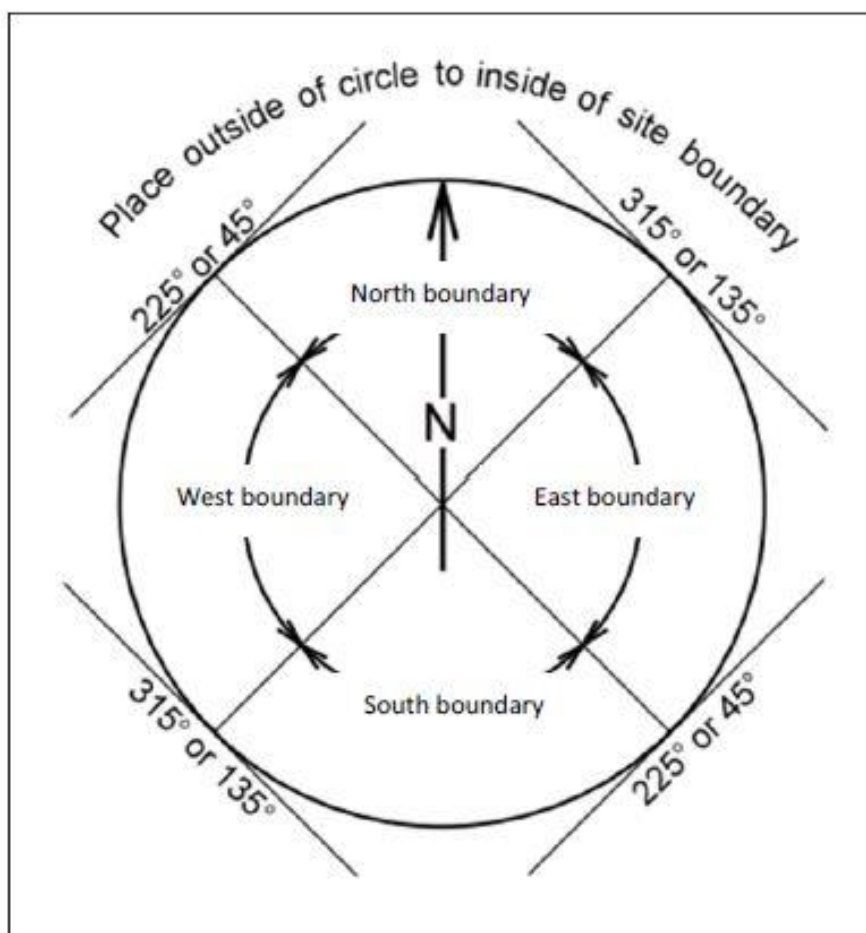


Figure H9.6.2.3 Recession plane indicator for sites adjacent to an open space zone



H9.6.3. Building setback at upper floors

Purpose:

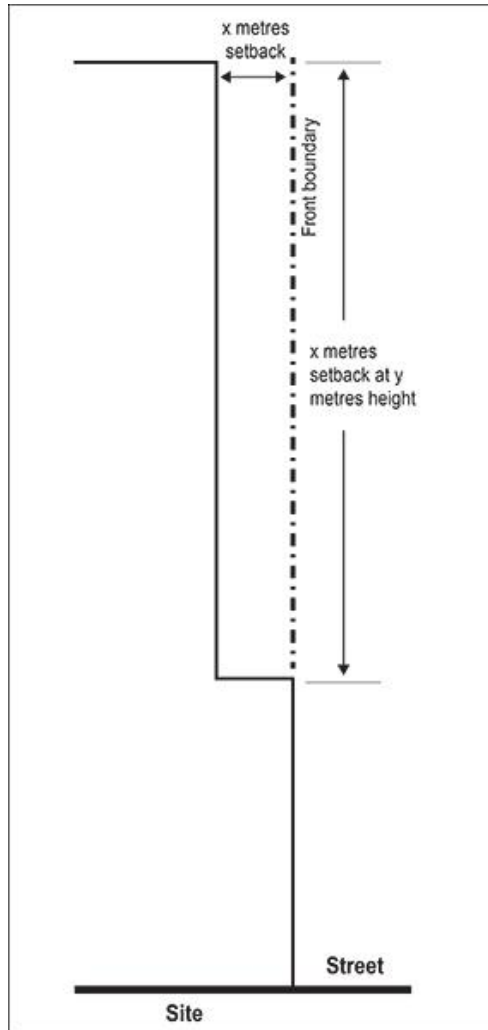
- provide adequate daylight access to streets;
- manage visual dominance effects on streets;
- manage visual dominance, residential amenity and privacy effects on residential zones; and
- mitigate adverse wind effects.

(1) A new building must be set back from the site frontage from the point where it exceeds the height listed in metres specified in Table H9.6.3.1.

Table H9.6.3.1 Building setback at upper floors

Minimum setback (identified as x in Figure H9.6.3.1)	Height (identified as y in Figure H9.6.3.1)
6m	32.5m

Figure H9.6.3.1 Building setback at upper floors



H9.6.4. Maximum tower dimension and tower separation

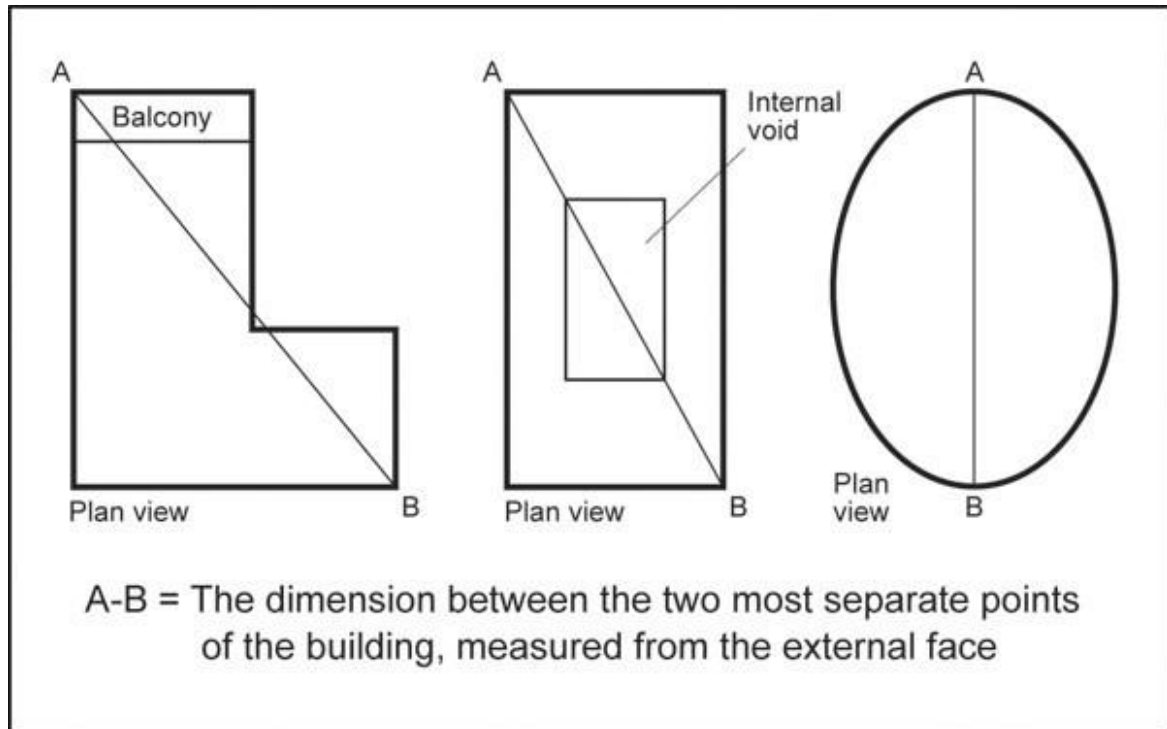
Purpose: ensure that high-rise buildings:

- are not overly bulky in appearance and manage significant visual dominance effects;
- allow adequate sunlight and daylight access to streets, public open space and nearby sites;
- provide adequate sunlight and outlook around and between buildings; and
- mitigate adverse wind effects.

(1) The maximum plan dimension of that part of the building above 32.5m must not exceed 55m.

- (2) The maximum plan dimension is the horizontal dimension between the exterior faces of the two most separate points of the building.
- (3) The part of a building above 32.5m must be located at least 6m from any side or rear boundary of the site.

Figure H9.6.4.1 Maximum tower dimension plan view



H9.6.5. Residential at ground floor

Purpose:

- protect the ground floor of buildings within centres for commercial use; and
- avoid locating activities that require privacy on the ground floor of buildings.

- (1) Dwellings including units within an integrated residential development must not locate on the ground floor of a building where the dwelling or unit has frontage to public open spaces including streets.

H9.6.6. Yards

Purpose:

- provide a landscaped buffer between buildings and activities and adjoining residential zones and some special purpose zones, to mitigate adverse visual and nuisance effects; and
- ensure buildings are adequately setback from lakes, streams and the coastal edge to maintain water quality, amenity, provide protection from natural hazards, and potential access to the coast.

- (1) A building or parts of a building must be set back from the relevant boundary by the minimum depth listed in Table H9.6.6.1 below.

Table H9.6.6.1 Yards

Yard	Minimum depth
Rear	3m where the rear boundary adjoins a residential zone or the Special Purpose – Māori Purpose Zone
Side	3m where a side boundary adjoins a residential zone or the Special Purpose – Māori Purpose Zone
Riparian	10m from the edge of all permanent and intermittent streams
Lakeside yard	30m
Coastal protection yard	25m, or as otherwise specified in Appendix 6 Coastal protection yard

Note 1

A side or rear yard, and/or landscaping within that yard, is only required along that part of the side or rear boundary adjoining a residential zone or the Special Purpose – Māori Purpose Zone.

- (2) Side and rear yards must be planted with a mixture of trees, shrubs or ground cover plants (including grass) within and along the full extent of the yard for a depth of at least 3m.

H9.6.7. Landscaping

Purpose:

- ensure landscaping provides a buffer and screening between car parking, loading, or service areas commercial activities and the street; and
- ensure landscaping is of sufficient quality as to make a positive contribution to the amenity of the street.

- (1) A landscape buffer of 2m in depth must be provided along the street frontage between the street and car parking, loading, or service areas which are visible from the street frontage. This rule excludes access points.
- (2) The required landscaping in Standard H9.6.7(1) above must comprise a mix of trees, shrubs or ground cover plants (including grass).

H9.6.8. Maximum impervious area in the riparian yard

Purpose: support the functioning of riparian yards and in-stream health.

- (1) The maximum impervious area within a riparian yard must not exceed 10 per cent of the riparian yard area.

H9.6.9. Wind

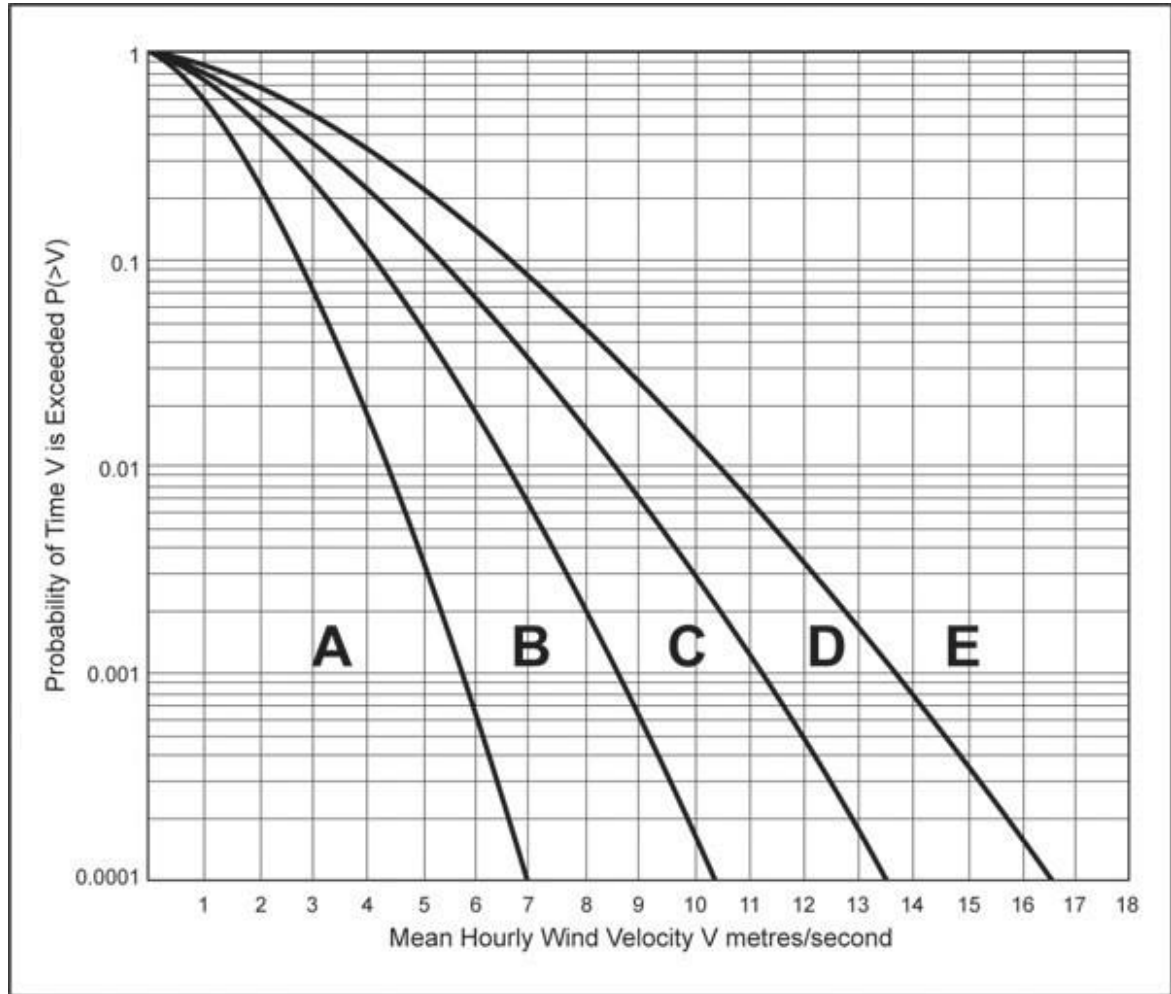
Purpose: mitigate the adverse wind effects generated by tall buildings.

- (1) A new building exceeding 25m in height and additions to existing buildings that increase the building height above 25m must not cause:
 - (a) the mean wind speed around it to exceed the category for the intended use of the area as set out in Table H9.6.9.1 and Figure H9.6.9.1 below;
 - (b) the average annual maximum peak 3-second gust to exceed the dangerous level of 25m per second; and
 - (c) an existing wind speed which exceeds the controls of Standard H9.6.9(1)(a) or Standard H9.6.9(1)(b) above to increase.
- (2) A report and certification from a suitably qualified and experienced person, showing that the building complies with Standard H9.6.9(1) above, will demonstrate compliance with this standard.
- (3) If the information in Standard H9.6.9(2) above is not provided, or if such information is provided but does not predict compliance with the rule, a further wind report including the results of a wind tunnel test or appropriate alternative test procedure is required to demonstrate compliance with this standard.

Table H9.6.9.1 Categories

Category	Description
Category A	Areas of pedestrian use or adjacent dwellings containing significant formal elements and features intended to encourage longer term recreational or relaxation use i.e. public open space and adjacent outdoor living space
Category B	Areas of pedestrian use or adjacent dwellings containing minor elements and features intended to encourage short term recreation or relaxation, including adjacent private residential properties
Category C	Areas of formed footpath or open space pedestrian linkages, used primarily for pedestrian transit and devoid of significant or repeated recreational or relaxation features, such as footpaths not covered in categories A or B above
Category D	Areas of road, carriage way, or vehicular routes, used primarily for vehicular transit and open storage, such as roads generally where devoid of any features or form which would include the spaces in categories A to C above
Category E	Category E represents conditions which are dangerous to the elderly and infants and of considerable cumulative discomfort to others, including residents in adjacent sites. Category E conditions are unacceptable and are not allocated to any physically defined areas of the city

Figure H9.6.9.1 Wind environment control



Derivation of the wind environment control graph:

The curves on the graph delineating the boundaries between the acceptable categories (A-D) and unacceptable (E) categories of wind performance are described by the Weibull expression:

$$P(>V) = e^{-(v/c)^k}$$

where V is a selected value on the horizontal axis, and P is the corresponding value of the vertical axis:

and where:

$P(>V)$ = Probability of a wind speed V being exceeded;

e = The Napierian base 2.7182818285

v = the velocity selected;

k = the constant 1.5; and

c = a variable dependent on the boundary being defined:

A/B, c = 1.548

B/C, c = 2.322

C/D, c = 3.017

D/E, c = 3.715

H9.6.10 Outlook space

Purpose:

- ensure a reasonable standard of visual and acoustic privacy between different dwellings, including their outdoor living space, on the same or adjacent sites; and
 - encourage the placement of habitable room windows to the site frontage or to the rear of the site in preference to side boundaries, to maximise both passive surveillance of the street and privacy, and to avoid overlooking of neighbouring sites.
- (1) The standard below applies to new buildings containing dwellings, units in an integrated residential development, visitor accommodation and boarding houses and buildings that are converted to dwellings, units in an integrated residential development, visitor accommodation and boarding houses.
 - (2) An outlook space must be provided from each face of the building containing windows to principal living areas or bedrooms of any dwelling. Where windows to a principal living area or bedroom are provided from two or more faces of a building, outlook space must be provided to the face with the greatest window area of outlook.
 - (3) The minimum dimensions for outlook space are:
 - (a) for principal living areas, the dimensions of the outlook space, measured perpendicular to the exterior face of the building, must be in accordance with Figure H9.6.10.2, for the relative height of the floor above the average ground level along each building face; or
 - (b) for bedrooms, the outlook space must be a minimum of 6m, measured perpendicular to the exterior face of the building.
 - (4) The outlook space must extend from the exterior wall of the principal living room or bedroom and not the windows.
 - (5) The outlook space may be over:
 - (a) the site on which the building is located, but not towards a side boundary if the building is within 10m of the site frontage (refer Figure H9.6.10.1);
 - (b) the street;
 - (c) public open space; or

- (d) another site, only if:
- (i) the outlook space is secured in perpetuity for the benefit of the building by a legal instrument to be put in place prior to the commencement of construction; and
 - (ii) the written approval of the owner of the adjoining site for the outlook space is provided when the application for resource consent is lodged.
- (6) In the situation where an outlook space is provided over a legal road narrower than the width specified in Figure H9.6.10.2, the street width is deemed to satisfy the minimum outlook space requirement.
- (7) More than one building on the site may share an outlook space.

Figure H9.6.10.1 Outlook over the street

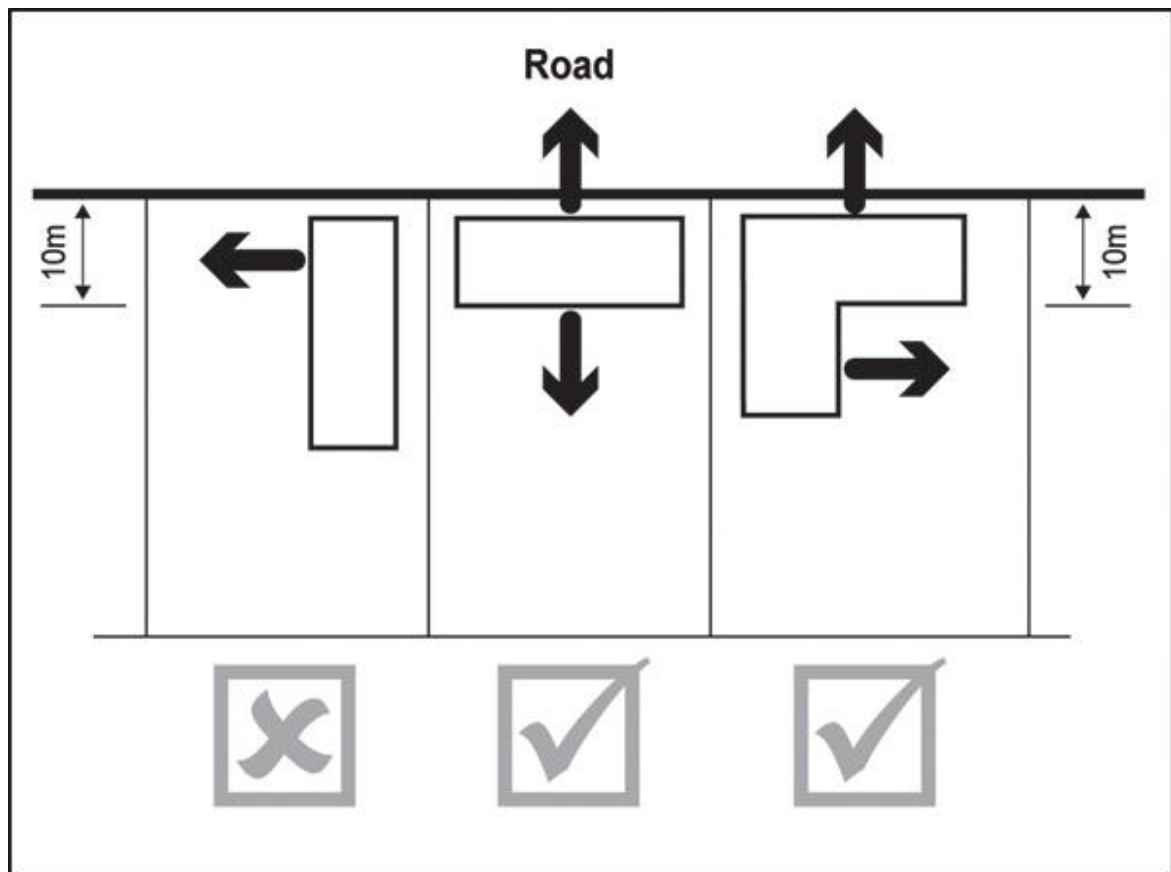
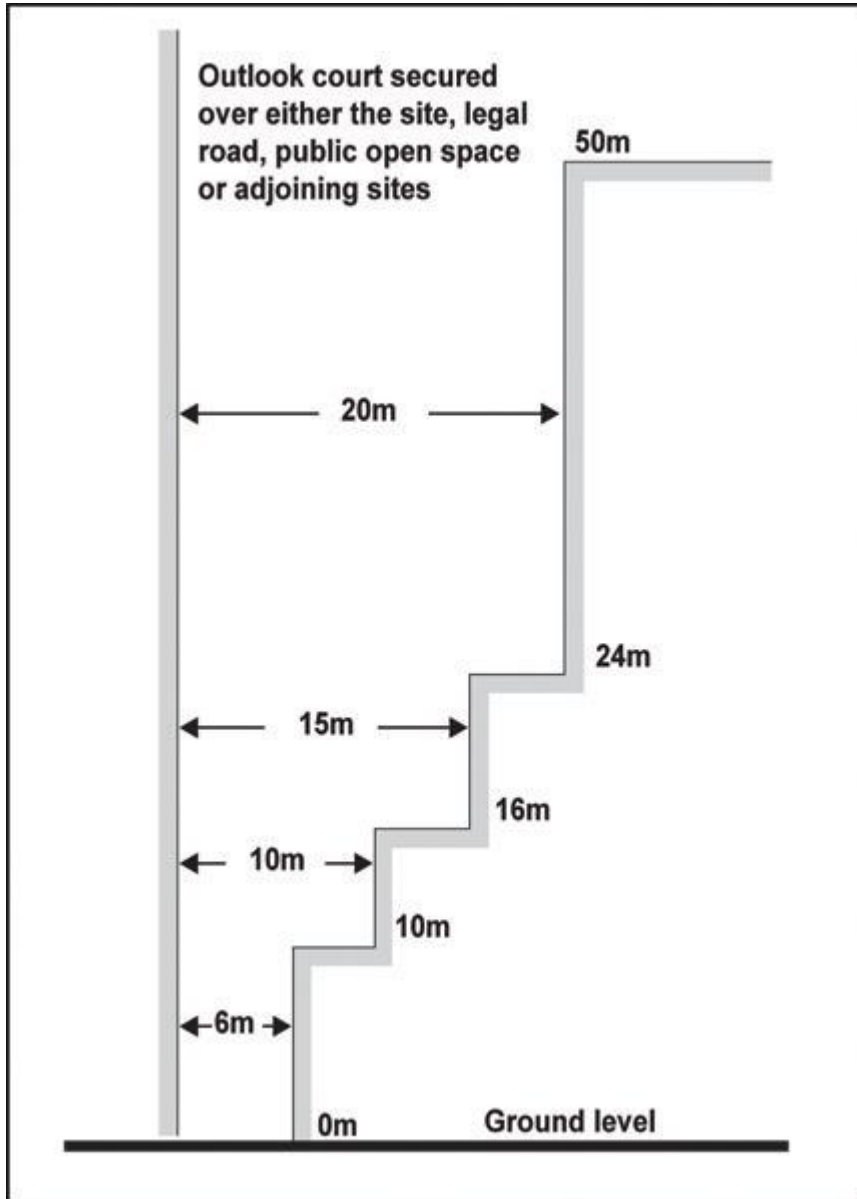


Figure H9.6.10.2 Outlook space



H9.6.11 Minimum dwelling size

Purpose: to ensure dwellings are functional and of a sufficient size to provide for the day to day needs of residents, based on the number of occupants the dwelling is designed to accommodate.

(1) Dwellings must have a net internal floor area as follows:

(a) 35m² for studio dwellings.

The minimum net internal floor area for studio dwellings may be reduced by 5m² where a balcony, ground floor terrace or roof terrace of 5m² or greater is provided.

- (b) 50m² for one or more bedroom dwellings.

The minimum net internal floor area for one or more bedroom dwellings may be reduced by 8m² where a balcony, ground floor terrace or roof terrace of 8m² or greater is provided.

- (c) Provided that for the purpose of Standard H9.6.11(1)(a) or Standard H9.6.11(1)(b) above, the balcony, ground floor terrace or roof terrace:
 - (i) is for the exclusive use of the dwelling occupants;
 - (ii) has a minimum depth of 1.2m for studios;
 - (iii) has a minimum depth of 1.8m for one or more bedroom dwellings; and
 - (iv) balconies and ground floor terraces shall be directly accessible from the principal living room space.

H9.7. Assessment – controlled activities

H9.7.1. Matters of control

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application:

- (1) demolition of buildings:
 - (a) measures required to manage potential adverse effects on the quality and amenity of adjoining streets and public open spaces including pedestrian safety and protection from the weather; and
 - (b) measures required to manage potential adverse traffic effects on the surrounding transport network.

H9.7.2. Assessment criteria

The Council will consider the relevant assessment criteria below for controlled activities:

- (1) demolition of buildings:
 - (a) for Matter H9.7.1(1)(a) refer to Policy H9.3(3)(b) and Policy H9.3(3)(c); and
 - (b) for Matter H9.7.1(1)(b) refer to Policy H9.3(3)(b) and Policy H9.3(3)(c).

H9.8. Assessment – restricted discretionary activities

H9.8.1. Matters of discretion

The Council will restrict its discretion to the following matters when assessing a restricted discretionary resource consent application:

- (1) drive-through restaurants, activities within 30m of a residential zone, emergency services and service stations:

- (a) the compatibility of:
 - (i) the effects of intensity and scale of the development arising from the numbers of people and/or vehicles using the site; and
 - (ii) the effects of the operation of the activity
on the existing and expected future amenity values of the surrounding area and any practicable mitigation measures that would be appropriate to manage those effects;
 - (b) the effects of the design and location of parking areas and vehicle access and servicing arrangements on visual amenity of the streetscape and on pedestrian safety;
 - (c) the effects of location, design and management of storage and servicing facilities on the amenity values of nearby residential properties including potential visual effects, adequacy of access for service vehicles (including waste collection) and any night time noise effects; and
 - (d) the assessment of the above matters having regard to the need to provide for the functional requirements of the activity;
- (2) new buildings and alterations and additions to buildings not otherwise provided for:
- (a) the design and appearance of buildings in so far as it affects the existing and future amenity values of public streets and spaces used by significant numbers of people. This includes:
 - (i) the contribution that such buildings make to the attractiveness pleasantness and enclosure of the public space;
 - (ii) the maintenance or enhancement of amenity for pedestrians using the public space or street;
 - (iii) the provision of convenient and direct access between the street and building for people of all ages and abilities;
 - (iv) measures adopted for limiting the adverse visual effects of any blank walls along the frontage of the public space; and
 - (v) the effectiveness of screening of car parking and service areas from the view of people using the public space.
 - (b) the provision of floor to floor heights that will provide the flexibility of the space to be adaptable to a wide variety of use over time;
 - (c) the extent of glazing provided on walls fronting public streets and public spaces and the benefits it provides in terms of:
 - (i) the attractiveness and pleasantness of the public space and the amenity for people using or passing through that space;

- (ii) the degree of visibility that it provides between the public space and the building interior; and
 - (iii) the opportunities for passive surveillance of the street from the ground floor of buildings.
 - (d) the provision of verandahs to provide weather protection in areas used, or likely to be used, by significant numbers of pedestrians;
 - (e) the application of Crime Prevention through Environmental Design principles to the design and layout of buildings adjoining public spaces;
 - (f) the effects of creation of new roads and/or service lanes on the matters listed above;
 - (g) the positive effects that landscaping, including required landscaping, on sites adjoining public spaces is able to contribute to the amenity values of the people using or passing through the public space;
 - (h) taking an integrated stormwater management approach; and
 - (i) all the above matters to be assessed having regard to the outcomes set out in this Plan and the functional requirements of the activities that the buildings are intended to accommodate;
- (3) in addition to the matters for new buildings stated above the Council will restrict its discretion to the following matter in regard to:
- integrated retail developments; or
 - supermarkets, department stores and large format retail where the activity or integrated retail development exceeds 1000m² gross floor area per tenancy;
- (a) the manner in which these building/developments are integrated with the adjacent existing and planned future centre and zone activities and public spaces and provide for the continuity of active public frontages and associated pedestrian amenity that is appropriate to those centres and zones having regard to the outcomes set out in this Plan and the functional requirements of the activities that the buildings are intended to accommodate. This will include the effects of the design and location of parking areas, vehicle access and servicing arrangements on the visual amenity of the streetscape and on pedestrian safety;
- (4) in addition to the matters for new buildings stated above the Council will retain discretion to the following matter in regard to:
- drive-through restaurants; or
 - service stations.
- (a) the effects of the location and design of:

- (i) buildings and associated equipment, parking and service areas;
 - (ii) access for vehicles including service vehicles; and
 - (iii) landscaping
- on the amenity of surrounding areas (particularly residential areas), on streetscapes and on pedestrian amenity and any methods by which those effects can be appropriately managed;
- (5) conversion of a building or part of a building to dwellings, an integrated residential development, visitor accommodation and boarding houses:
- (a) any matters that do not meet the standards set out for the activity in Standard H9.6.10 or Standard H9.6.11 having regard to the need to ensure a good standard of amenity within and between dwellings, visitor accommodation, boarding houses and retirement villages;
- (6) buildings that do not comply with the standards:
- (a) any policy which is relevant to the standard;
 - (b) the purpose of the standard;
 - (c) the effects of the infringement of the standard;
 - (d) the effects on the amenity of neighbouring sites;
 - (e) the effects of any special or unusual characteristic of the site which is relevant to the standard;
 - (f) the characteristics of the development;
 - (g) any other matters specifically listed for the standard; and
 - (h) where more than one standard will be infringed, the effects of all infringements.

H9.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities:

- (1) drive-through restaurants, activities within 30m of a residential zone emergency services and service stations:
- (a) for Matter H9.8.1(1)(a)(i) refer to Policy H9.3(3)(a), Policy H9.3(3)(b), Policy H9.3(3)(c), Policy H9.3(8), Policy H9.3(16); Policy H9.3(17), Policy H9.3(18), Policy H9.3(19) and Policy H9.3(22);
 - (b) for Matter H9.8.1(1)(a)(ii) refer to Policy H9.3(3)(a), Policy H9.3(3)(b), Policy H9.3(3)(c), Policy H9.3(8); Policy H9.3(16); Policy H9.3(17), Policy H9.3(18), Policy H9.3(19) and Policy H9.3(22);

- (c) for Matter H9.8.1(1)(b) refer to Policy H9.3(3)(c), Policy H9.3(7), Policy H9.3(16), Policy H9.3(18) and Policy H9.3(19);
- (d) for Matter H9.8.1(1)(c) refer to Policy H9.3(22).
- (e) for Matter H9.8.1(1)(d) refer to Policy H9.3(12);
- (2) new buildings and alterations and additions to buildings not otherwise provided for:
 - (a) for Matter H9.8.1(2)(a)(i) refer to Policy H9.3(3)(a), Policy H9.3(3)(b) and Policy H9.3(16)
 - (b) for Matter H9.8.1(2)(a)(ii) refer to Policy H9.3(3)(c), Policy H9.3(16), Policy H9.3(18) and Policy H9.3(19);
 - (c) for Matter H9.8.1(2)(a)(iii) refer to Policy H9.3(4);
 - (d) for Matter H9.8.1(2)(a)(iv) refer to Policy H9.3(3)(a);
 - (e) for Matter H9.8.1(2)(a)(v) refer to Policy H9.3(7);
 - (f) for Matter H9.8.1(2)(b) refer to Policy H9.3(6);
 - (g) for Matter H9.8.1(2)(c)(i) refer to Policy H9.3(3)(a) and Policy H9.3(3)(b);
 - (h) for Matter H9.8.1(2)(c)(ii) refer to Policy H9.3(3)(a) and Policy H9.3(3)(b);
 - (i) for Matter H9.8.1(2)(c)(iii) refer to Policy H9.3(3)(a) and Policy H9.3(3)(b);
 - (j) for Matter H9.8.1(2)(d) refer to Policy H9.3(3)(c);
 - (k) for Matter H9.8.1(2)(e) refer to Policy H9.3(3)(c);
 - (l) for Matter H9.8.1(2)(f) refer to Policy H9.3(3)(b);
 - (m) for Matter H9.8.1(2)(g) refer to Policy H9.3(3)(c);
 - (n) for Matter H9.8.1(2)(h) refer to Policy E1.3(10); and
 - (o) for Matter H9.8.1(2)(i) refer to Policy H9.3(3)(12);
- (3) in addition to the policies for new buildings stated above the Council will have regard to the following policies when considering new buildings for the following purposes:
 - integrated retail developments; or
 - supermarkets, department stores and large format retail where the activity or integrated retail development exceeds 1000m² gross floor area per tenancy:
- (a) refer to Policy H9.3(1), Policy H9.3(5), Policy H9.3(15) and Policy H9.3(21);

(4) in addition to the policies for new buildings stated above the Council will have regard to the following policies when considering new buildings for the following purposes:

- drive-through restaurants; or
- service stations:

(a) refer to Policy H9.3(3)(a), Policy H9.3(3)(b), Policy H9.3(3)(c), Policy H9.3(7), Policy H9.3(8), Policy H9.3(12); Policy H9.3(16), Policy H9.3(17), Policy H9.3(18), Policy H9.3(19) and Policy H9.3(22);

(5) conversion of a building or part of a building to dwellings, retirement villages, visitor accommodation and boarding houses:

(a) refer to Policy H9.3(2);

(6) buildings that do not comply with the standards:

(a) height, height in relation to boundary, building setbacks at upper floors, maximum tower dimension and tower separation:

(i) refer to Policy H9.3(3)(a), Policy H9.3(3)(b), Policy H9.3(8), Policy H9.3(12A), Policy H9.3(13), Policy H9.3(14), Policy H9.3(15) and Policy H9.3(15A);

(b) residential at ground floor:

(i) refer to Policy H9.3(10) and Policy H9.3(18);

(c) yards and landscaping:

(i) refer to Policy H9.3(3)(b), Policy H9.3(3)(c), Policy H9.3(7) and Policy H9.3(8);

(d) maximum impervious area in a riparian yard:

(i) refer to Policy H9.3(23);

(e) wind:

(i) refer to Policy H9.3(11);

(f) outlook space, minimum dwelling size:

(i) refer to Policy H9.3(2).

H9.9. Special information requirements

There are no special information requirements in this zone.

I336. Sylvia Park Precinct

I336.1. Precinct description

The underlying zoning of the land within the Sylvia Park precinct is the Business - Metropolitan Centre zone. Refer to the planning maps for the location and extent of the precinct.

The purpose of the Sylvia Park precinct is to facilitate the development of a wide range of activities that will reinforce its role as a metropolitan centre.

Achieving high quality development for buildings and publicly accessible open spaces, including the plaza, and others proposed, integrated with enhanced public transport facilities, will provide a community focal point with a unique sense of place.

Particular consideration needs to be given to building form, function, detailing and materials for new buildings. Future development should also recognise areas of remnant natural character, including Mutukaroa - Hamlins Hill and Panmure Basin. In addition, the precinct identifies a limited earthworks corridor which identifies the course of a historic, spiritual and culturally significant stream of importance to Mana Whenua. The path of the stream has been identified and commemorated onsite as part of its development. Some piling or service earthworks requiring resource consents may be necessary within the corridor.

I336.2. Objectives

- (1) Sylvia Park precinct provides a mix of residential, commercial, civic and community activities which promotes its role as a Metropolitan Centre.
- (2) Development within the Sylvia Park precinct is integrated with the surrounding urban environment, infrastructure and the natural values of the area.

The underlying Business Metropolitan Centre zone, Auckland-wide and overlay objectives apply in this precinct, in addition to those specified above.

I336.3. Policies

- (1) Enable and encourage Sylvia Park precinct's role as a Metropolitan Centre through the establishment of a broad range of uses including residential, retail, community, entertainment, education, civic and commercial activities.
- (2) Require development to avoid or mitigate potential adverse effects on the environment, amenity and public safety of surrounding residential and commercial areas. Particular attention should be given to adverse effects in relation to the limited earthworks corridor and the transition in heights between the Metropolitan Centre and the surrounding residential areas and Business - Mixed Use zones.
- (3) Require development to deliver the Structural Elements identified in Precinct Plan 2 (I336.10.2) - Sylvia Park and to:

- (a) provide an integrated and legible urban form
 - (b) enable and encourage a mix of activities
 - (c) establish high-quality buildings in terms of external and internal appearance and functionality
 - (d) establish high-quality, vibrant and accessible streets and public spaces
 - (e) facilitate walking, cycling and public transport use to encourage sustainable transport patterns
 - (f) achieve a form of development that respects the surrounding cultural and physical environment
 - (g) provide high quality dwellings which cater for different stages through a range of dwelling sizes.
- (4) Ensure activities in sub-precinct C facilitate integration with the surrounding environment and manage those that might be incompatible with the adjoining residential zone.

The underlying Business - Metropolitan Centre zone, Auckland-wide and overlay policies apply in this precinct, in addition to those specified above.

I336.4. Activity table

The underlying zone, Auckland-wide and relevant overlays activity tables apply unless otherwise specified below.

Table I336.4.1 Activity table specify the activity status of land use and development in the Sylvia Park Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991 or any combination of all these sections where relevant.

Table I336.4.1: Activity table

	Activity	Activity status
Use		
Sub-precincts A, B and C		
(A1)	Public places	P
Development - sub-precinct A – I336.10.1. Precinct Plan 1: Height areas		
(A2)	Buildings up to 27m	C
(A3)	Buildings between 27m and 72.5m	RD
(A4)	Buildings greater than 72.5m	D
Development – sub-precinct B - I336.10.1. Precinct Plan 1: Height areas		
(A5)	Buildings up to 27m	C
(A6)	Buildings between 27m and 50m	RD

(A7)	Buildings greater than 50m	D
Development - Sub-precinct C – I336.10.1. Precinct Plan 1: Height areas		
(A8)	Buildings up to 27m	C
(A9)	Buildings between 27m and 50m	RD
(A9A)	Buildings greater than 50m	D
Site Intensity: Maximum basic allowable Gross Floor Area controls – Sub-precincts A, B and C		
(A10)	Any combination of: retail, entertainment facilities, taverns, restaurants, cafes and other eating places up to 120,000m ² GFA	P
(A11)	Any combination of retail, entertainment facilities, taverns, restaurants, cafes and other eating places exceeding 120,000m ² but within the overall basic 250,000m ² GFA limitation	RD
(A12)	Any combination of retail, entertainment facilities, taverns, restaurants, cafes and other eating places, and offices where the 250,000m ² overall basic GFA limitation is exceeded	D
(A13)	Offices up to 100,000m ² GFA	P
(A14)	Offices between 100,000 and 130,000m ² GFA	RD

I336.5. Notification

- (1) An application for resource consent for a controlled activity listed in Table I336.4.1 Activity table above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991. For the following activities council will consider limited notification may be given to identified Mana Whenua; being Ngati Paoa, Ngati Maru, Ngati Whanaunga and Ngati Tamatera for:
 - (a) A control infringement of Standard I336.6.7.
- (2) Any other application for resource consent for an activity listed in Table I336.4.1 Activity table above which is not listed in Standard I336.5(1) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

I336.6. Standards

The standards applicable to the overlays, zones and Auckland-wide provisions apply in this precinct unless otherwise specified below.

Business - Metropolitan Centre zone standards not applying to this precinct include:

- (1) Standard [H9.6.1](#) Building height
- (2) Standard [H9.6.4](#) Maximum tower dimension and tower separation
- (3) Standard [H9.6.5](#) Residential at ground floor
- (4) Standard [H9.6.7](#) Landscaping

All other standards in the Business - Metropolitan Centre zone, Auckland-wide standards and any relevant overlays apply in this precinct in addition to Standards I336.6.1 – I336.6.7 below:

I336.6.1. Site Intensity

- (1) The maximum total basic gross floor area on the site for activities other than residential units, visitor accommodation, hotels, and boarding houses/hostels is 250,000m² subject to the limitations set out in the activity table under I336.4.1.
 - (a) Office activity exceeding 100,000m² up to a maximum of 130,000m² GFA is a restricted discretionary activity.
 - (b) Activities other than residential units, visitor accommodation, hotels, and boarding houses/hostels that collectively exceed the standards above (as set out in the activity table) will be considered as a discretionary activity.

I336.6.2. Building height (shown in I336.10.1)

- (1) For the purposes of calculating height in the Sylvia Park precinct, the ground level of the site will be calculated based on the 'Geotechnical Completion Report for Earthworks' prepared for SKM by Tonkin & Taylor Ltd, dated May 2006.
- (2) Building platform – sub-precinct A and sub-precinct B
 - (a) 'Height area– sub-precinct A'
 - (i) The maximum height is 72.5m provided that all parts of buildings between 27m and 72.5m in height must:
 - In total, not exceed more than 15 per cent of the area of 'Height area - sub-precinct A'
 - in each case, not exceed a floor plate area of 3000m² and
 - be separated from each other by a minimum horizontal distance of 20m.
 - (b) 'Height area – sub-precinct B'

- (i) The maximum height is 50m provided that all parts of buildings between 27m and 50m in height must:
 - In total, not exceed more than 15 per cent of the area of 'Height area - sub-precinct B'
 - in each case, not exceed a floor plate area of 3000m² and
 - be separated from each other by a minimum horizontal distance of 20m.

(3) Building platform – sub-precinct C

- (a) The maximum height is 50m provided that all parts of buildings between 27m and 50m in height must:
 - (i) In total, not exceed more than 15 per cent of the area of 'Height area - sub-precinct C'
 - (ii) in each case, not exceed a floor plate area of 3000m² and
 - (iii) be separated from each other by a minimum horizontal distance of 20m.

- (4) Development that does not comply with clauses 1 to 3 above is a discretionary activity.

Development in sub-precincts A and B not complying with standards I336.6.3. to I336.6.6 below is a restricted discretionary activity.

I336.6.3. Frontage control

- (1) Within those parts of the site identified in I366.10.2 - Precinct Plan 2: Structuring Elements which are subject to the Frontage A control, the establishment of new buildings, or undertaking additions and alterations to existing buildings, must at ground level:
 - (a) directly abut the road or any intervening public space to which the control relates
 - (b) have a minimum floor to floor height of 4m for a minimum depth of 8m
 - (c) have clear glazing for 75 per cent of its height for at least 50 per cent of the ground floor building frontage, other than vehicle entrances and loading bays, and pedestrian entrances and lobbies
 - (d) not include residential activity and/or car parking unless retail/commercial activity fronts the street and the residential activity and/or car parking is located behind the retail/commercial activity.
 - (e) The ground floor frontage of buildings used for commercial sexual services and strip clubs must screen the areas where the services take place, if they are directly visible from the street.

- (2) Within those parts of the site identified in I366.10.2 - Precinct Plan 2: Structuring Elements which are subject to the Frontage B control, the establishment of new buildings, or undertaking additions and alterations to existing buildings, must at ground level comply with clauses 1.b - e above.

I336.6.4. Vehicle access

- (1) Vehicle access to the site is limited to the entry/exit points identified in I366.10.2 - Precinct Plan 2: Structuring Elements.

I336.6.5. Heavy vehicle access

- (1) With the exception of emergency service vehicles, heavy motor vehicles are not permitted to enter or leave the site via Stud Way.
- (2) For the purpose of this rule, a heavy motor vehicle is a goods delivery vehicle and service vehicles with a gross laden weight exceeding 3500kg, where the gross laden weight is the total of the unladen weight of the vehicle and the maximum load the vehicle is generally allowed to carry at the time.

I336.6.6. Landscaping and on-site amenity areas

- (1) A minimum of 10 per cent of the site must be developed for landscaping and on-site amenity areas.
- (2) Landscaping must achieve visual enhancement of at-grade car parking areas visible from pedestrian access routes and roads subject to the frontage controls shown on I366.10.2, Precinct Plan 2: Structuring elements.
- (3) The 'Cone' (located over the existing open space as shown on I366.10.2 , Precinct Plan 2: Structuring Elements) must receive direct sunlight between 11am-2pm September - March inclusive.
- (4) For the purpose of this clause, on-site amenity areas includes the pedestrian plaza referred to as open space areas and those shown in I366.10.2, Precinct Plan 2: Structuring Elements including playgrounds, water features, other amenity areas and pedestrian walkways.

I336.6.7. Limited earthworks corridor

- (1) Earthworks must not exceed 1m in depth below ground level within the limited earthworks corridor measured 5m either side of the centre line which is shown on I336.10.3 Limited earthworks corridor diagram.
- (2) For the purposes of this rule, ground level is defined as the reduced levels in the precinct as recorded on Tse Group Limited survey plans referenced Project No. 5019-01- 102/1, 102/2 and 102/3 dated 29 January 1999.
- (3) An infringement of the corridor control will be considered as a controlled activity.

I336.7. Assessment – Controlled Activities

I336.7.1. Matters of control

For activities/development that is a controlled activity in the Sylvia Park precinct, the council will reserve its control to the following matters, in addition to the matters specified for the relevant controlled activities in the Business - Metropolitan Centre zone, Auckland-wide or overlay provisions.

(1) Buildings less than 27m in height

- (a) general design principles
- (b) building design
- (c) street level interface
- (d) upper floors and roof levels
- (e) off-site road works
- (f) limited earthworks corridor

I336.7.2. Assessment criteria

For activities/development that is a controlled activity in the Sylvia Park precinct, the following assessment criteria apply.

(1) Buildings up to 27m in height

- (a) General design principles
 - (i) The extent to which:
 - development provides an integrated and legible urban form
 - development provides a variation in building height
 - development contributes to the prevention of crime through design and configuration.
 - legible and safe pedestrian access routes as shown in Precinct Plan 2: Structuring Elements are provided between significant on-site activities, including public transportation facilities
 - the scale and location of buildings provide a sense of enclosure to Mount Wellington Highway
 - buildings are sustainable, using durable low maintenance materials, maximising solar access and natural ventilation, and incorporating mechanical and electrical systems that optimise energy efficiency
 - on-site stormwater conservation measures are incorporated where appropriate, including rainwater harvesting devices, green roofs or rain gardens

- development has regard to the required works and management plans set out in I336.9 Special information requirements (1) (a) and (1) (b) of the Sylvia Park precinct
- development avoids, remedies or mitigates any adverse effect on the identification and commemorative measures in relation to the stream and limited earthworks corridor.

(b) Building design

(i) The extent to which:

- building design is of high-quality, showing creativity and responsiveness to the local context, including architectural character and expression, use of materials, articulation and modulation to create visual interest
- modulation of the facade is expressed at macro, medium and detail scales
- flat planes or blank facades devoid of modulation, relief or surface detail have been avoided where appropriate
- the building is of a form, location and orientation that minimises or avoids creating adverse shadowing, amenity and wind effects for:
 - the 'Cone', 'Green'(town square), Pedestrian Plaza as well as key future amenity areas within the Precinct or immediately adjacent
 - the pedestrian connections as shown in I336.10.2 -Precinct plan 2: Structuring elements
 - any residential zones in the vicinity of the precinct.

(c) At street level, the extent to which:

- (i) the building contributes to pedestrian vitality, interest and public safety through the use of architectural detail and maximising door and window openings
- (ii) building entrances are easily identifiable and accessible from street level, and provide pedestrian shelter
- (iii) separate pedestrian entrances have been provided for different uses within the building, particularly for residential activity
- (iv) vehicle accesses and loading facilities are designed for pedestrian safety in terms of location, visibility, and width.

(d) At upper levels and on rooftops, the extent to which:

- (i) large expanses of blank walls are avoided on road and public open space frontages
- (ii) architectural design differentiates upper building levels from middle and ground levels

- (iii) cantilevered balconies are avoided
- (iv) roof profiles should be part of the overall building form and contribute to the architectural quality of the skyline as viewed from both ground level and higher surrounding buildings. This includes the integration of plant, exhaust and intake units and other mechanical and electrical equipment into the overall rooftop design.

(e) Engineering

- (i) The extent to which the:
 - building design avoids or mitigates natural hazards arising from stormwater and stability issues in the precinct
 - design and location of the building impacts the overland flow path registered on the certificate of title.

(f) Other

- (i) Prior to construction starting, a site and traffic management plan has been provided to council's satisfaction, specifying:
 - the site manager and contact details
 - measures to maintain the site in a tidy condition in terms of disposal and storage of rubbish, storage and unloading of building materials and similar construction activities
 - measures for waste management, including designated sites for storage and collection of refuse and glass/plastic/can recycling bins in accordance with the council's waste reduction policy
 - procedures for controlling sediment runoff and the removal of soil debris and construction materials from public roads or places
 - proposed numbers and timing of truck movements throughout the day including identification of heavy vehicle routes which avoid residential streets
 - location of workers' conveniences
 - site entry/exit for construction vehicles
 - hours of construction and demolition
 - dust control measures
 - location of site hoardings
 - procedures for managing construction traffic.
- (ii) Where development exceeds 148,000m², the extent to which on-site or off-site roading works are required to mitigate significant traffic effects covered in clause I336.9 (1) (a) (iv) below.
- (iii) Earthworks greater than 1m deep below ground level within the limited earthworks corridor
 - Control is restricted to and applications will be assessed in terms of any effect on the relationship of Mana Whenua and their culture and

traditions with wāhi tapu in the precinct, especially wāhi whenua and wāhi pito.

- Conditions may be imposed on consents to avoid, remedy or mitigate any adverse effects of works to support Mana Whenua, including:
 - a requirement to notify the council and Mana Whenua before any earthworks start
 - supervision of works by a council-appointed archaeologist and Mana Whenua representatives
 - controls on how earthworks are managed, such as hand digging rather than mechanical digging
 - limits on the duration of the works
 - controls aimed at minimising the physical extent of the works
 - controls aimed at locating the works to minimise their effect on wāhi tapu

I336.8. Assessment – Restricted discretionary activities

I336.8.1. Matters of discretion

For activities and development that is a restricted discretionary activity in the Sylvia Park precinct, the council will restrict its discretion to the following matters in addition to the matters specified for the relevant restricted discretionary activities in the Business - Metropolitan Centre zone and the Auckland-wide rules:

- (1) Office activity exceeding 100,000m² up to a maximum of 130,000m² GFA and any combination of retail, entertainment facilities, taverns, restaurants, cafes and other eating places exceeding 120,000m² but within the 250,000m² overall basic GFA limitation:

(a) Travel management

(b) Transportation effects

- (2) For the following standards, the relevant effects of infringing each standard in relation to the purpose of the standard:

(a) Building design over 27m in height and up to 72.5m in height in sub-precinct A and over 27m in height and up to 50m in height in sub-precinct B and C

(b) Frontage Control

(c) Vehicle Access

(d) Heavy vehicle access

(e) Landscaping and on-site amenity areas

I336.8.2. Assessment criteria

For activities and development that is a restricted discretionary activity in the Sylvia Park precinct, the following assessment criteria apply, in addition to the criteria specified for the relevant restricted discretionary activities in the Business -

Metropolitan Centre zone, the Auckland-wide, or overlay provisions and having reference to the guiding principles set out in Sylvia Park precinct Policy 3:

(1) Office activity exceeding 100,000m² up to a maximum of 130,000m² GFA and any combination of retail, entertainment facilities, taverns, restaurants, cafes and other eating places exceeding 120,000m² but within the 250,000m² overall basic GFA limitation.

(a) The extent to which development contributes to achieving a modal shift toward more sustainable transport modes including any available information demonstrating the success or otherwise of travel management measures implemented at Sylvia Park.

(b) The extent to which measures are proposed to mitigate adverse transportation effects.

(2) Buildings over 27m high in Height area sub-precincts A, B and C

In addition to the criteria for assessment of buildings as a controlled activity set out above, discretion is restricted to whether:

(a) the building maintains or enhances visual amenity of development on the site as a whole as viewed from residential zones, and from public places outside the Sylvia Park precinct

(b) building scale and location provides an appropriate transition between the activities on the site and neighbouring residential activities

(c) views to and from Hamlins Hill are significantly compromised as a result of the concentration of large-scale building forms

(d) the building responds and relates appropriately to the scale of the surrounding public infrastructure, including the Southern Motorway, South Eastern Arterial (SEART), Mt Wellington Highway, and the main trunk railway line

(e) the building responds and relates appropriately to the scale and form of neighbouring onsite buildings

(f) the building provides an attractive silhouette against the sky when viewed from major public spaces within and around the site, making a positive contribution to the collective skyline of the commercial centre

(g) the location of the building has been considered in relation to its urban context and makes a positive contribution to the urban structure, particularly with regard to the distribution of other taller buildings and the location of public open spaces and amenities.

- (h) Buildings should be designed or located to minimise dominance or overshadowing effects within the Business – Mixed Use zone along the western side of Mount Wellington Highway, opposite to Sylvia Park Precinct.

(3) Frontage control

- (a) Where buildings do not front the road boundary, the extent to which intervening space is developed and designed as a public amenity area, including hard or soft landscaping.
- (b) The extent to which the structural framework of the building enables conversion of the floor space to comply with future height and glazing requirements.
- (c) The extent to which building design and/or landscaping features mitigate a reduction in glazing.
- (d) The extent to which the building design and/or location adversely affects pedestrian amenity.

(4) Vehicle access

- (a) The extent to which any new access will adversely affect the operational capacity and safety of the adjacent road network and amenity of adjacent sites.

(5) Heavy vehicle access

- (a) The extent to which heavy vehicle access may result in adverse effects in terms of road safety and residential amenity.

(6) Landscaping and on-site amenity areas

- (a) The extent to which the infringement may result in the loss of on-site amenity

I336.9. Special information requirements

An application for resource consent must be accompanied by:

(1) Required works and management plans

Works and management plans must be provided to council's satisfaction and protected by conditions on resource consents or by way of other mechanisms outside the Unitary Plan. Except as otherwise provided in this precinct, the works and management plans described below are to be funded by the landowner(s) or their nominee.

(a) Required works

- (i) Pedestrian plaza

- A pedestrian plaza with a minimum area of 400m² must be provided south of the south-eastern arterial flyover and located so it can be conveniently accessed from other parts of the site, is sheltered from the wind, is designed for personal safety, and receive direct sunlight between 11am and 2pm. The design and location of the plaza must be approved by the council. The location of the plaza should be determined having regard to the alignment of nearby streets, the distribution of activities, and the configuration of buildings. The plaza is to be provided no later than the completion of 148,000m² of GFA of development on the site.

(ii) Drainage

- Any relocation, reconstruction or diversion of existing public sewer or stormwater drains through the site, necessary to allow development of the centre, must meet design standards specified by the relevant authority. Such work will be to the cost of the development except insofar as the relevant authority requests or requires that replacement drains have a greater nominal capacity than the existing system and this extra capacity is required to serve land outside the development.
- Any existing drain requiring reconstruction due to its physical condition will be the subject of a financial contribution from the development to the extent only that additional capacity is required to service the development.
- A primary stormwater system of underground pipes or open channels must be provided to convey runoff from the site from storms with a 10-year return period.
- A secondary system of overland flow paths must be provided to convey additional runoff from the site from storms with a return period greater than 10 years, and up to 100 years.

(iii) Pedestrian and cycleway connection

- A new safe pedestrian and cycleway connection must be provided to connect the site to Lynton Road in the general location shown in Precinct Plan 2: Structuring Elements.
- The connection will have a minimum width of 5m and a design approved by the council.
- The connection is to be provided no later than completion of 148,000m² of GFA of development on the site.

(iv) Off-site roading works

- Council may require, as conditions upon resource consents, works or financial contributions so that any physical changes to the roading network required as a result of the redevelopment of the site in accordance with the core precinct are carried out.
- Conditions regarding on-site or off-site road works, including a requirement to signalise internal roundabouts, may be imposed on individual applications for resource consent that will increase total approved development on the site above 148,000m² as the need for such works becomes apparent. The amount of any financial contribution payable on any individual application will be the proportion of the actual cost of road works required as a result of the particular application. The proportion payable on any application will be determined taking into account the amount of traffic generated by the development of the centre for which resource consent is being sought, relative to existing traffic, and the extent to which that development will use up additional capacity provided by the intersection improvements. In calculating the financial contribution payable, consideration will also be given to the benefits accruing to other road users and property owners in terms of actual usage and increased capacity.

(v) Financial contribution for off-site amenity

- A total financial contribution of \$1.5m is to be provided by the developer for works to improve off-site amenity in the local Panmure/Mt Wellington/Sylvia Park community. Such works may include children's play areas, street landscaping, paving and furniture, pedestrian facilities, and environmental improvements.
- The financial contribution must not be used to fund any works required to mitigate the adverse effects of the proposed northern access route linking Waipuna and Lynton roads to the precinct. Any acoustic or visual mitigation measures required as part of a resource consent must be separately funded by the developer.
- A financial contribution of \$750,000 was paid to council at the initial stage of development. A second contribution of \$750,000 is to be paid to the council no later than the completion of a total of 80,000m² GFA of development on the site.

(b) Management plans

(i) Transport plan

- A comprehensive transport plan must be developed, setting out:

- the physical infrastructure to be established or that is currently established on-site to support the use of alternative forms of transport such as public transport; adequate facilities for cyclists - showers, lockers and changing facilities; carpool parking areas; travel reduction information boards in foyer areas for information such as timetables and route maps; and an internet service to enhance awareness of alternative transport services.
- The physical linkages to be provided on the site to link with surrounding pedestrian and cycle networks and public transport resources.
- Operational measures to encourage reduced vehicle trips, including car sharing schemes, public transport use incentives, flexitime, staggered working hours.
- A plan setting out how car parking for the site is to be managed in an integrated manner to optimise usage whilst facilitating the use of other modes to the greatest extent practicable.
- Any proposal to provide for the extension, relocation and/or improvement of the bus station in order to accommodate any increase in patronage or services.

Note

The transport plan must be submitted to the council for approval and thereafter updated as required and approved by the council prior to the grant of any resource consent involving additional GFA. The detail to be provided in the update of the transport plan must be commensurate with the scale of the development proposed and its anticipated effects.

(ii) Landscape management plan

- Once development on the site exceeds 148,000m², a comprehensive landscape management plan must be developed setting out the overall landscape precinct for the site and details of maintenance plans. This plan must address both hard and soft landscaping, provision of public art, and the design precincts for plaza spaces. Landscaping must be developed and maintained on the site in accordance with the management plan. The plan must be updated as required and be part of any application involving significant new development on the site.
- The plan must be submitted to the council for approval and thereafter updated as required and approved by the council prior to the grant of any resource consent involving additional GFA.

(iii) Signage

- Once development on the site exceeds 148,000m², a comprehensive signage concept plan must be developed. Any applications for new signage must show how the proposed signage accords with the overall signage plan. The signage plan must be updated as required, including as part of any applications involving significant new development on the site.

Note

The signage plan must be submitted to the council for approval and thereafter updated as required and approved by the council prior to the grant of any resource consent involving new signage or applications under the signs bylaw.

(iv) Street amenity and maintenance

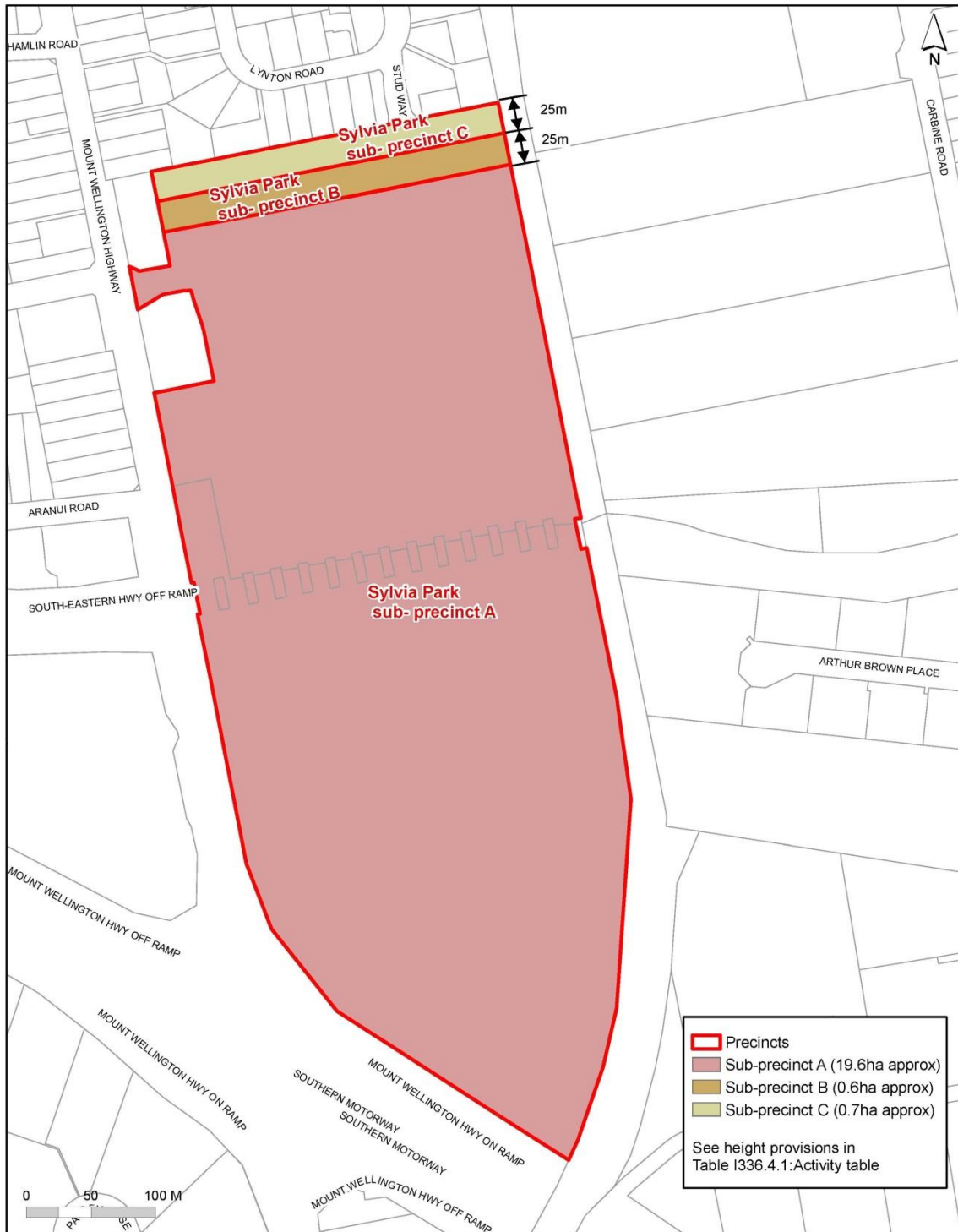
- Once development on the site exceeds 148,000m², a street amenity and maintenance plan must be prepared, setting out the design and maintenance of the internal street network. This must set out the design treatment of internal streets including details of paving materials, public transport facilities, road signage, lighting and street furniture and how streets will be maintained. The street amenity and maintenance plan must be updated as required, including as part of any applications involving significant new development on the site.

Appendix I336 – Sylvia Park Precinct – Tonkin & Taylor report, May 2006

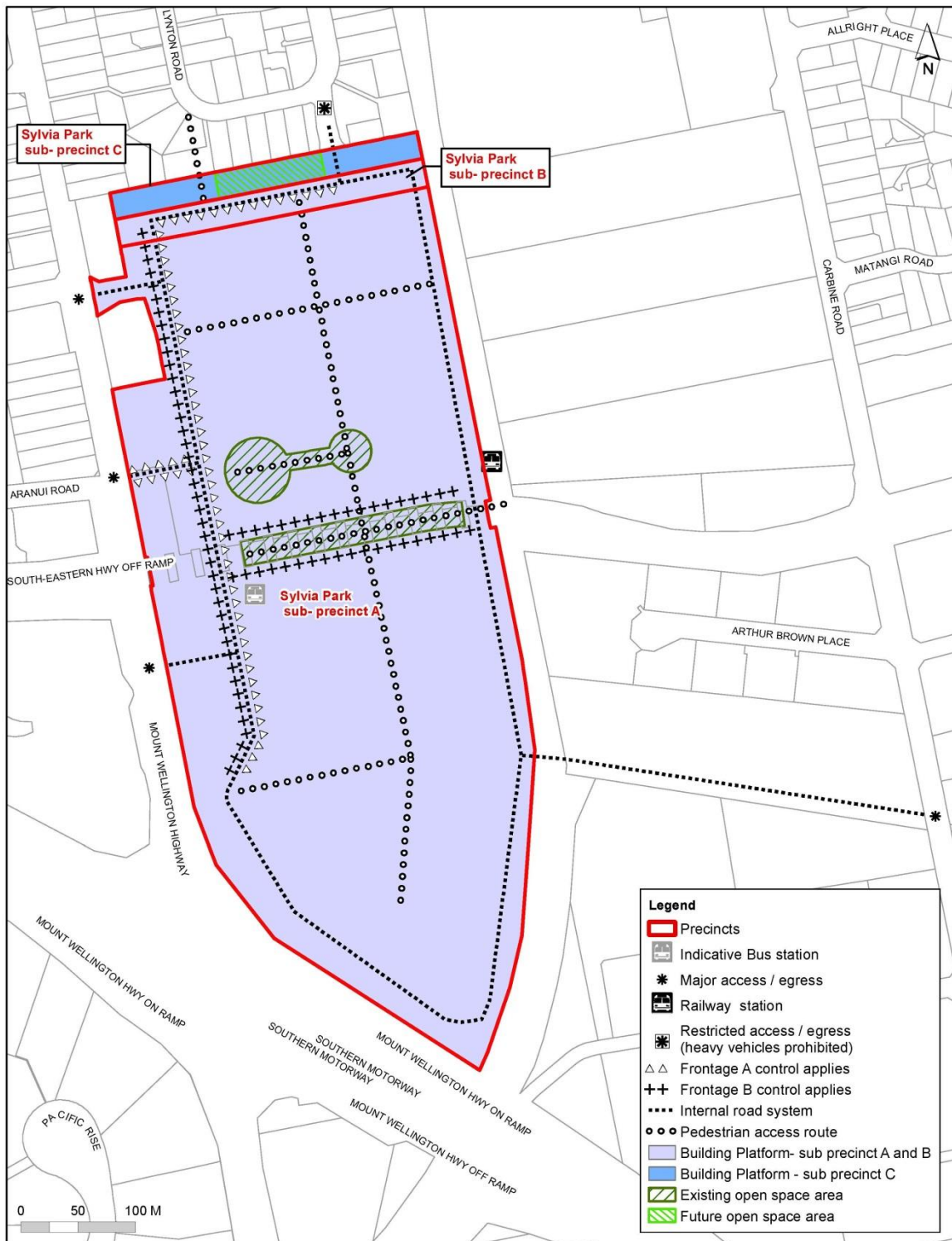
Refer to pdf attachment

1336.10. Precinct plans

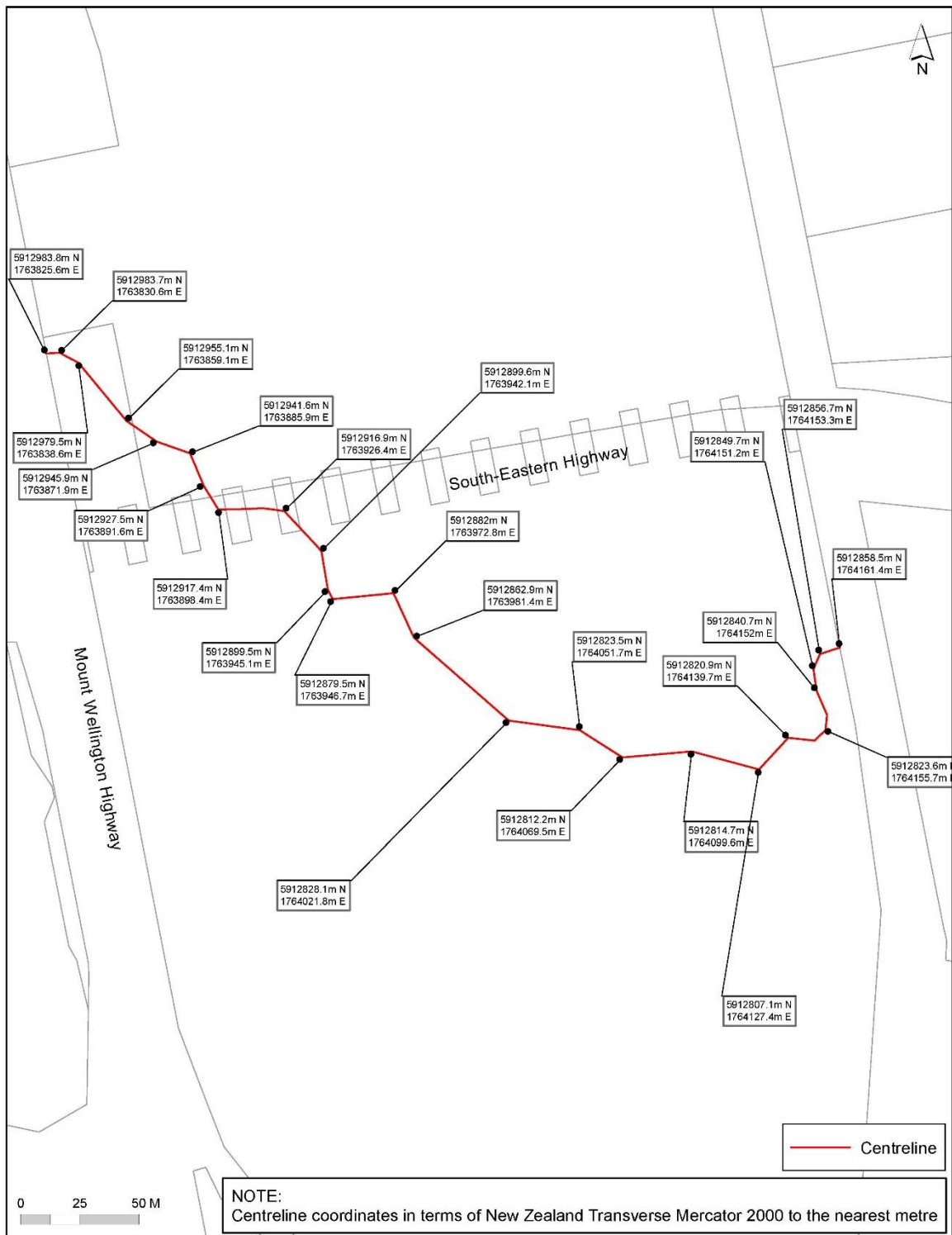
1336.10.1 Sylvia Park: Precinct Plan 1: Height areas



I336.10.2 Sylvia Park: Precinct Plan 2: Structuring elements



I336.10.3 Sylvia Park: Limited earthworks corridor



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

(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
[new text to be inserted]	[new text to be inserted]

PC 79 ([see Modifications](#))

AEP

Annual exceedance probability

AFA

Average floor area

ANNA

Aircraft noise notification area

AIAL

Auckland International Airport Limited

ARI

Average rain index

PC 120 immediate legal effect under s86B(3)(f) RMA ([see Modifications](#))

ASAN

Activities sensitive to aircraft noise

BPO

Best practicable option

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

J1 Definitions

HH

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

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

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	

J1 Definitions

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

J1 Definitions

		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	

PC 120
immediate legal
effect under
s86B(3)(f) RMA
(see
[Modifications](#))

[new text to be inserted]

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.

PC 79 ([see Modifications](#))

[new text to be inserted]

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.

PC 120 immediate legal effect under s86B(3)(f) RMA ([see Modifications](#))

[new text to be inserted]

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.

 [new text to be inserted]

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. 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 probability of occurring in one year.

Equivalent average return 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.

PC 120 immediate
legal effect under
s86B(3)(f) RMA ([see
Modifications](#))

PC 120 immediate
legal effect under
s86B(3)(f) RMA ([see
Modifications](#))

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

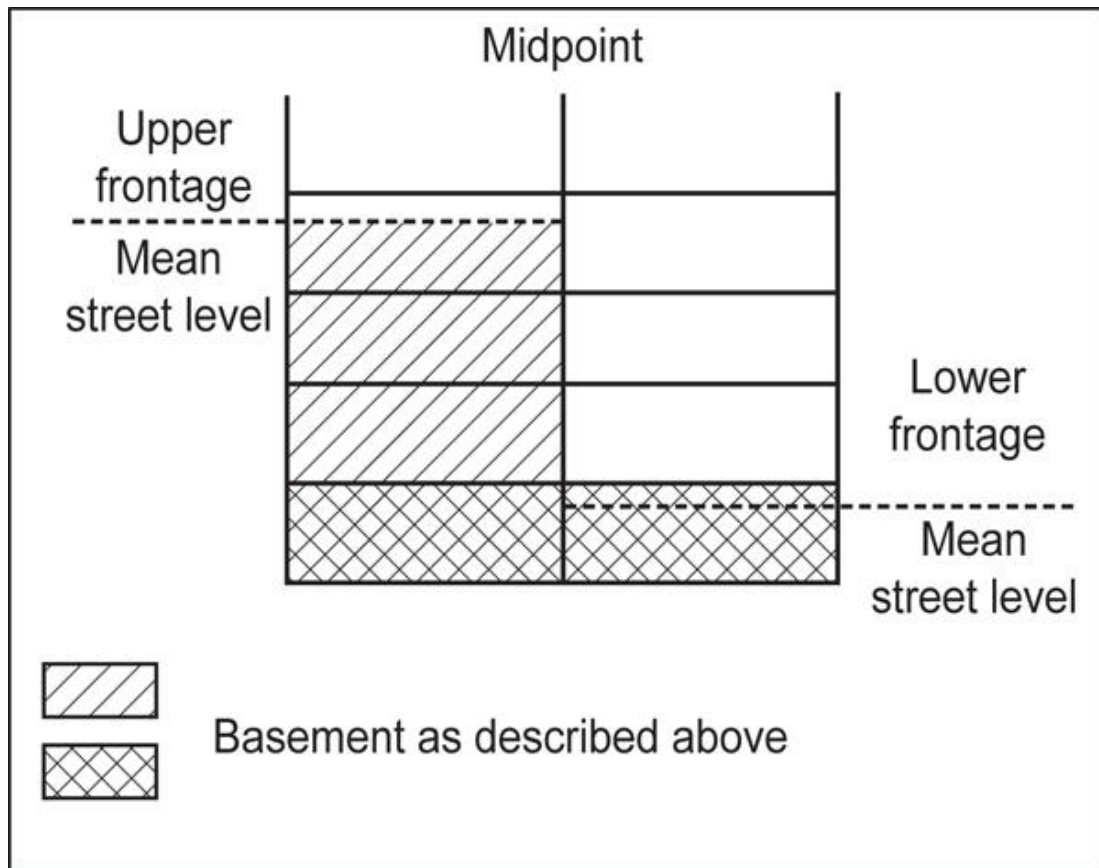
Base flow

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	Above ground level

J1 Definitions

space	
In an Open Space Zone: - Bicycle stand/parking structures - Board walks - Boxing or edging - Drinking and water fountains - Gates, bollards and chains - Rubbish and recycling bins - Seating and tables Stairs	Over 1.5m in height from ground level, inclusive of the height of any supporting structure
Type of structure	Qualifying dimension or standard (for height either the average ground level or rolling height method)
Structures used as a dwelling, place of work, place of assembly or storage, or structures that are in a reserve or camping ground	Over 1.5m in height and In use for more than 32 days in any calendar year

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:

- (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.

[new text to be inserted]

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:

- 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) area

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.

[new text to be inserted]

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, in its GIS viewer for the one per cent annual exceedance probability (AEP) rainfall event (the floodplain maps). The floodplain maps are indicative only. 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, depth and flow characteristics of the floodplain specific to their property and development proposal.

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 existing or planned in an integrated catchment (or stormwater) management plan.

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

PC 120 immediate
legal effect under
s86B(3)(f) RMA ([see
Modifications](#))

[new text to be inserted]

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):

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;

J1 Definitions

- 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:

- (a) 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
- (b) 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

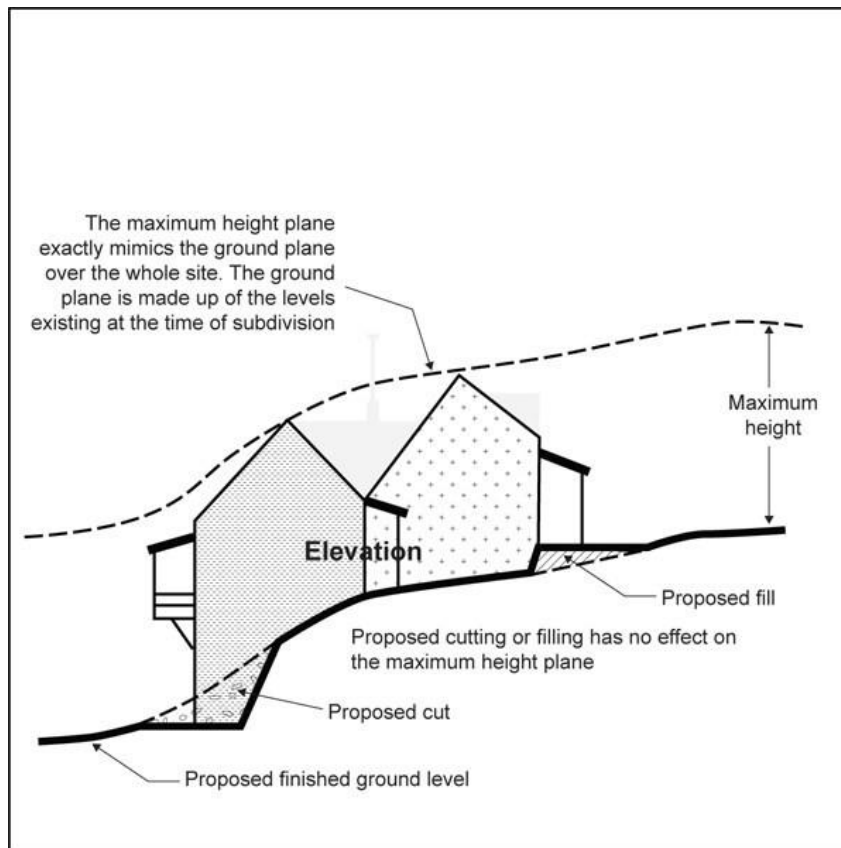
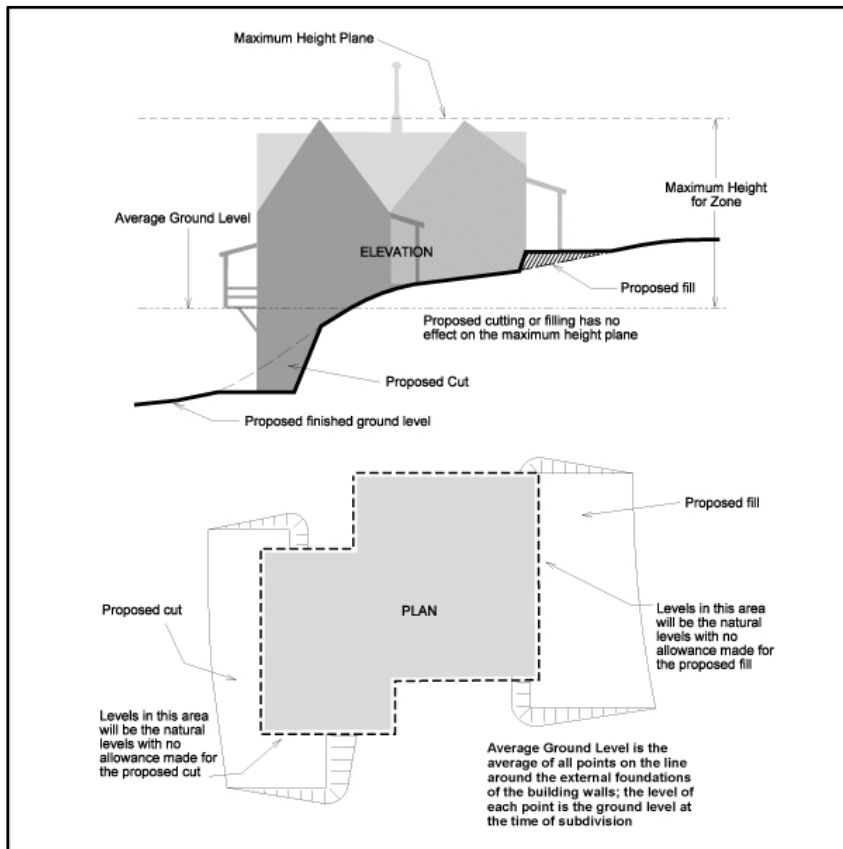


Figure J1.4.3 Height - average ground level method



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 unbunded 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:

- (a) Where the land which is underlain by Allochthonous soils has slope angles greater than or equal to 1 vertical to 7 horizontal;
- (b) 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;
- (c) 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;
- (d) 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:
 - (i) 1 vertical to 7 horizontal for slope comprising Allochthonous soils;
 - (ii) 1 vertical to 4 horizontal for slopes comprising Holocene or Pleistocene soils; or
 - (iii) 1 vertical or 3 horizontal for slopes comprising any other soil types;
- (e) Within a horizontal distance of 2.5 times the cliff vertical height behind the base of any natural cliff; or
- (f) 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 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), 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.

PC 120 immediate
legal effect under
s86B(3)(f) RMA ([see
Modifications](#))

[new text to be inserted]

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.

PC 120 ([see Modifications](#))

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.

 [new text to be inserted]

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:

- (a) 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
- (b) 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 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.

[new text to be inserted]

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

though 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:

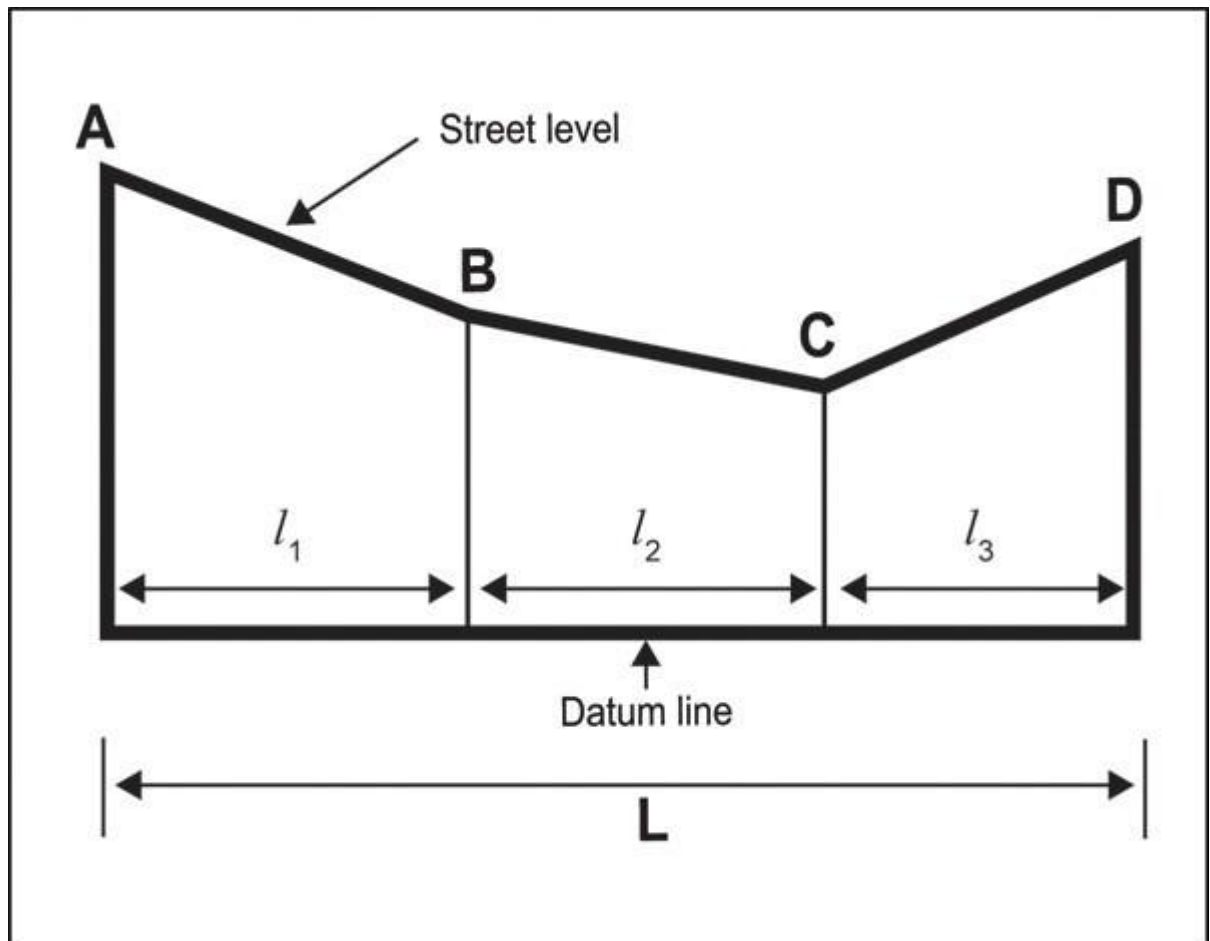
- any poles subsidiary to the primary mast.

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).

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

$$l_1 + l_2 + l_3 = L$$

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.

PC 120 ([see Modifications](#))

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.

 [new text to be inserted]

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:

- (a) have predominantly indigenous riparian vegetation cover along a length (reach) of at least 600m and:
 - (i) an average total width of vegetation cover of 80m i.e. an average width of 40m on either side; or

(ii) 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

(b) 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

Low point in terrain, excluding a permanent watercourse or intermittent river or stream, where surface runoff will flow, 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 is indicative only. 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

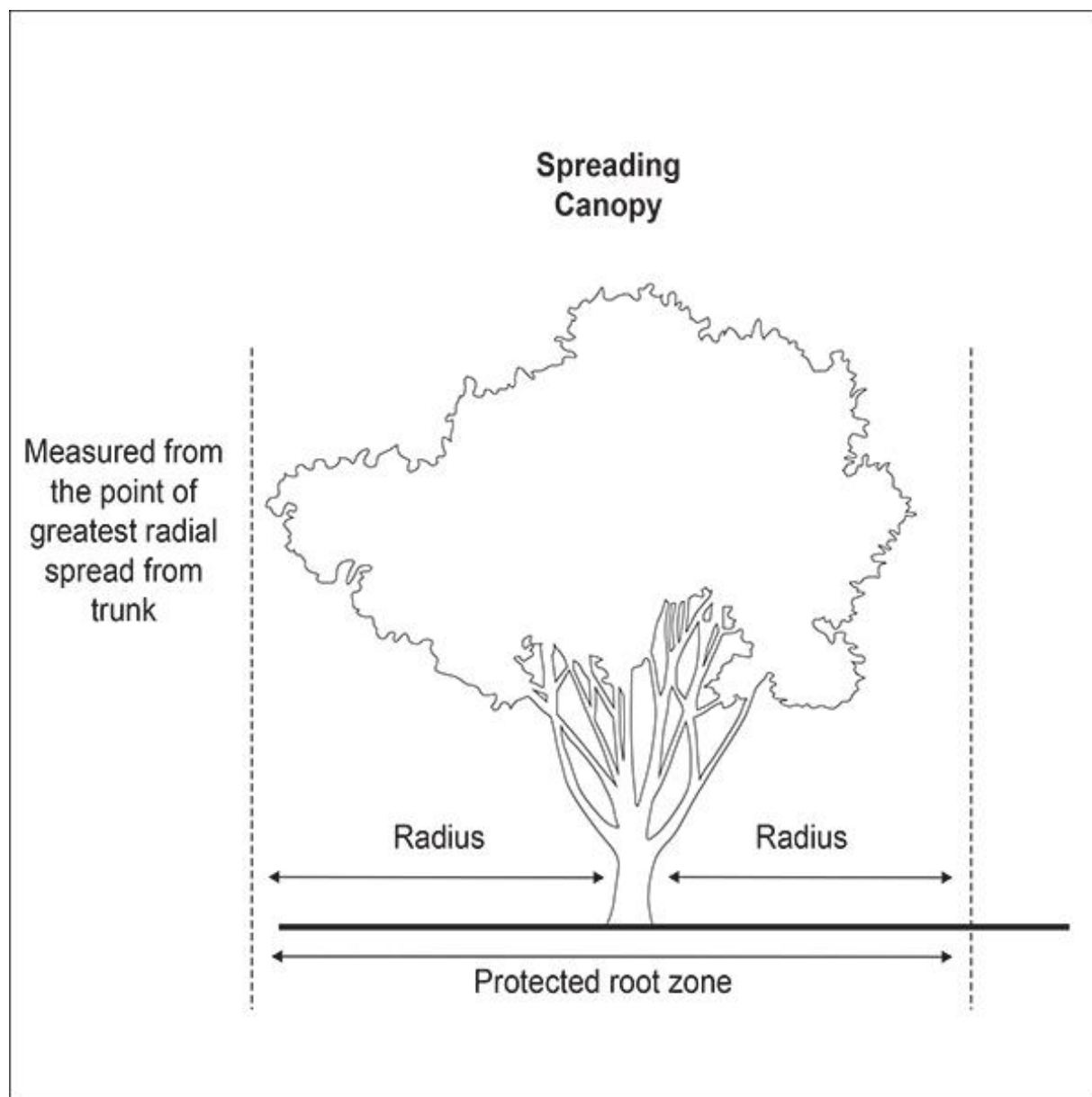
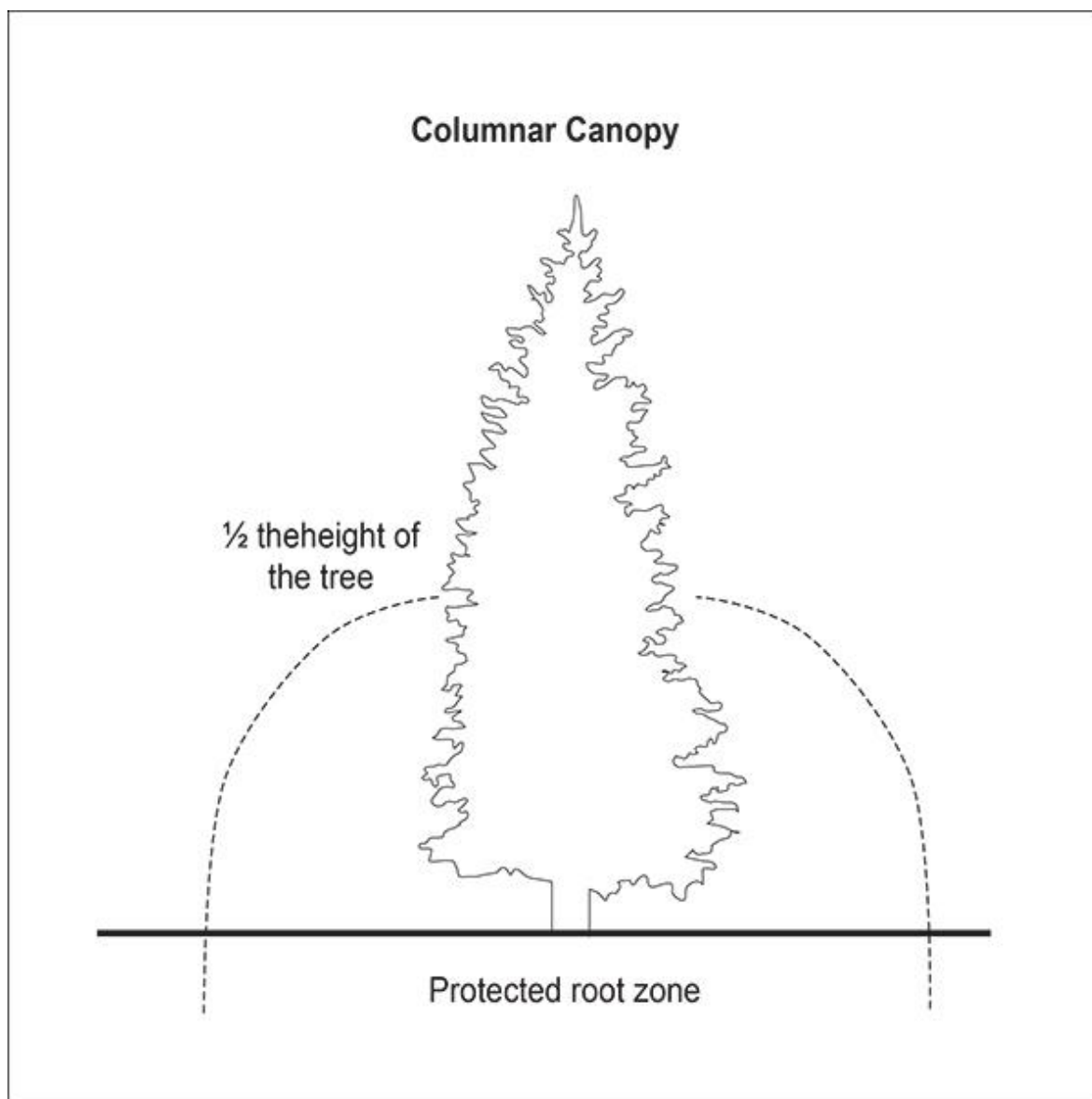


Figure J1.4.6 Protected root zone B



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:

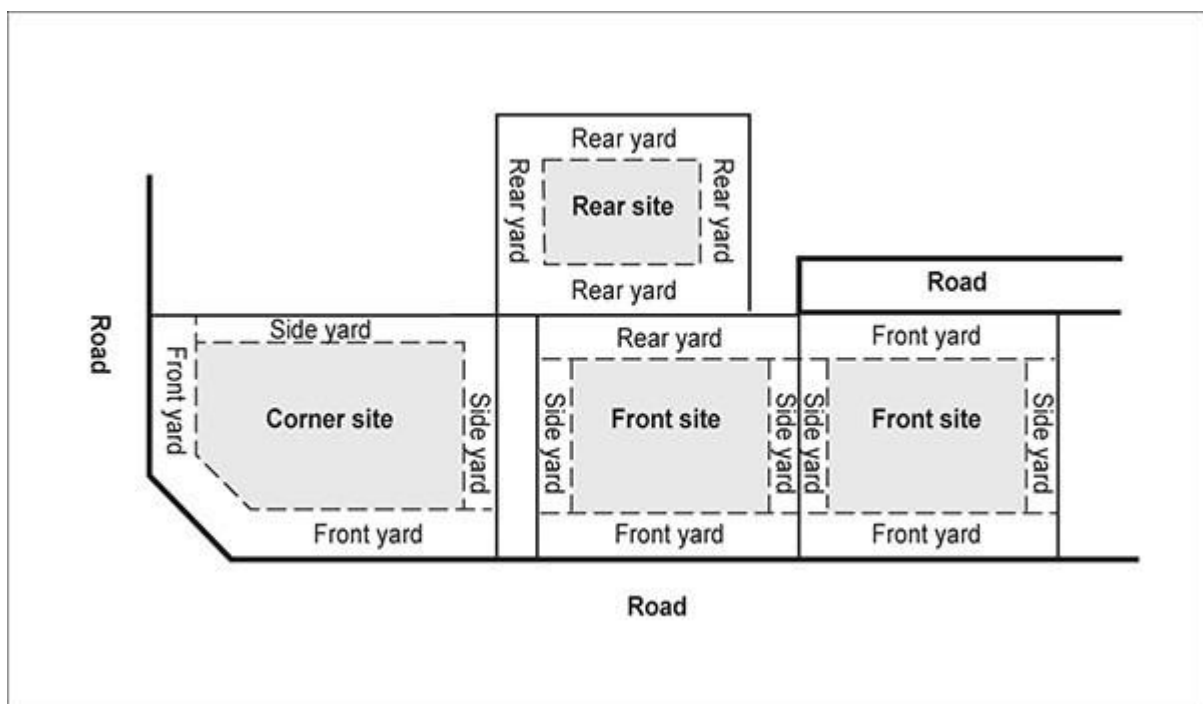
- all yards on a rear site.

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:
 - (i) pothole repairs to parking areas, driveways and paving; and
 - (ii) 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;

 **[new text to be inserted]**

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 Roding 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
- (ii) 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;

- 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.

PC 120 immediate
legal effect under
s86B(3)(f) RMA ([see
Modifications](#))

[new text to be inserted]

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 120 ([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 façade

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 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

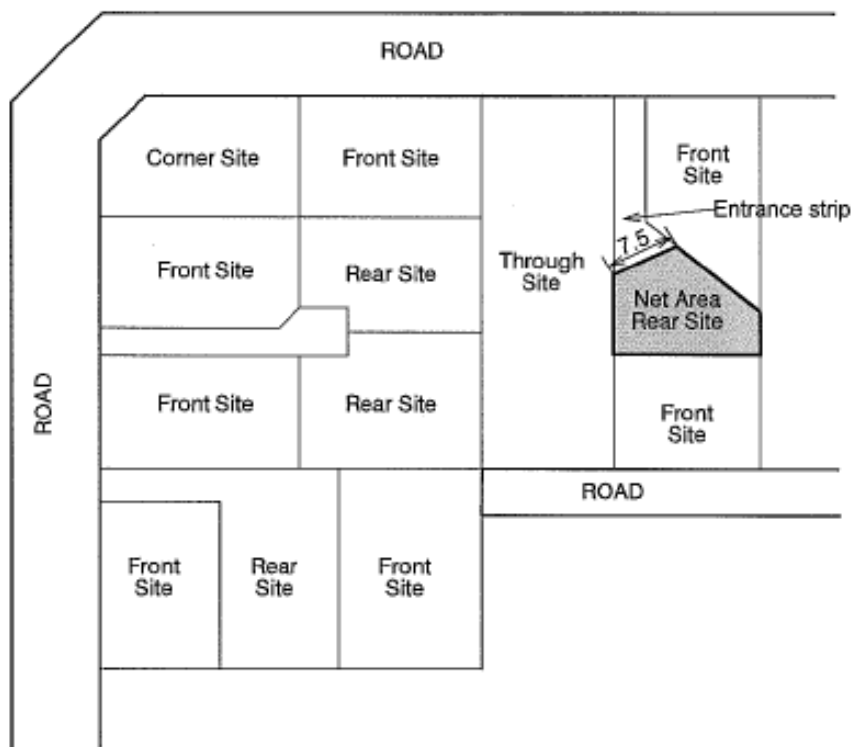
(b) an area of land which is composed of two or more contiguous lots held in two or more certificates of title where such titles are:

- (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:
 - (i) partly made up of land which complies with clauses (a) or (b) above; and
 - (ii) 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 Industry 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:

(a) 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

(b) 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):

- 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:

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

T

 [new text to be inserted]

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:
 - 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.

 **[new text to be inserted]**

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.

Schedule 15 Special Character Schedule, Statements and Maps

[new text to be inserted]

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 Bay, Ponsonby, St Mary's 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 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, 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.

PC 120 ([see Modifications](#))

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.

PC 120 ([see Modifications](#))

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 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.

PC 120 ([see Modifications](#))

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 small settlements to the south such as Papatoetoe and Papakura, as well as Glen Eden and Henderson in the west.

PC 120 ([see Modifications](#))

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 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 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 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 209 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 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 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

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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 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 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 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

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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 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 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

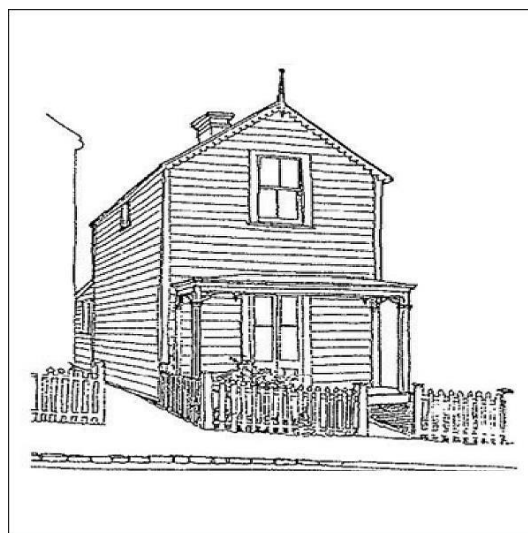
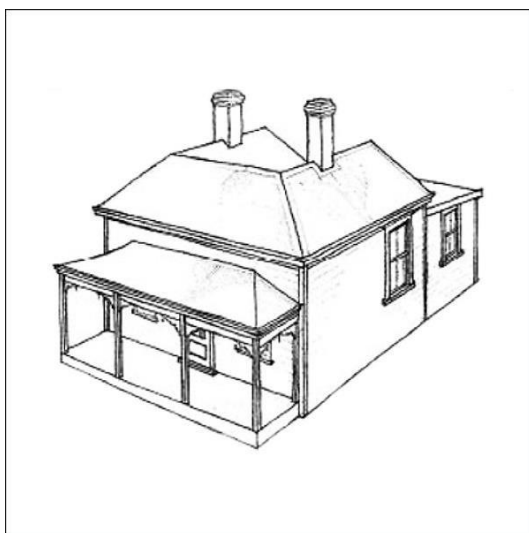
The residential areas within the Special Character Areas Overlay contain a significant collection of housing types and styles including early cottages and villas (1850 – 1890), Late Victorian villas (1890 – 1905), Edwardian and transitional villas (1905 – 1920), and

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 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, with two, four, or six small panes in each sash. Other windows were casement (hinged). Doors were panelled, and the front door

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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.

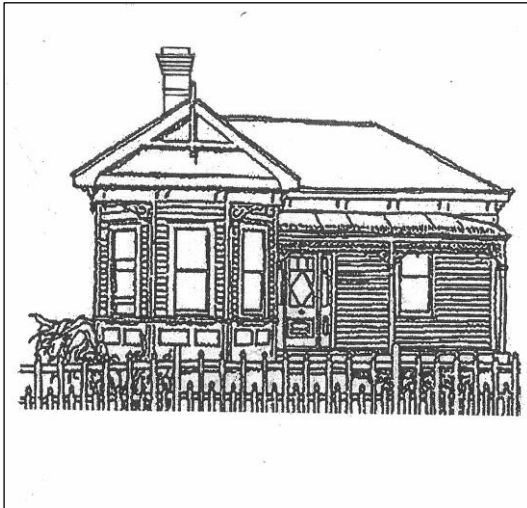
Slightly grander villas were built with a projecting front room, on the end of which a bay window, purchased from a joinery factory, could be added. The detail of these houses was very like that of cottages, with the same symmetry on the street frontage, and perhaps slightly more elaborate in the larger examples.

Chimneys featured bricks of different colours, 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'.

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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 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



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An example of an Edwardian villa. The bay window is now forward of the front gable 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 may have influenced the popular taste for these houses.

PC 120 ([see](#)
[Modifications](#))

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.

[PC 120 \(see Modifications\)](#)

The Californian bungalow had already influenced the transitional 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.

[PC 120 \(see Modifications\)](#)

The verandah of the villa was replaced in the bungalow by the porch. This was sometimes a 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

[PC 120 \(see Modifications\)](#)

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. 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

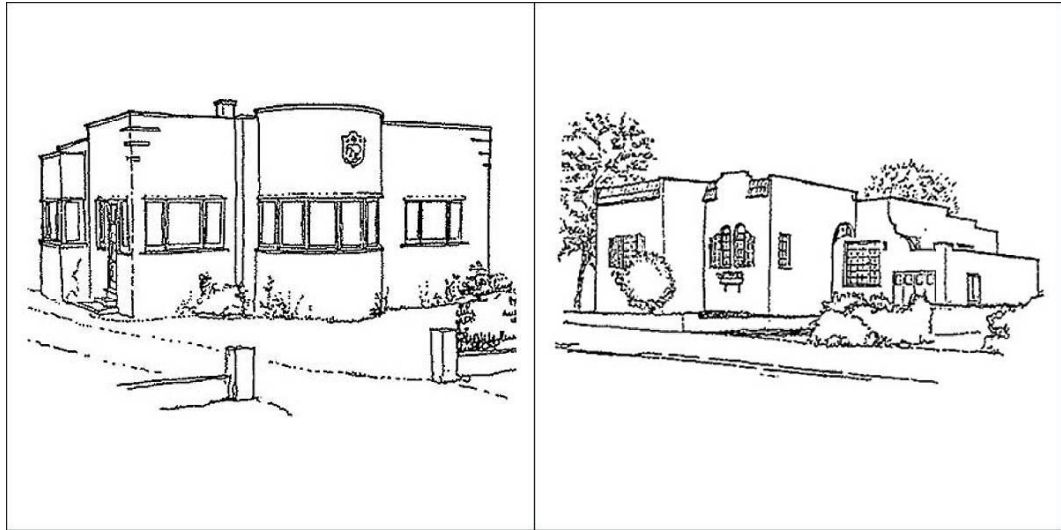
characterised by steep pitched asymmetrical roofs over mostly two-storeyed plans. Many of the materials were those found on the bungalow, but there was greater use of picturesque features such as small-paned windows, arches and tall chimneys which became narrower as they rose up the outside of the house. 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 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 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 build 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

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PC 120 ([see Modifications](#))

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.

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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 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 rejecting the social conventions and imported styles belonging to another time and place.

PC 120 ([see Modifications](#))

A key characteristic of Modern architecture is the strong response to the orientation of the site, and an 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

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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 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 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.

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Modifications](#))

Garages were a later development for most houses built before about 1920. The need for a garage was solved in many ways including, 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

PC 120 ([see Modifications](#))

15.1.6.1.1. Extent of area [new text to be inserted]

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.

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

Picton Street is the mainstreet 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 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 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

[PC 120 \(see Modifications\)](#)

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)
- 127 Picton Street – McInness Building (Macs Corner)
- 9 Selwyn Road - All Saints Church (Selwyn Church) and graveyard

Character-supporting buildings which contribute to the character and identity of Howick village are shown on the special character map and include:

[PC 120 \(see Modifications\)](#)

- 28 Picton Street – Our Lady Star of the Sea Roman Catholic Church and graveyard
- 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 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.

PC 120 ([see Modifications](#))

15.1.6.2. Special Character Areas Overlay – Business: Balmoral Shopping Centre

15.1.6.2.1. Extent of area

Special Character Area Map:

PC 120 ([see Modifications](#))

 [new text to be inserted]



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 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:

PC 120 ([see
Modifications](#))

- 594-600 Dominion Road;
- 602-616 Dominion Road – Capitol Theatre (category B historic heritage place);
- 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 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

PC 120 ([see
Modifications](#))

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.

PC 120 ([see Modifications](#))

The Capitol Theatre is also designed in the Stripped Classical 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 [new text to be inserted]

Special Character Area Map:



[new map to be inserted]

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 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. Here, 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

[PC 120 \(see Modifications\)](#)

[PC 120 \(see Modifications\)](#)

[PC 120 \(see Modifications\)](#)

[PC 120 \(see Modifications\)](#)

PC 120 ([see Modifications](#))

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

PC 120 ([see Modifications](#))

Character 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:

PC 120 ([see Modifications](#))

- 1 Victoria Road – Esplanade Hotel (category A* historic heritage place);
- 5-15 Victoria Road – May's building (category A* historic heritage place);
- 12 Clarence Street (49 Victoria Road) – Johnston & Noble building (category B historic heritage place);
- 61-67 Victoria Road – Devonia Building (category A* historic heritage place);
- 73-79 Victoria Road – Alisons Buildings (category A* historic heritage place);
- 95-103 Victoria Road – Princess Buildings (category B historic heritage place);
- 10 Victoria Road – Devonport Post Office/Council Building (category A* historic heritage place);
- 14 Victoria Road – Bank of New Zealand (category A* historic heritage place);
- 16-18 Victoria Road – two-storey retail/residential block (category B historic heritage place);
- 48-56 Victoria Road – Victoria Theatre (category A* historic heritage place); and
- 5 Clarence Street – Telephone Exchange (category B historic heritage place).

Other contributing features in the special character area include the footpaths with bluestone kerbing.

Density/Pattern of development

PC 120 ([see Modifications](#))

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.

PC 120 ([see Modifications](#))

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.

PC 120 ([see Modifications](#))

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

PC 120 ([see Modifications](#))

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

PC 120 ([see Modifications](#))

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 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.

PC 120 ([see Modifications](#))

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

PC 120 ([see Modifications](#))

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 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.

PC 120 ([see
Modifications](#))

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 Devonian 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 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.

PC 120 ([see
Modifications](#))

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 Devonian 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.

PC 120 ([see
Modifications](#))

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

PC 120 ([see
Modifications](#))

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 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 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.

PC 120 ([see
Modifications](#))

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.

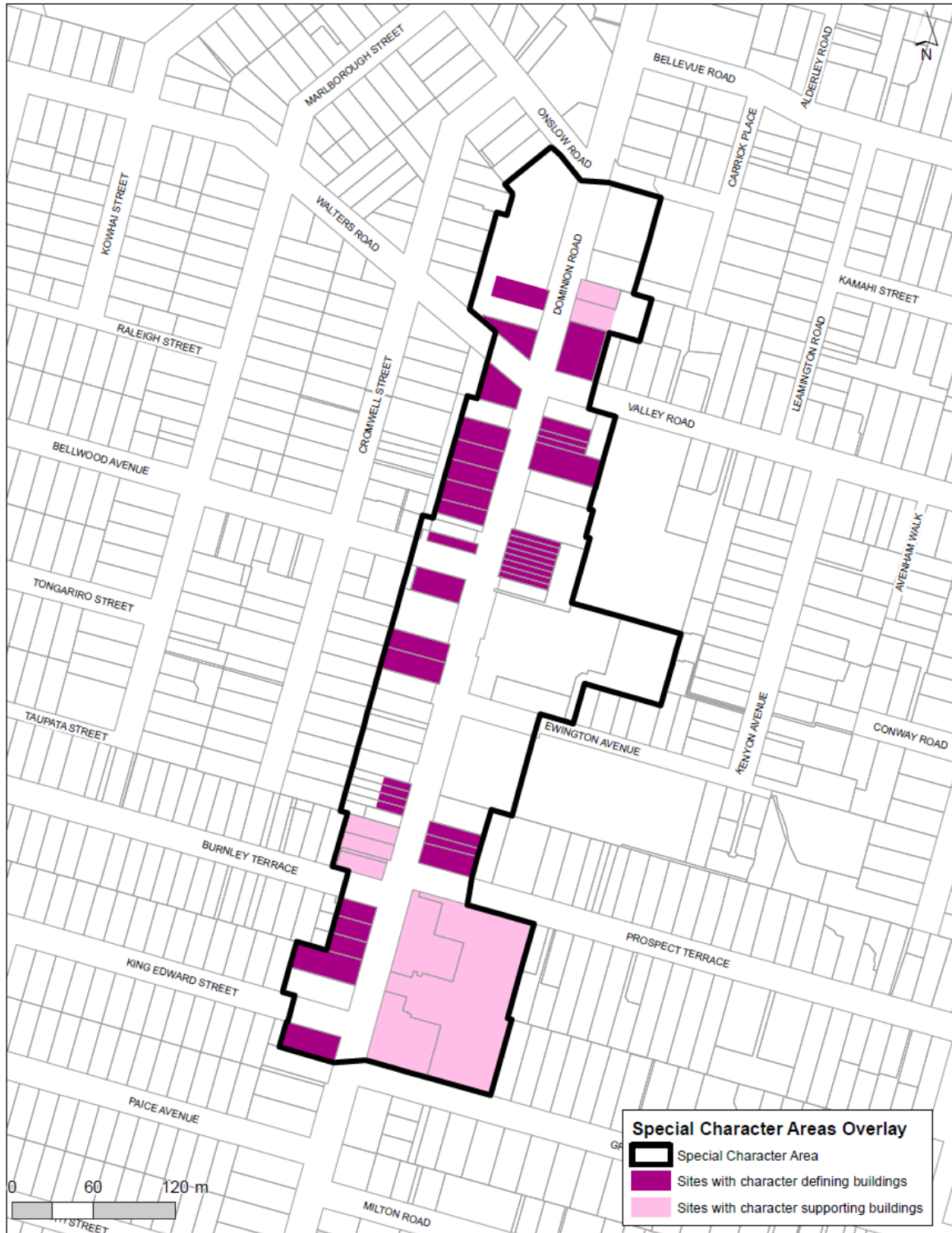
Vegetation and landscape characteristics

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 [new text to be inserted]

Special Character Area 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 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 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 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

PC 120 ([see
Modifications](#))

PC 120 ([see
Modifications](#))

- 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 and windows are generally set within a solid 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.

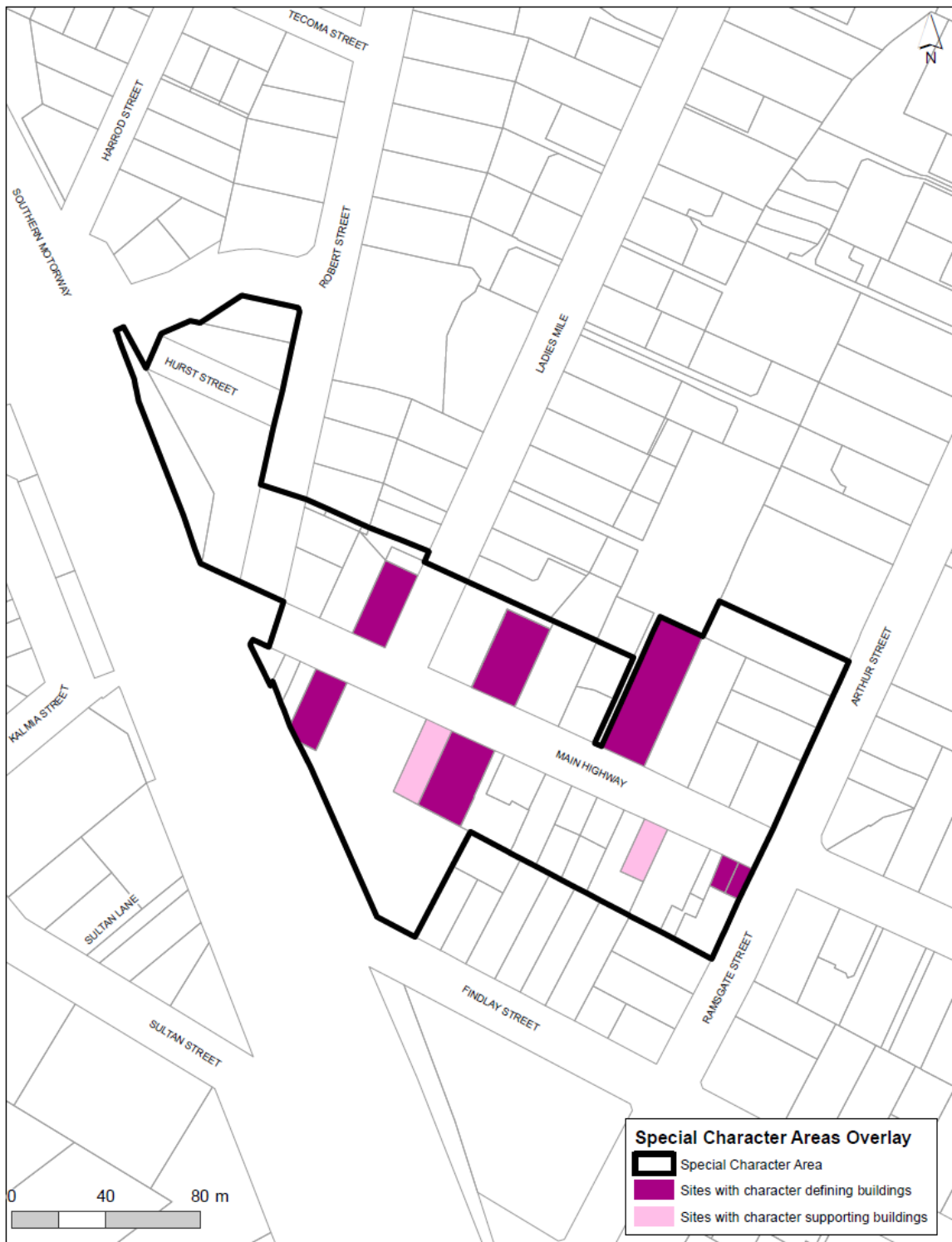
Vegetation and landscape characteristics

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

15.1.6.5.1. Extent of area

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 Waiatarua 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**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

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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

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.

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15.1.6.5.4. Architectural values

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

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

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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.

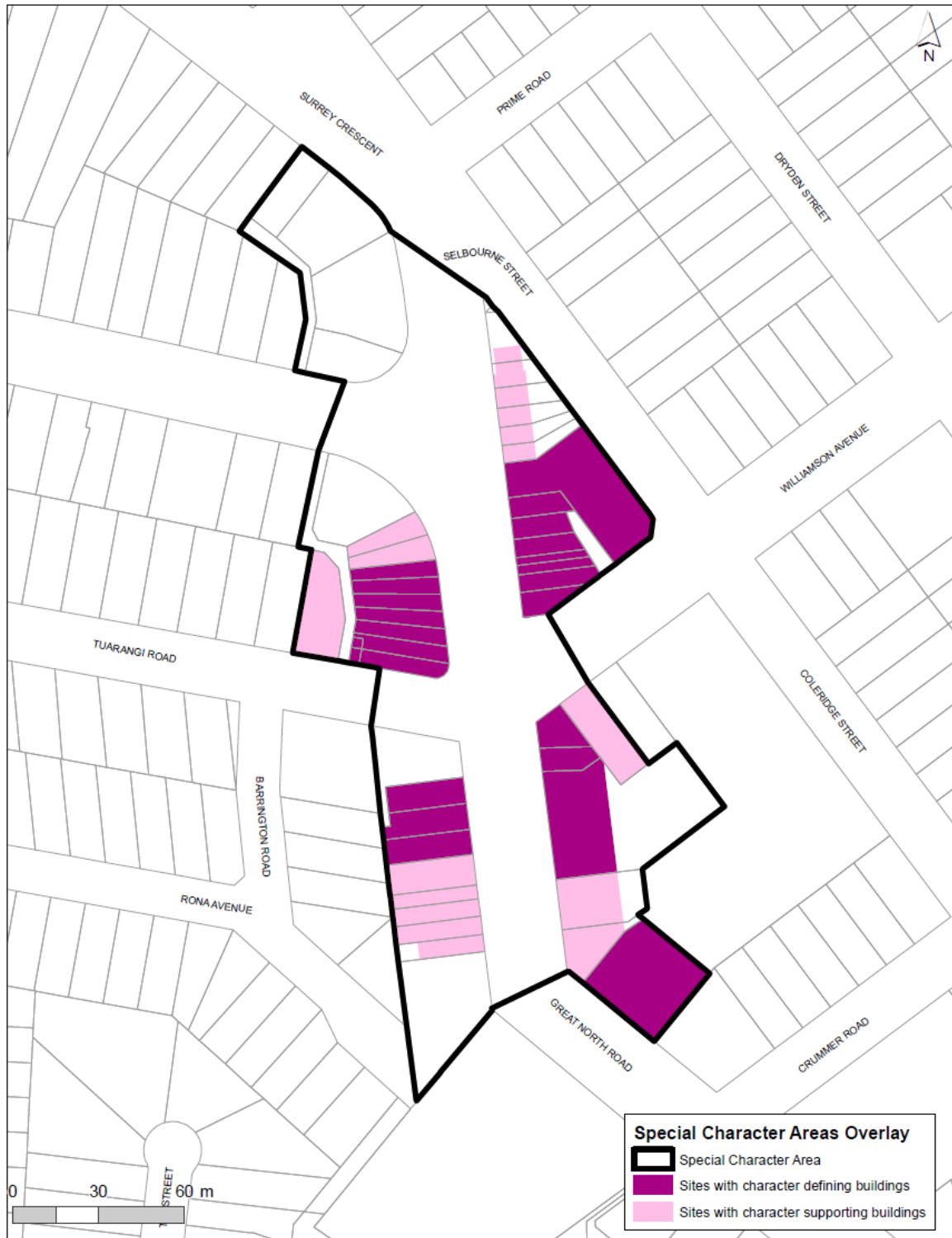
Vegetation and landscape characteristics

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 [new text to be inserted]

Special Character Area Map:



[new map to be inserted]

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 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. 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 the centre served most

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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 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 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 (a category B historic heritage place).

There are also various character-supporting buildings including the former St Columba Church Hall (571 Great North Road) and retail blocks to the southern end of 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 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 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.

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[PC 120 \(see Modifications\)](#)

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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.

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Traditional shop fronts usually included a signage fascia, 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 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 or 20 metres width used for most of the street network. Footpaths are relatively narrow with bluestone kerbs.

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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.

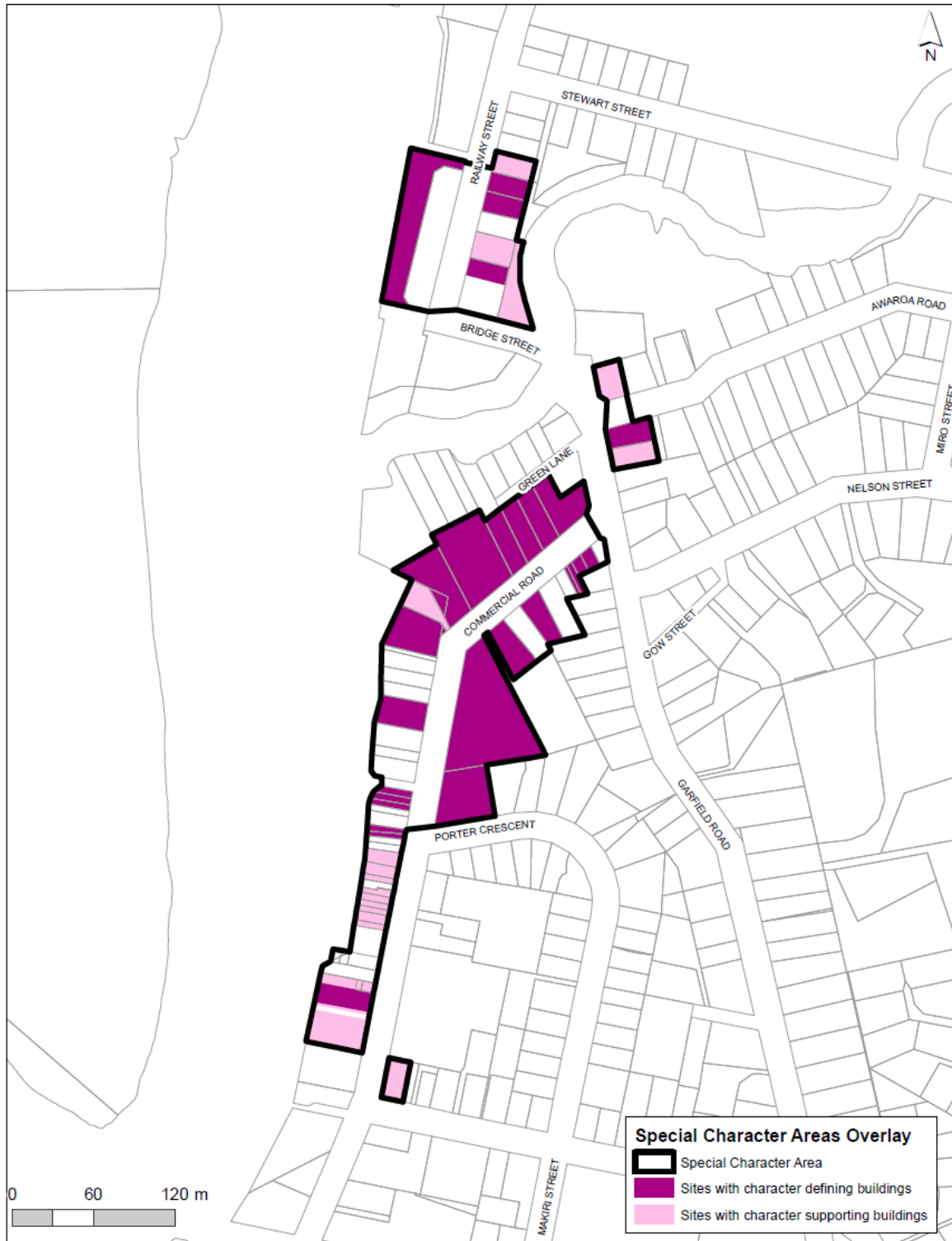
Vegetation and landscape characteristics

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 [new text to be inserted]

Special Character Area Map:



[new map to be inserted]

Description:

The overlay area is located along Commercial Road between Rata Street to Garfield 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 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 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 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.

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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 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 also 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 period of development is between the late 19th century and 1930s and 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 20th century buildings. The southern area (the lower part of Commercial Road, western side) developed as a retail centre in the first quarter 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

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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, 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 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);
- 2 and 18 Railway Street – Helensville Railway Station (a category B historic heritage place);
- 14 Garfield Road – Regent Theatre (a category B historic heritage place);
- 102 Commercial Road – Helensville Post Office (a category B historic heritage place);

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[PC 120 \(see Modifications\)](#)

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- 108 Commercial Road – Bank of New Zealand building (a category B historic heritage place);
- 110 Commercial Road – Malolo House (a category B historic heritage place); and
- 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 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 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.

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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 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 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, 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.

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PC 120 ([see Modifications](#))

15.1.6.8. Special Character Areas Overlay – Business: Kingsland

15.1.6.8.1. Extent of area [new text to be inserted]

Special Character Area Map:



[new map to be inserted]

Description

The overlay area is located on New North Road, as shown on the special character area map above. The extent includes the business area that extends along New North Road from the intersection with Bond Street and Sandringham Road and 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 and Page's Grain and Forage Store was redeveloped around

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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.

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The Kingsland Post Office west of Page's Grain and Forage Store opened in 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.

The scale and gabled form of the Trinity Methodist Church and Hall at the

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intersection of New North and Sandringham Roads defines the eastern end of the character area.

Form and relationship to the street

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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);
- 400 New North Road - Trinity Methodist Church and Hall;
- 468-472 New North Road – Page's Grain and Forage Store (a category B historic heritage place);
- 478 New North Road – Kingsland Post Office (a category B historic heritage place); 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 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 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

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PC 120 ([see Modifications](#))

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of New North Road are similar in 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

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Modifications](#))

approximately half way 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.

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Modifications](#))

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.

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Modifications](#))

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 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

[new text to be inserted]

Special Character Area Map:



[new map to be inserted]

Description:

The overlay area is located on the west side of Hinemoa Street in Birkenhead, 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 south 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, 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 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: 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);
- 94 Hinemoa Street – Hellaby's Building/Marinovic Building (a category A* historic heritage place);
- 102-108 Hinemoa Street – Fishers Building (a category B historic heritage place);
- 136-140 Hinemoa Street – Stott's Building (a category B historic heritage place); and
- 128-130 Hinemoa Street – Commercial building/Residence (a category B historic heritage place).

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 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 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 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 are generally 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

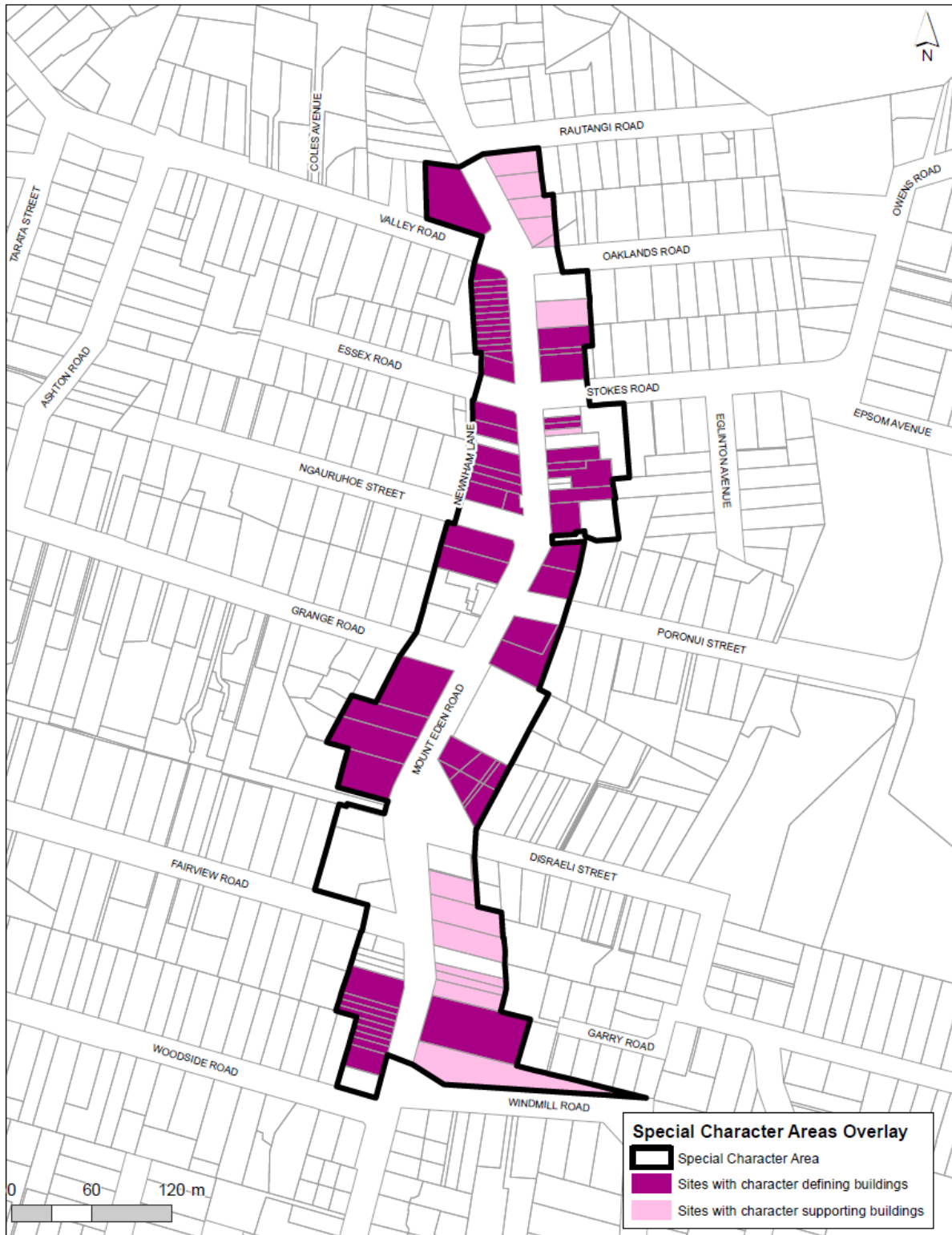
There is no vegetation within the area where buildings are built up to the road boundary. However, some commercial buildings are set back with landscaping in the front yard. Residential properties interspersed and nearby, including on the east side of Hinemoa Street, have front gardens with shrubs and trees.

15.1.6.10. Special Character Areas Overlay – Business: Mount Eden Village

15.1.6.10.1. Extent of area

[new text to be inserted]

Special Character Areas Map:



[new map to be inserted]

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);
- 421-425 Mount Eden Road – corner building;
- 427-429 Mount Eden Road – Till & Sons Building;

PC 120 ([see
Modifications](#))

- 438-440 Mount Eden Road – Nichols Buildings;
- 447 Mount Eden Road – Ambury's Dairy;
- 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);
- 539-541 Mount Eden Road – block of shops; and
- 546 Mount Eden Road – Greyfriars Church (a category B historic heritage place).

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.

The construction of 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. 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.

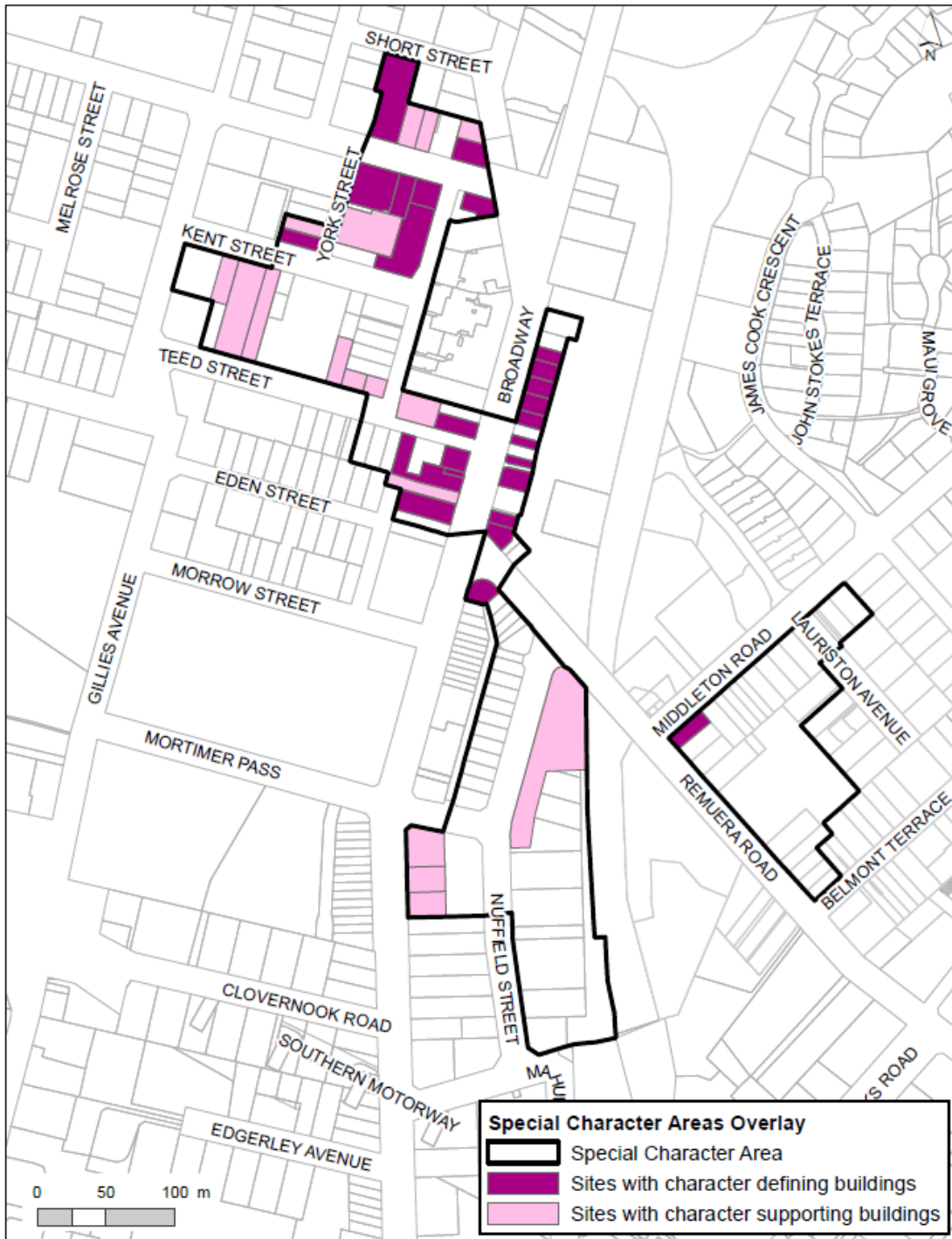
15.1.6.11. Special Character Areas Overlay – Business: Newmarket

15.1.6.11.1. Extent of area

The location and extent of the Special Character Areas Overlay – Business: Newmarket are shown in the AUP Planning Map Viewer.

Special Character Areas Map:

Note: To identify whether a site in the Special Character Areas Overlay – Business has a character defining building or character supporting building you must refer to the character defining buildings and character supporting buildings identified in the Special Character Area Map below.



Description:

The overlay area includes the original commercial area centred on Broadway, 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 Cashmore's Timber Merchants and Hayes Metal Refineries Ltd. 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 mid-century warehousing and light industrial buildings, 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, reflecting the different development periods. 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 range in scale from small single 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 to six-storeys, and apartments to the rear adjacent to the rail line of around seven-storeys.

Form and relationship to the street

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 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 streets to the west of 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 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;
- 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 streets to the 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 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 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 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

[new text to be inserted]

Special Character Areas Map:



[new map to be inserted]

Description:

PC 120 ([see Modifications](#))

The overlay area is located on Parnell Road and extends from approximately its intersection with Parnell Rise at the northern end to the intersection with St Stephen's Avenue. 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.

PC 120 ([see Modifications](#))

Parnell Road has a linear urban structure, rising along a ridgeline that extends from the low lying area to the north that was formerly Mechanics Bay to the high point at the intersection with St Stephens Ave. 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, north and east towards the Waitematā Harbour and to residential areas either side of Parnell Road viewed down side streets.

PC 120 ([see Modifications](#))

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 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, 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. 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.

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

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 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 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 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.

PC 120 ([see Modifications](#))

The gabled and hipped roof forms of residential buildings and St John the Baptist Church and 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 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 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.

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

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.

PC 120 ([see Modifications](#))

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;

[new text to be inserted]

- 212 Parnell Road – S t John the Baptist Church and former Convent (a category A historic heritage place);
- Early hotel buildings;
- 390 and 394 Parnell Road – Parnell Library and Hall (a category B historic heritage place);
- 350 Parnell Road – Hulme Court (a category A historic heritage place); and
- 330 Parnell Road – Whitby Lodge (a category B historic heritage place).

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.

PC 120 ([see Modifications](#))

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 buildings. Plaster decoration and detailing is evident on the more substantial buildings. Window joinery is typically timber-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 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 which all ran along ridges. Secondary roads and lanes are perpendicular to Parnell Road at variable spacing. They

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

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, 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 character is more varied where recent office and apartment buildings are located 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. There is a protected viewshaft to the Auckland War Memorial Museum over much of Parnell Road.

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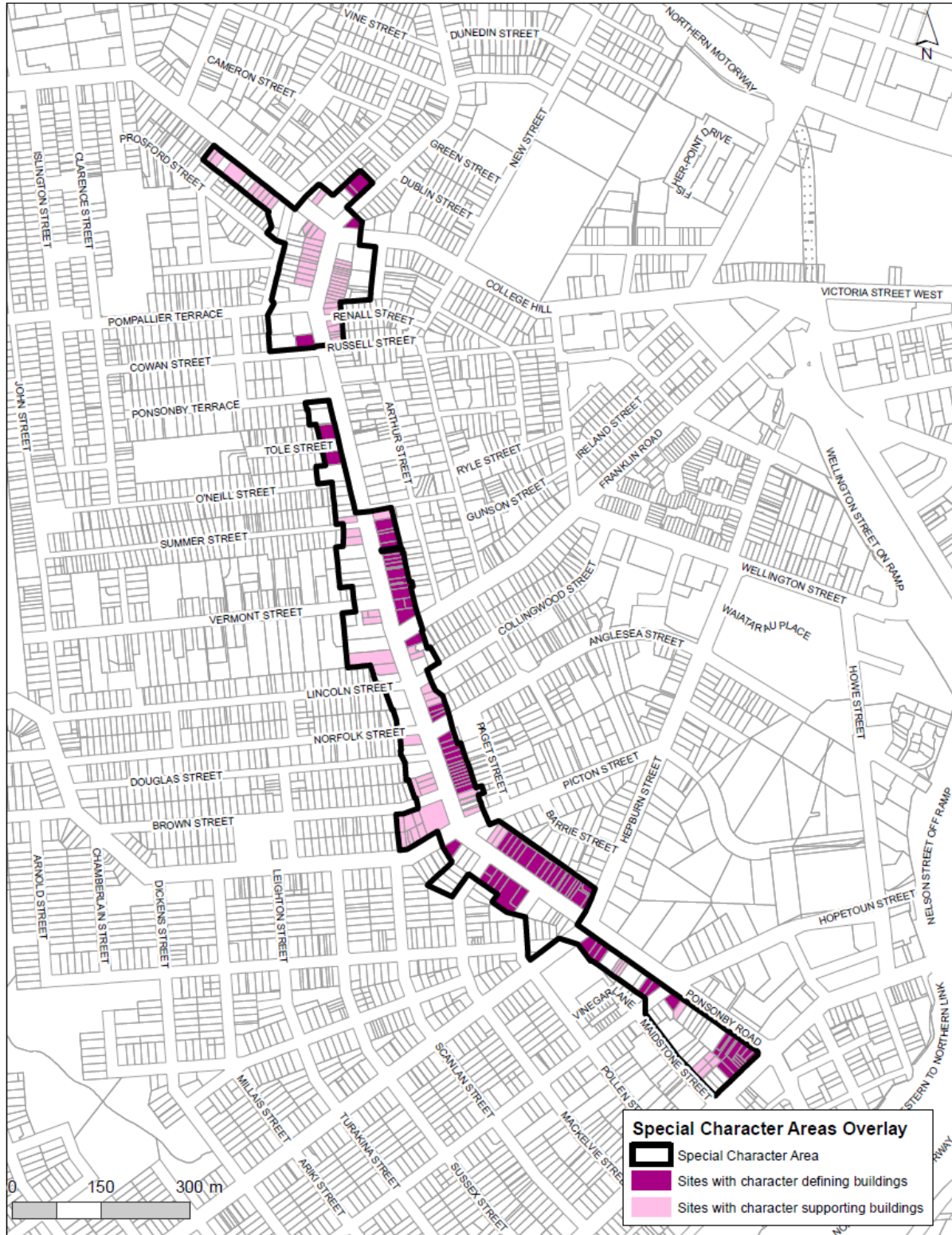
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15.1.6.13. Special Character Areas Overlay – Business: Ponsonby Road

15.1.6.13.1. Extent of area

[new text to be inserted]

Special Character Area Map:



[new map to be inserted]

Description:

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The overlay area is located along Ponsonby Road and is shown on the special character area map above. The extent includes the Three Lamps area around the intersection of Ponsonby Road with Jervois Road, St Mary's 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 Bay, Herne Bay and Freeman's Bay.

The Leys Institute Gymnasium and Public Library in St Mary's Road opened in 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 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.

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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 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 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;
- 20 St Mary's Road – Leys Institute Gymnasium and Public Library (a category A historic heritage place);
- 1-3 St Mary's Road – Ponsonby Post Office; and

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- 50-52 Ponsonby Road – Allendale (a category B historic heritage place).

A number of 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 are generally substantial examples.

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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-storied buildings. Plaster decoration and detailing is evident on the more substantial buildings. Window joinery is typically timber-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 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

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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 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 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.

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15.1.6.14. Special Character Areas Overlay – Business: Sandringham

15.1.6.14.1. Extent of area

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Special Character Area Map:



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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.

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The land is relatively low-lying and flat, 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 Waitemata 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 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 and an 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

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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 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 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.

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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.

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The area is adjacent to the western edge of the Special Character Areas Overlay – Residential: Balmoral Tram Suburb. 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

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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' Buildings;
- 531 Sandringham Road – Empire Buildings;
- 519 Sandringham Road – Gordon Buildings;
- 513 Sandringham Road – unnamed building which marks the northern end of the centre;
- 526 Sandringham Rd – Baillie Buildings; and
- 578-586 Sandringham Rd– Winstone Buildings.

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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.

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The predominance of buildings built up to the street edge creates a 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 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.

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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 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

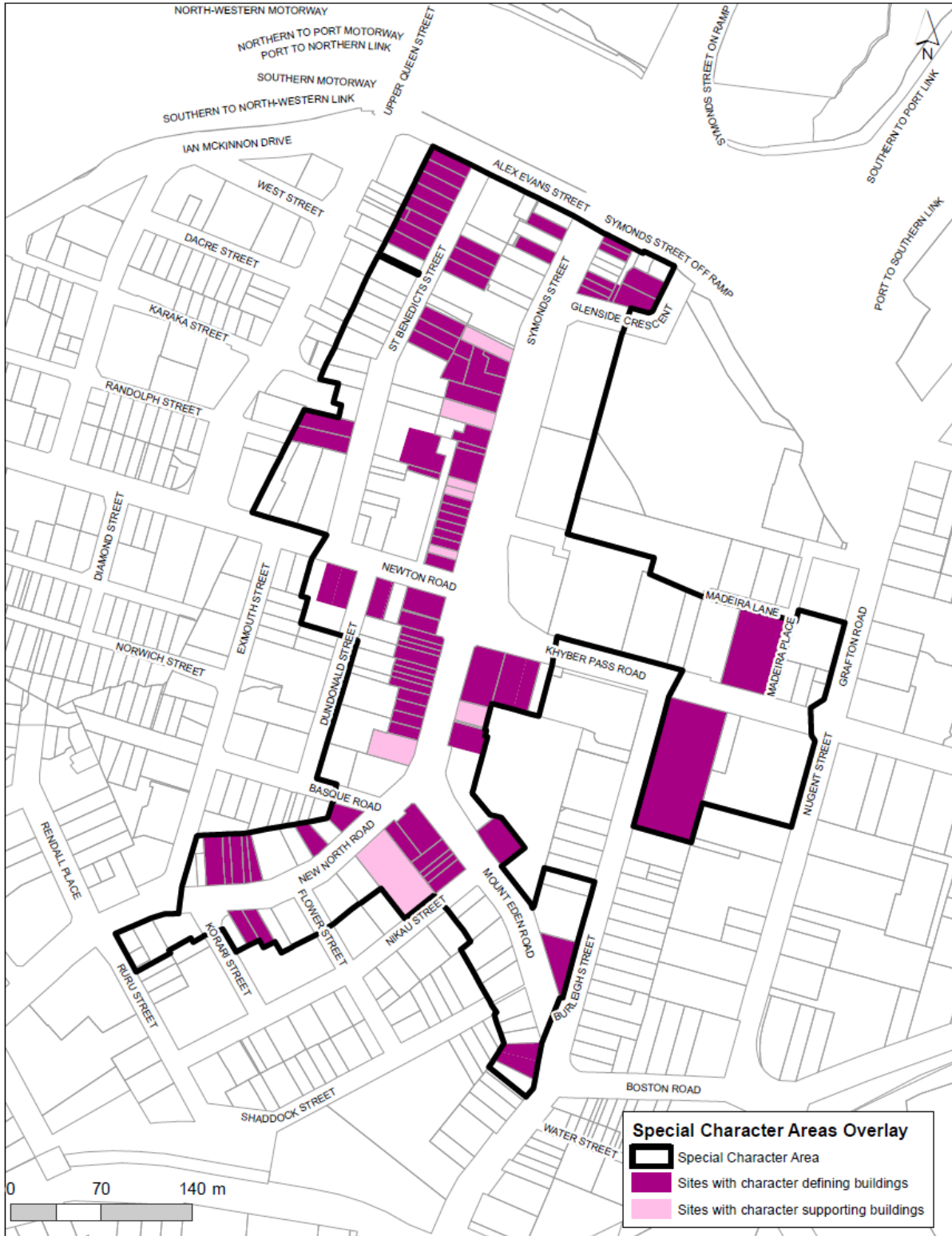
The overlay area has a strongly built character with little vegetation within the town centre. Ornamental trees and small-scale street trees characterise the immediately surrounding residential environment outside the special character area, providing a contrast to its predominantly built streetscape. 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

[new text to be inserted]

Special Character Area Map:



[new map to be inserted]

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 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 part of Newton Road, and to the east, 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 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, 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 routes from the Queen Street valley, which lead 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

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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

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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, 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 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 Alehouse, 2 Mount Eden Road) which also has a small setback to allow an entrance portico 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

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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);
- 141-149 Newton Road – Orange Ballroom (a category B historic heritage place);
- 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;
- 2 Mount Eden Road – Grafton Library (a category B historic heritage place);
- 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 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 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.

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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, entertainment halls, and a variety of churches and housing.

The integration of these diverse building types demonstrate 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

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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 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

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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 intersection and road layout.

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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.

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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.

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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).

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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

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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 and Alex Evans Street which has specimen trees and planting in the median strip. 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.

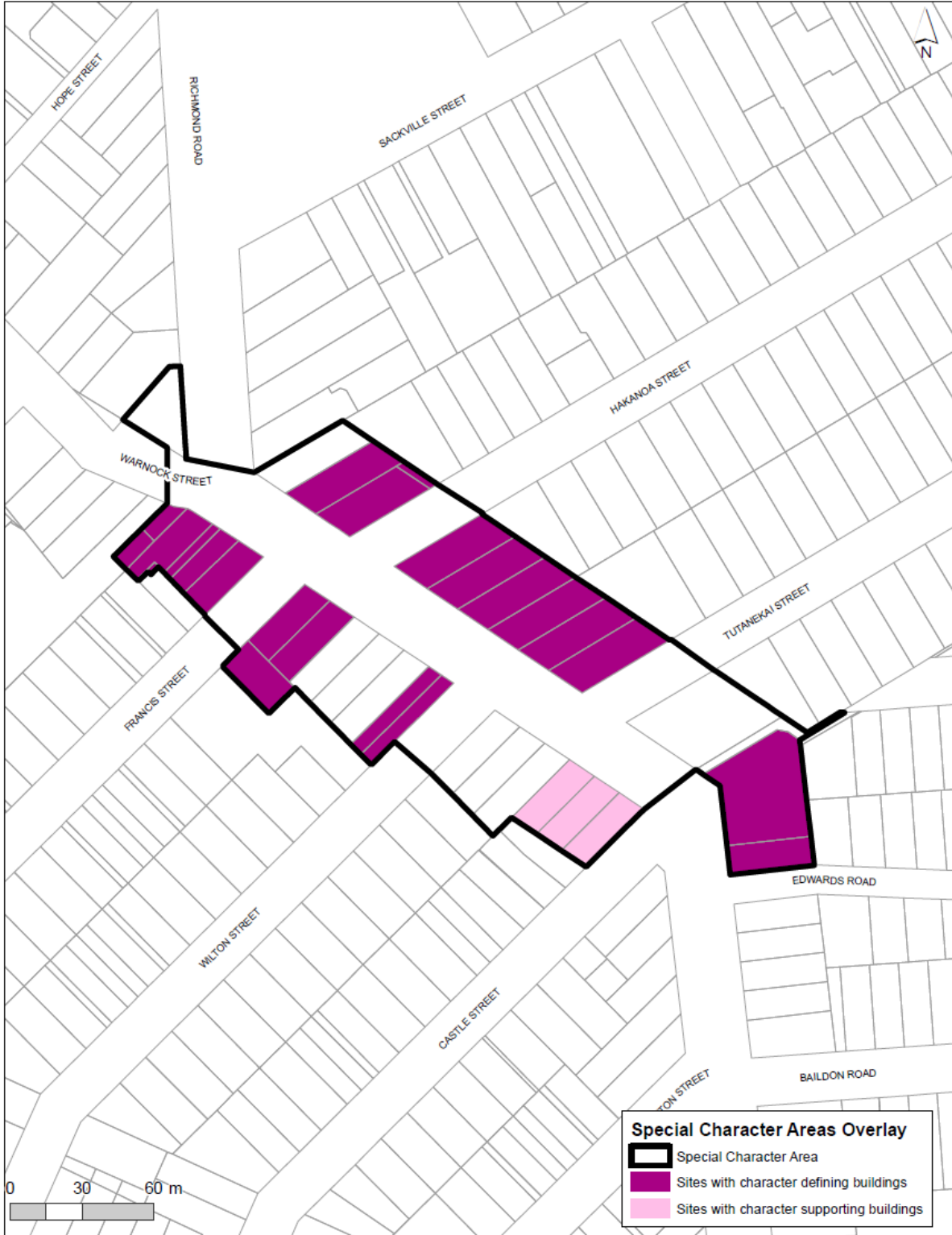
Remnant basalt walls and other boundary walls, particularly around the church sites, make important contributions to the character of the area.

15.1.6.16. Special Character Areas Overlay – Business: West Lynn

15.1.6.16.1. Extent of area

[new text to be inserted]

Special Character Area Map:



[new map to be inserted]

Description:

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The overlay area is located on Richmond Road, between Warnock Street and the intersection 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 scheduled historic heritage 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.

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By 1910 there was a substantial block of red brick shops (the West Lynn Shopping Centre – 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 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;

[PC 120 \(see Modifications\)](#)

[PC 120 \(see Modifications\)](#)

[PC 120 \(see Modifications\)](#)

PC 120 ([see Modifications](#))

- 401-413 Richmond Road – West Lynn Shopping Centre (a category B historic heritage place);
- 453 and 455 Richmond Road;
- 428-440 Richmond Road – C. Norgrove Butcher;
- 452, 458, and 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), 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.

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Types

The overlay area includes shops, residences, and public buildings.

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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.

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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 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

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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 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.

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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 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.

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15.1.6.17. Special Character Areas Overlay – Business: Onehunga

15.1.6.17.1. Extent of area

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Special Character Area Map:



[new map to be inserted]

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.

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Post-World War II buildings spread throughout the area, with a concentration in the Princes to Church Street block and much of it is of utilitarian character, 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.

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In response to the underlying grid of 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

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The overlay area buildings are both single and double-storeyed. The Princes to Church Street block contain a mix of heights and, in contrast, the Church to Arthur Street group is predominantly double-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 (a category A historic heritage place);
- 120 Onehunga Mall – Onehunga Post Office (a category A historic heritage place);
- 133 Onehunga Mall – ASB Building;
- 165-169 Onehunga Mall – AEPB Building;
- 171-173 Onehunga Mall – Rishworth's Building (a category B historic heritage place);
- 172 Onehunga Mall – Onehunga Boot Factory;
- 186-188 Onehunga Mall – Courts Building (a category B historic heritage place);
- 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 by Karen Kennedy by St Peter's 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 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.

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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 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) and adjoining former ASB building. Arts and Crafts influences are seen in the former Courts Building (206) and adjoining buildings (208-210), these latter pair showing bungalow influences with their 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 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.

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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 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.

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15.1.6.18. Special Character Areas Overlay – Business: Ōtāhuhu

15.1.6.18.1. Extent of area

[new text to be inserted]

Special Character Area Map:



[new map to be inserted]

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

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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. 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 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 Mason Avenue/Avenue Road;
- 388-392 Great South Road – the former Star Hotel (a category B historic heritage place);
- 475-481 Great South Road – Central Buildings (a category B historic heritage place);
- 423-433 Great South Road – Progressive Buildings (a category B historic heritage place);
- 391-401 Great South Road – Kents Building;
- 310 Great South Road – Bank of New Zealand Building (a category B historic heritage place);
- 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

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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 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 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 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.

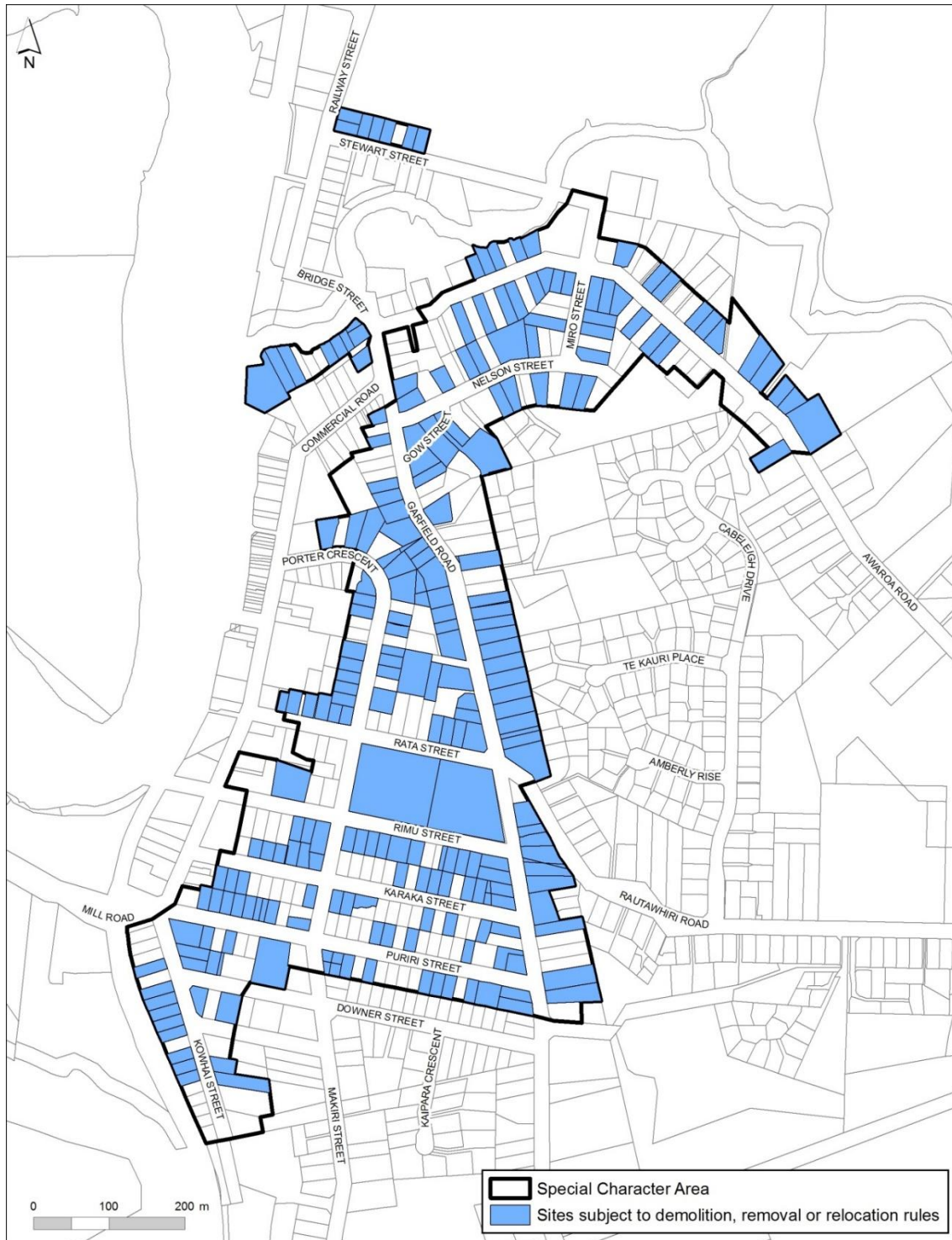
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15.1.7. Special Character Areas Overlay – Residential – Character Statements and Maps

15.1.7.1. Special Character Areas Overlay – Residential: Helensville

15.1.7.1.1. Extent of area [new text to be inserted]

Special Character Area Map:



Description:

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The overlay area is located in the centre of Helensville on the eastern shore of the Kaipara 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 region that developed between the late 19th and mid-20th centuries. It retains a large number of houses from the 1860s to 1940s that demonstrate this period and pattern of development in Helensville.

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Helensville township was established in the 1860s on the east bank of the Kaipara River in an area that 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 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.

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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 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 and of timber construction. The special character is 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

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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 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 cottages; Victorian, Edwardian and transitional villas; Californian and cottage bungalows; railway workers' cottages; Moderne houses; and English Cottage style State houses.

Settler's 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 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.

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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 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, 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 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.

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.

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PC 120 ([see Modifications](#))

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 a reasonably narrow carriageway and generous grassed berms, with footpaths set back adjacent to the street front boundaries, contributing to a rural settlement character.

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 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.

[PC 120 \(see Modifications\)](#)

[PC 120 \(see Modifications\)](#)

15.1.7.2. Special Character Areas Overlay – Residential: Isthmus A**15.1.7.2.1. Extent of area*****Special Character Area Map***

The extent of the Special Character Areas Overlay – Residential: Isthmus A can be found on the planning maps.

[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, St Mary's Bay, Ponsonby, Herne Bay, Arch Hill, and Eden Terrace. Other suburbs adjacent to these include Grey Lynn, Kingsland, northern parts of Mount Eden, Sandringham and Balmoral, Epsom, and Mount St John. The overlay area also covers areas of early residential development associated with other town centres including Avondale, Onehunga, Ellerslie, 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 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.

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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 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.

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Suburbs dating from the 1880s to 1910s in Grey Lynn, parts of Herne Bay, Kingsland, 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 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

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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 ranging from around four metres to 10 metres.

PC 120 ([see Modifications](#))

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 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.

PC 120 ([see Modifications](#))

In the earliest subdivisions with very small lots, 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

PC 120 ([see Modifications](#))

The area contains a significant number of separate subdivisions, dating from 1860s through to the early decades of the 20th century. 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, Herne Bay and King Edward Street and Burnley Terrace in Sandringham, 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. 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 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.

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

The development of the bungalow type 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.

Californian bungalows proliferated in Auckland after World War 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 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 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.

PC 120 ([see Modifications](#))

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 all road widths after the 1880s were standardised to 100 links (approximately 20 metres), with a carriage-way 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).

PC 120 ([see Modifications](#))

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.

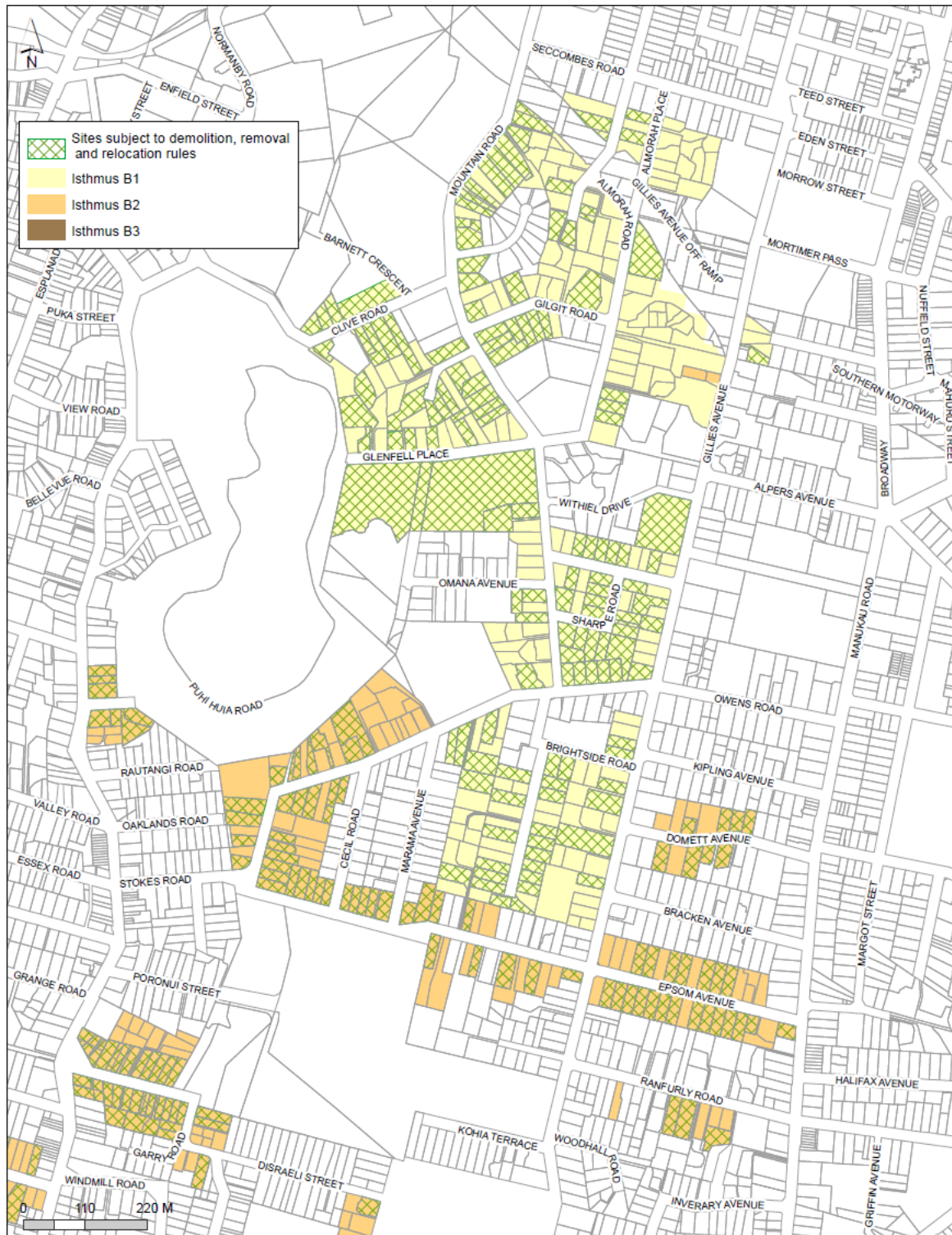
15.1.7.3. Special Character Areas Overlay – Residential: Isthmus B

15.1.7.3.1. Extent of area

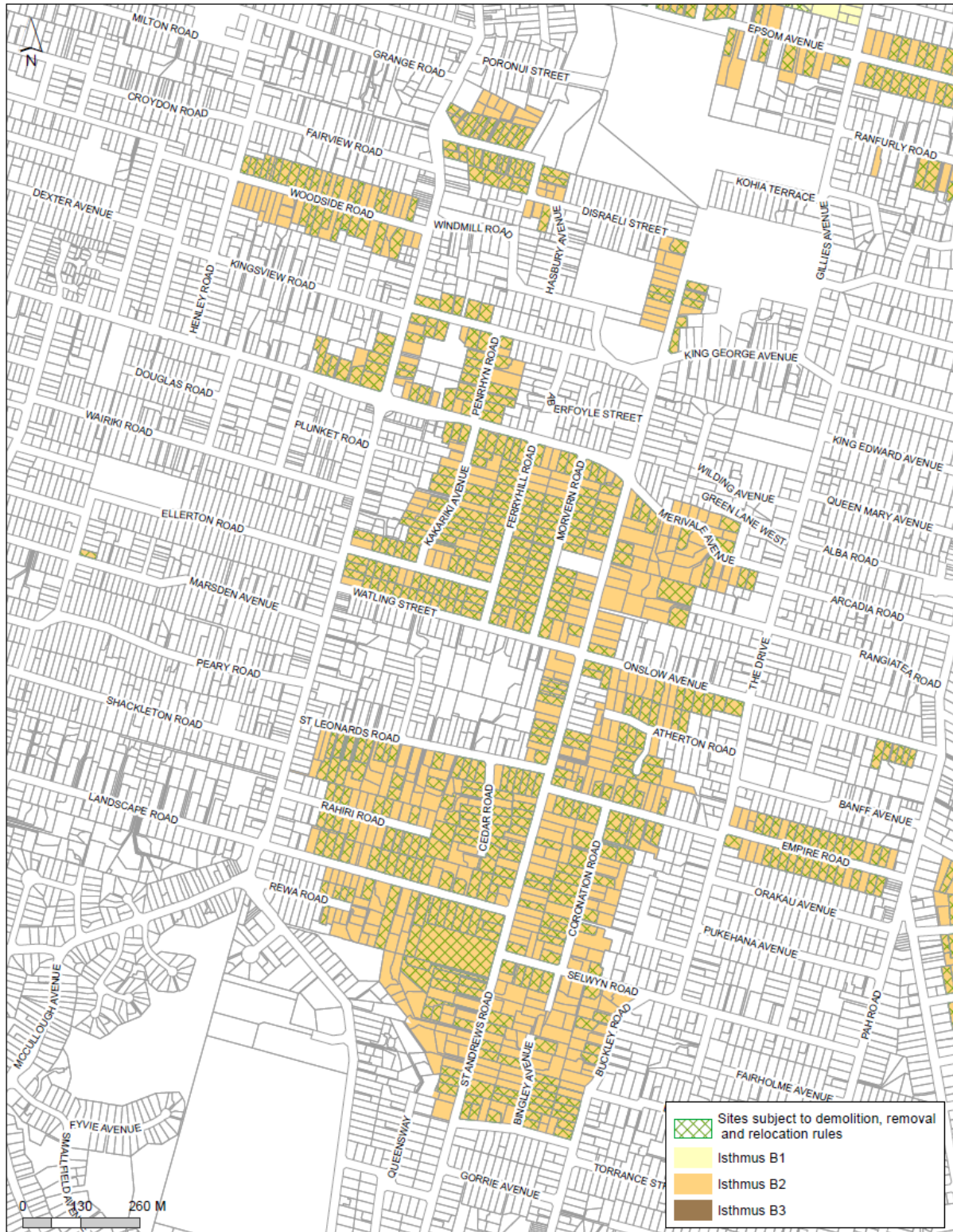
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Special Character Area Maps:

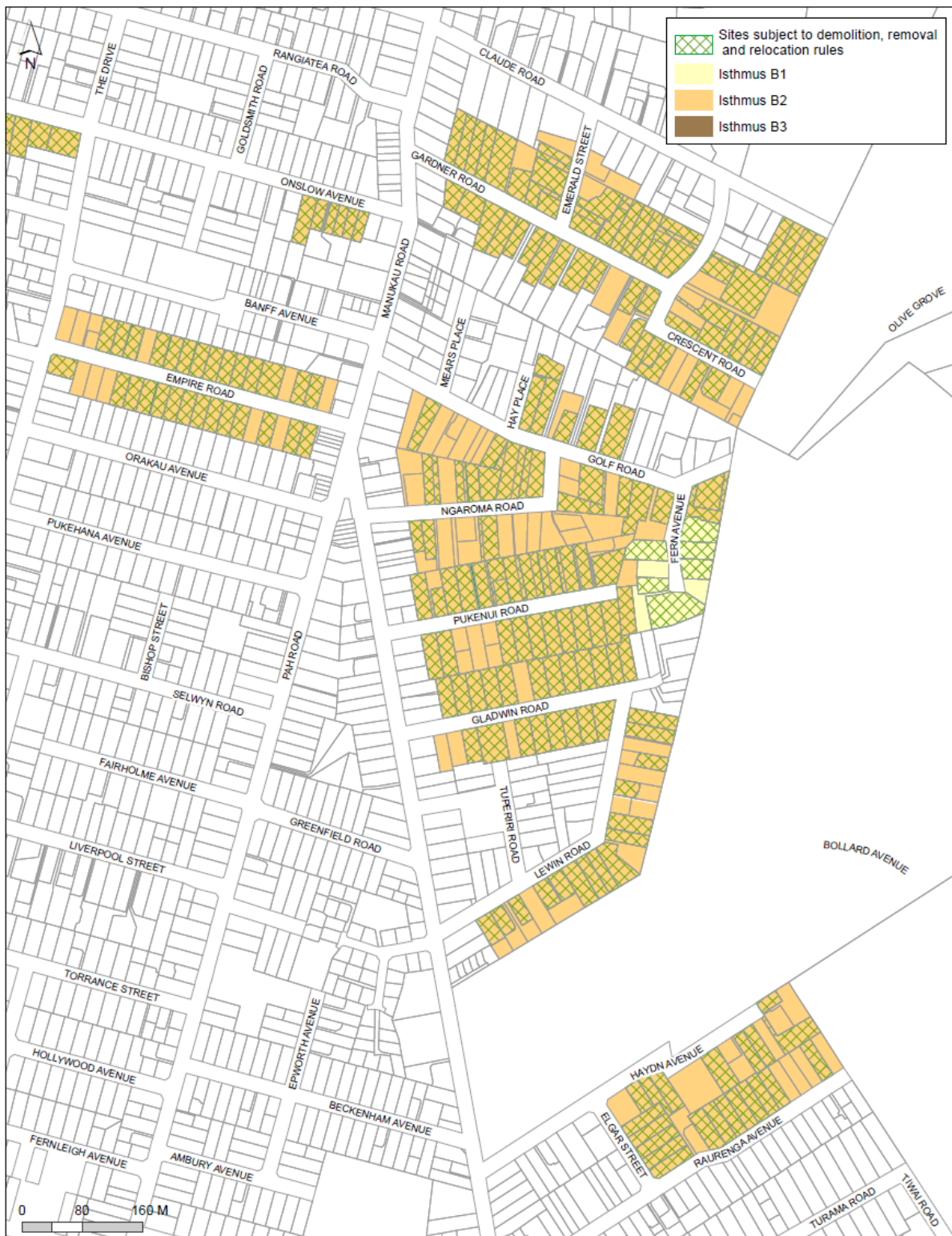
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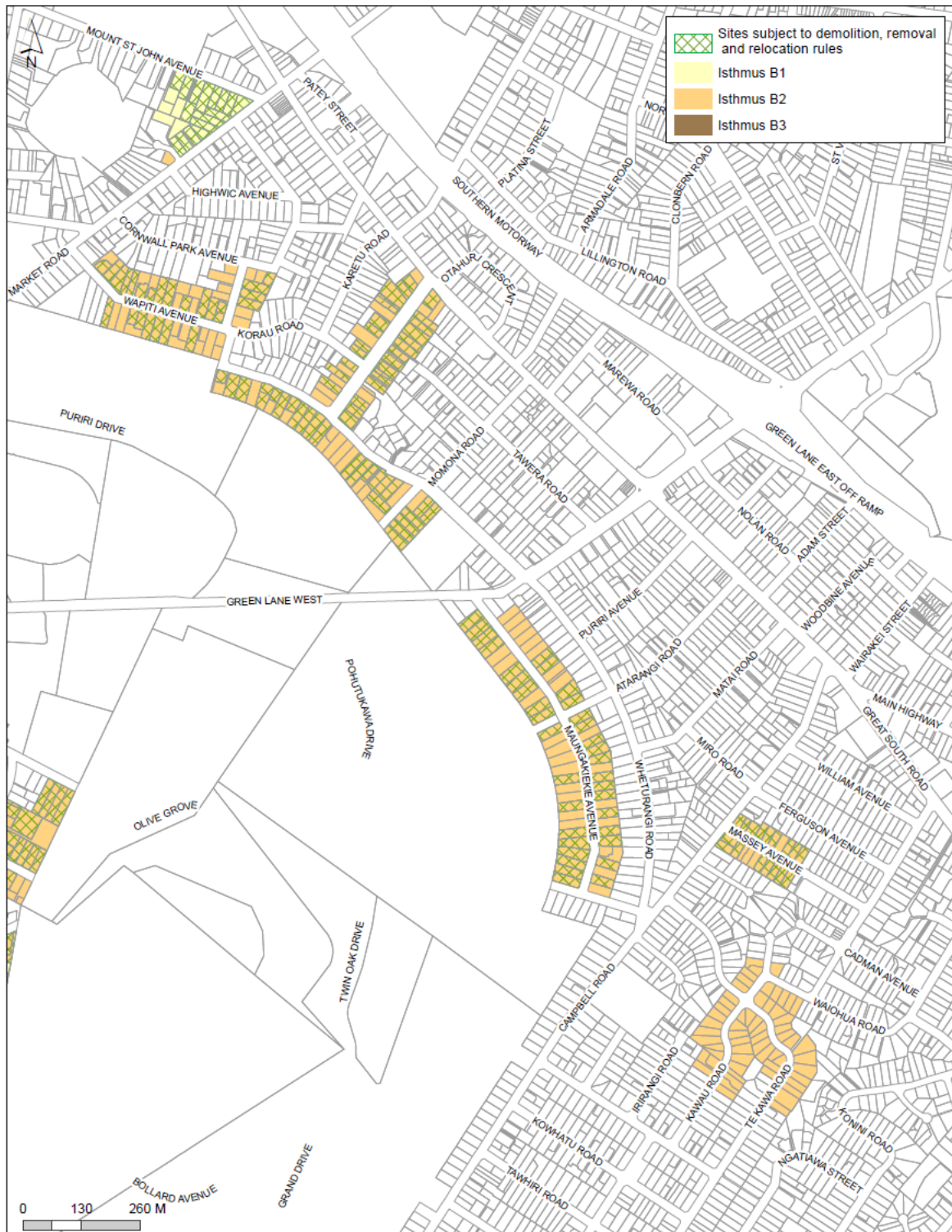
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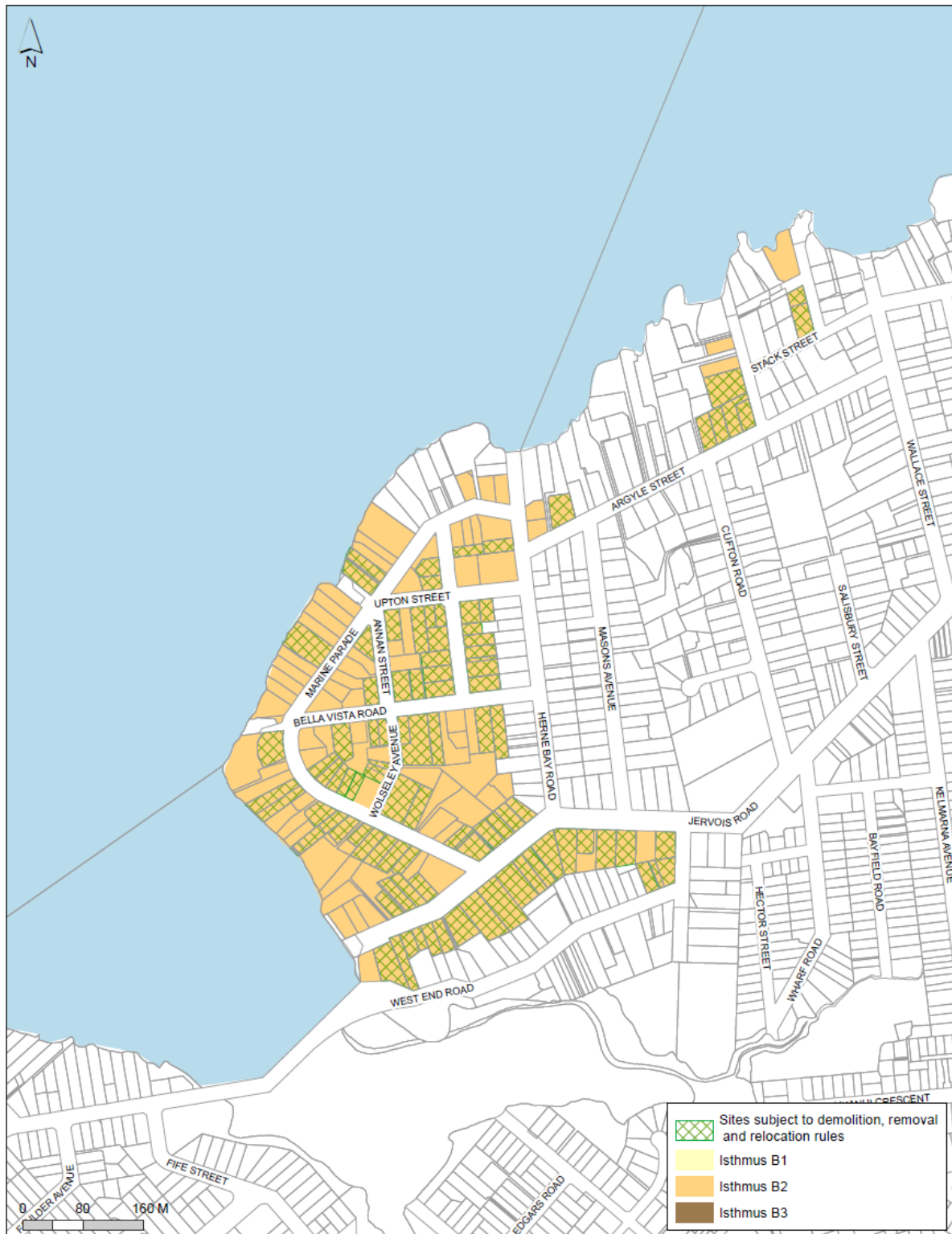
(3) Special Character Areas Overlay – Residential: Isthmus B – Epsom



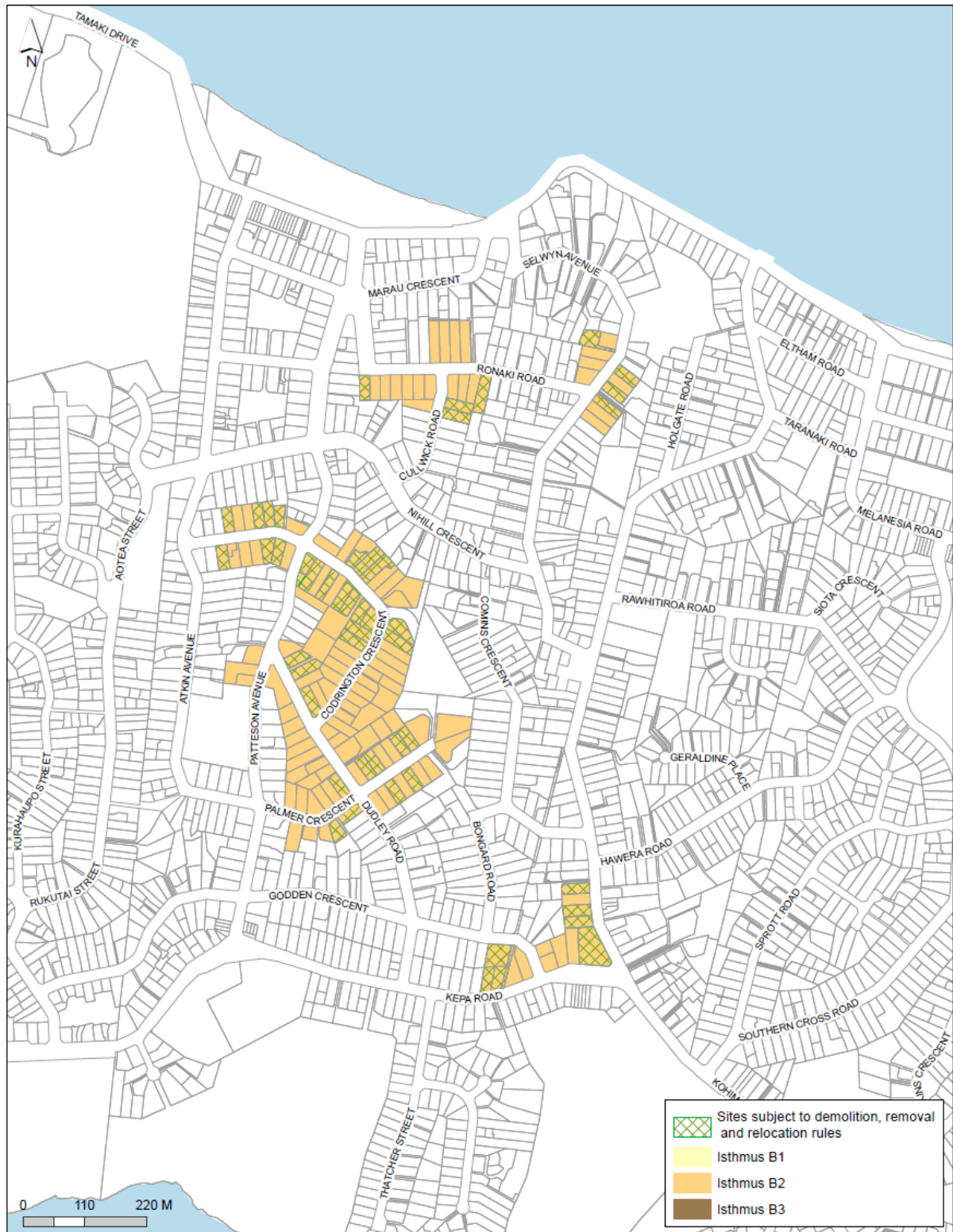
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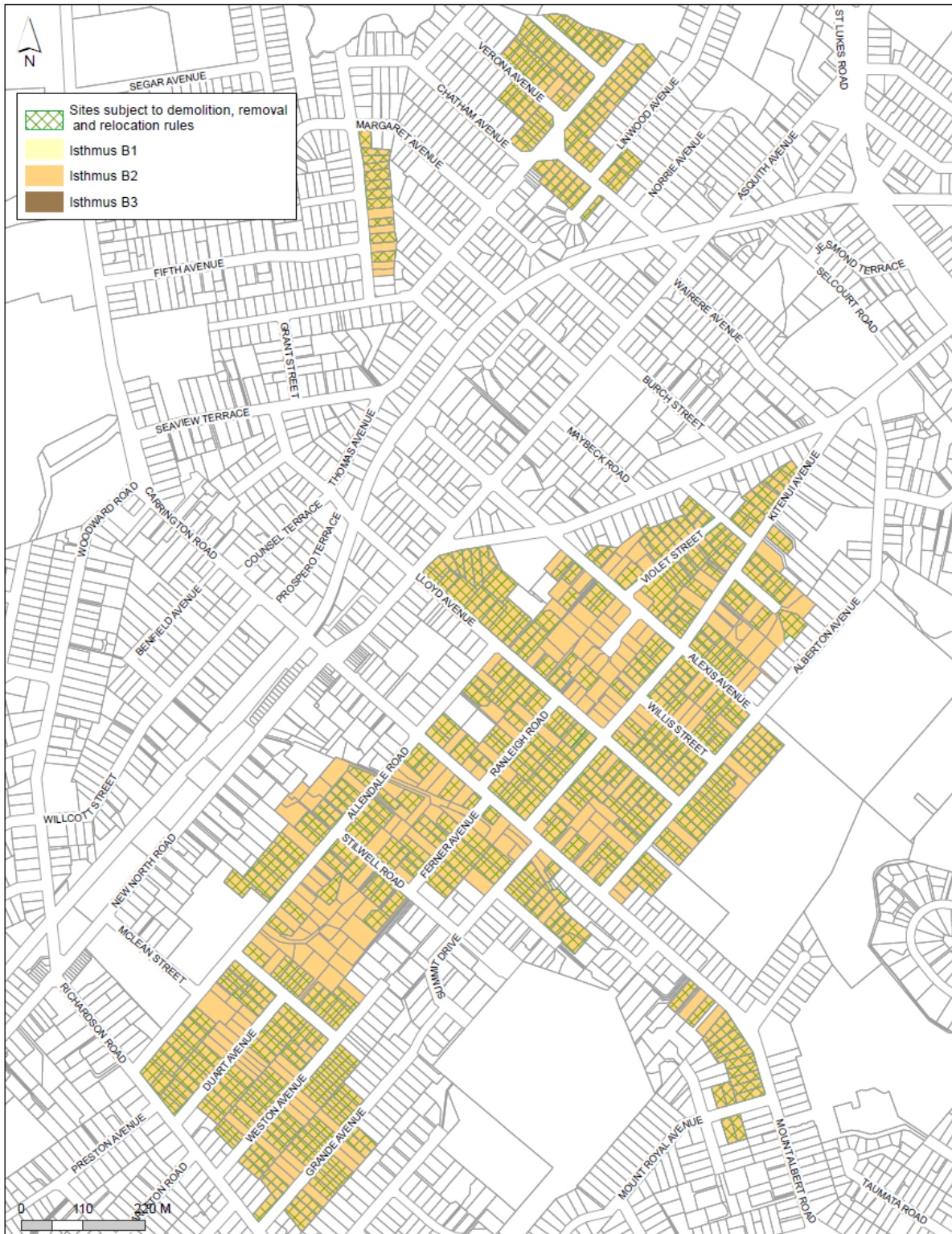
(5) Special Character Areas Overlay – Residential: Isthmus B – Herne Bay



(6) Special Character Areas Overlay – Residential: Isthmus B – Mission Bay



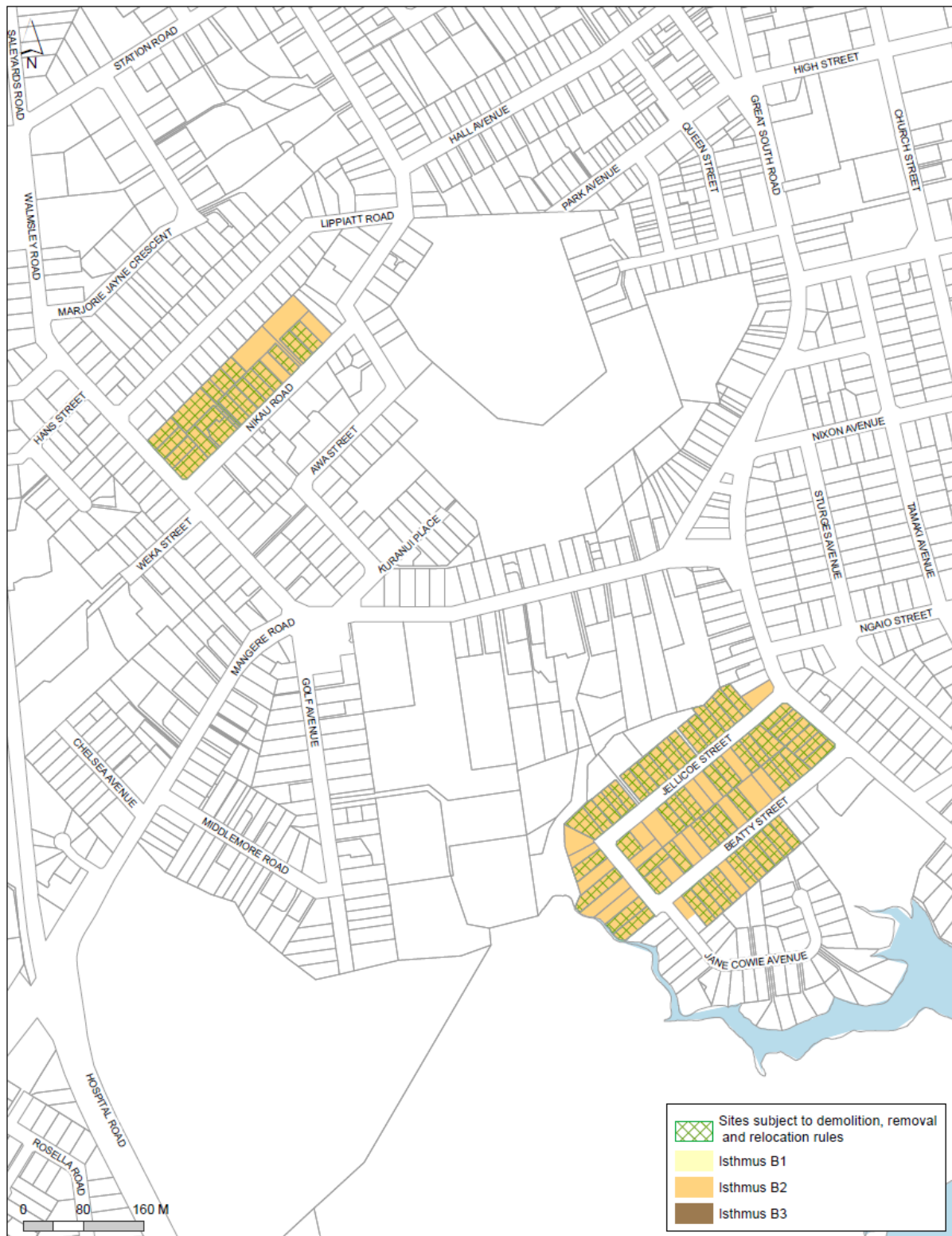
(7) Special Character Areas Overlay – Residential: Isthmus B – Mount Albert



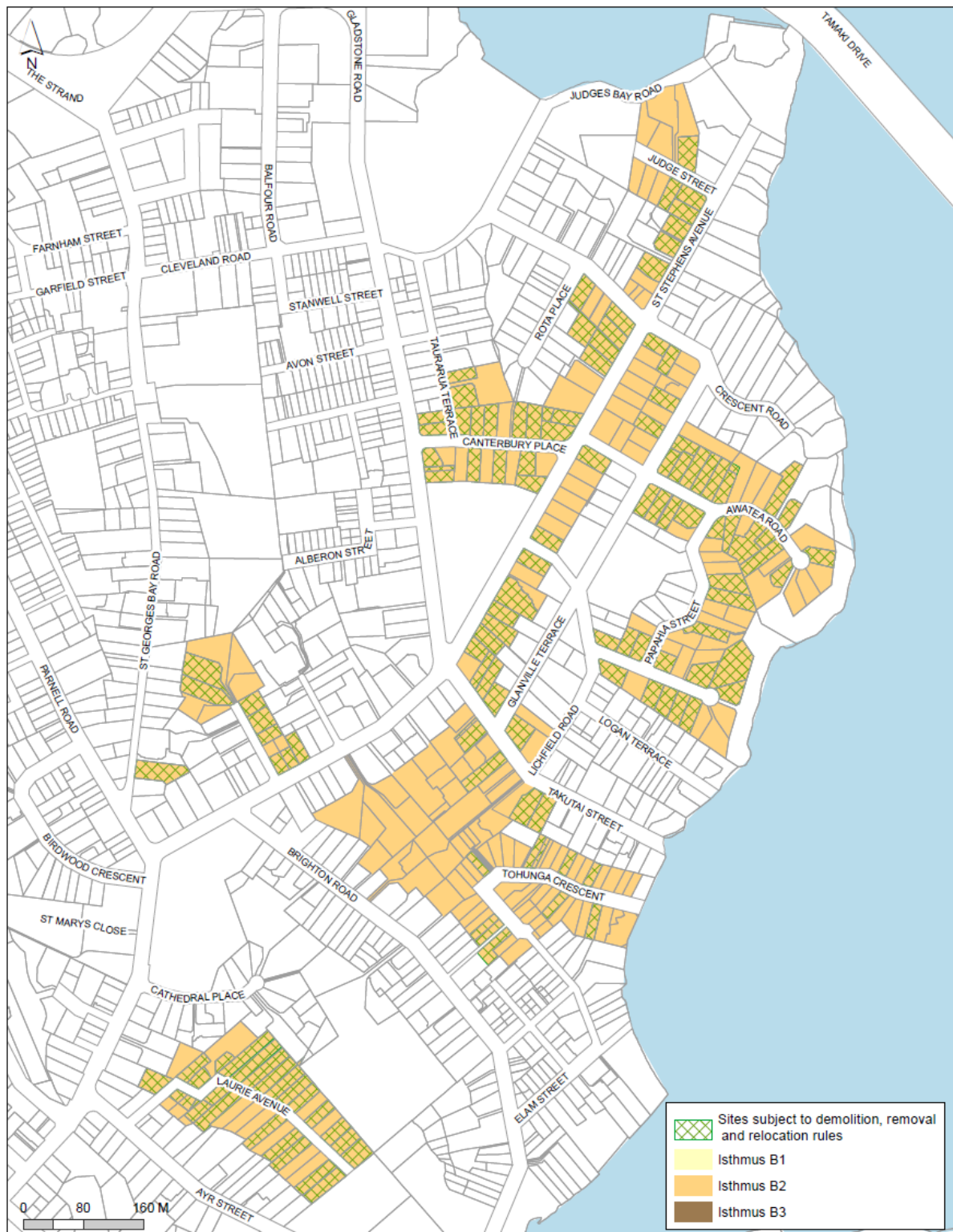
(8) Special Character Areas Overlay – Residential: Isthmus B – Mount Roskill



(9) Special Character Areas Overlay – Residential: Isthmus B – Ōtāhuhu



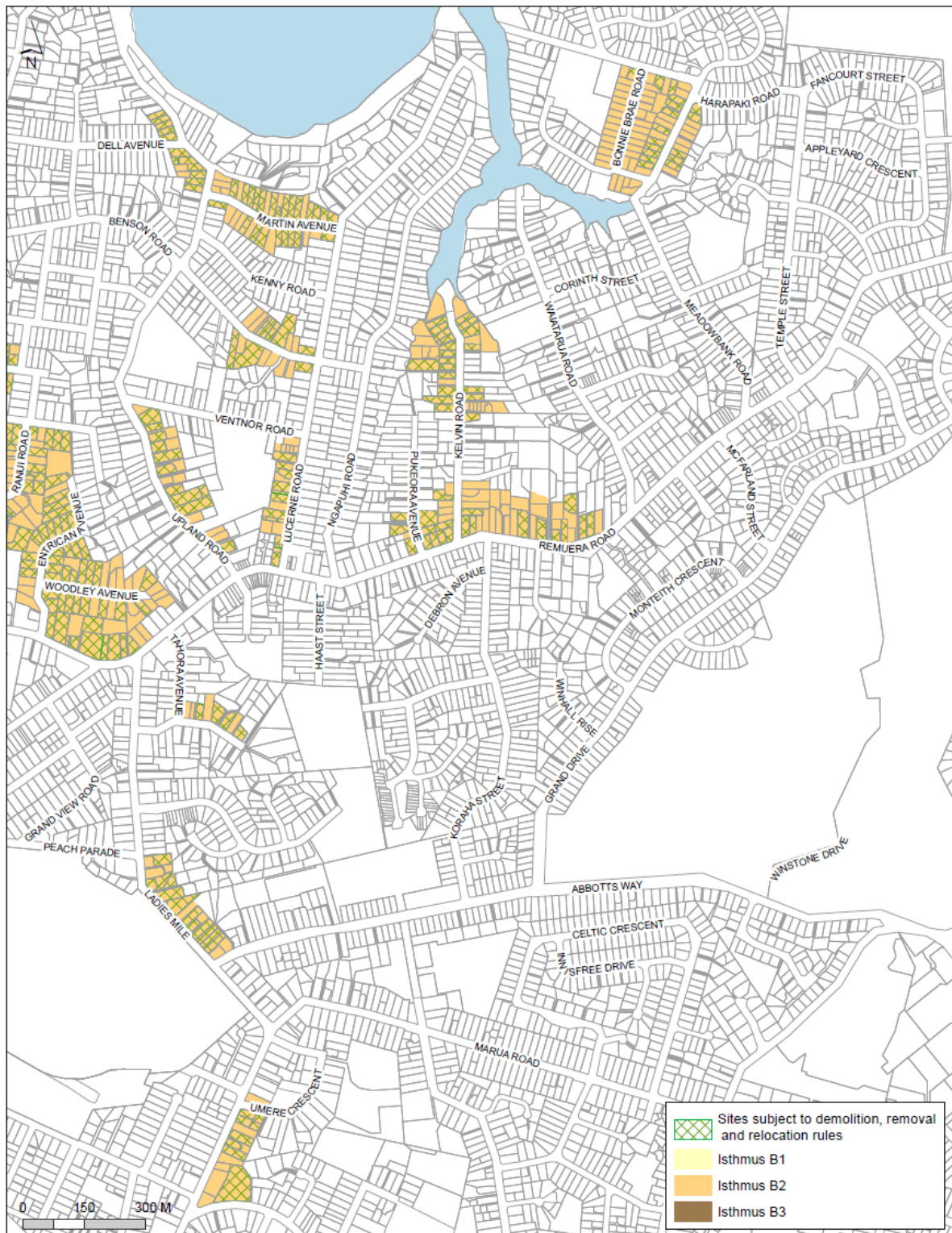
(10) Special Character Areas Overlay – Residential: Isthmus B – Parnell



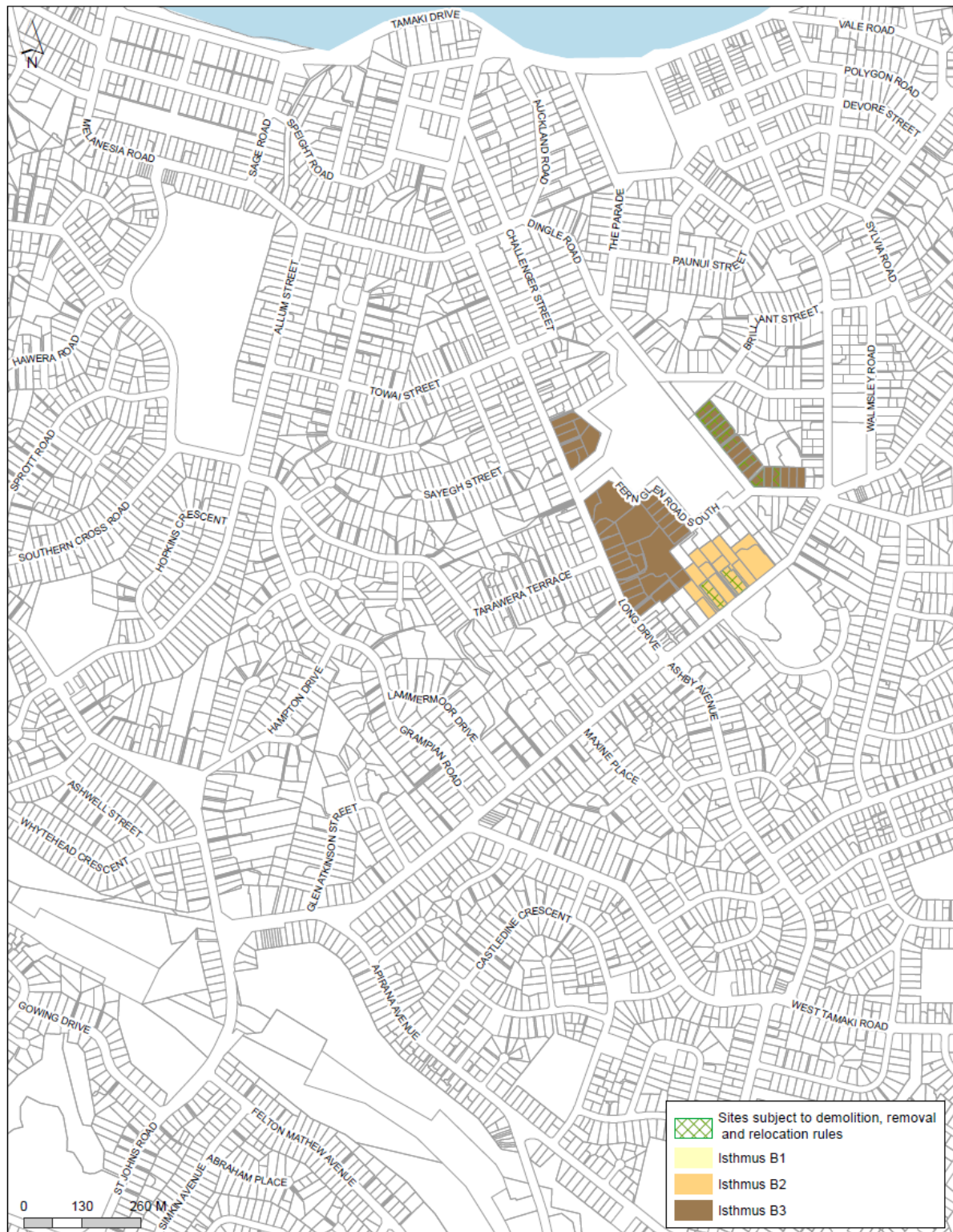
(11) Special Character Areas Overlay – Residential: Isthmus B – Remuera



(12) Special Character Areas Overlay – Residential: Isthmus B –
Remuera/Meadowbank



(13) Special Character Areas Overlay – Residential: Isthmus B – St Heliers



Description:

PC 120 ([see
Modifications](#))

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 in response to improvements in public transport and the roading network.

The suburbs within the overlay area are generally those developed to provide larger sections for bigger homes than those typically found in the overlay area from the same period. Houses are generally located on generous sections facing wide streets. Larger sections with wider road 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.

PC 120 ([see
Modifications](#))

PC 120 ([see Modifications](#))

The area also includes representative areas of State housing from the 1930s and 1940s. These are areas of early government built social housing to provide for people that could not afford their own. These represent a significant move by government at a time when there was a shortage of housing in metropolitan areas. The suburban developments and house designs were developed by government architects and based on a modern interpretation of the Garden Suburb and 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.

PC 120 ([see Modifications](#))

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 urban 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.

PC 120 ([see Modifications](#))

The style of dwellings can be 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

PC 120 ([see Modifications](#))

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

PC 120 ([see Modifications](#))

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

PC 120 ([see Modifications](#))

Typically gabled and hipped roof forms of a variety of houses 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.

PC 120 ([see Modifications](#))

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 types, hedges of various heights, low drystone walls and stones set in mortar, plastered brick walls which often match plastered brick or exposed brick houses.

PC 120 ([see Modifications](#))

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, the pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. There is variation depending on when the area was subdivided and the suburb.

PC 120 ([see Modifications](#))

Areas developed as tram suburbs subdivided 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 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.

PC 120 ([see Modifications](#))

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 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.

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

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.

PC 120 ([see Modifications](#))

The development of the bungalow type 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 remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after World War 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.

PC 120 ([see Modifications](#))

15.1.7.3.5. Urban structure

Subdivision

PC 120 ([see Modifications](#))

The area 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, 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

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

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.

PC 120 ([see Modifications](#))

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

PC 120 ([see Modifications](#))

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.

PC 120 ([see Modifications](#))

Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets. Generally all road widths after 1880s were standardised to 100 links or 20.12 metres wide, with a carriage-way 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 a wider road carriageway.

PC 120 ([see Modifications](#))

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 subdivisions and road widths varied, with local roads being narrower.

Streetscape

PC 120 ([see Modifications](#))

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 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.

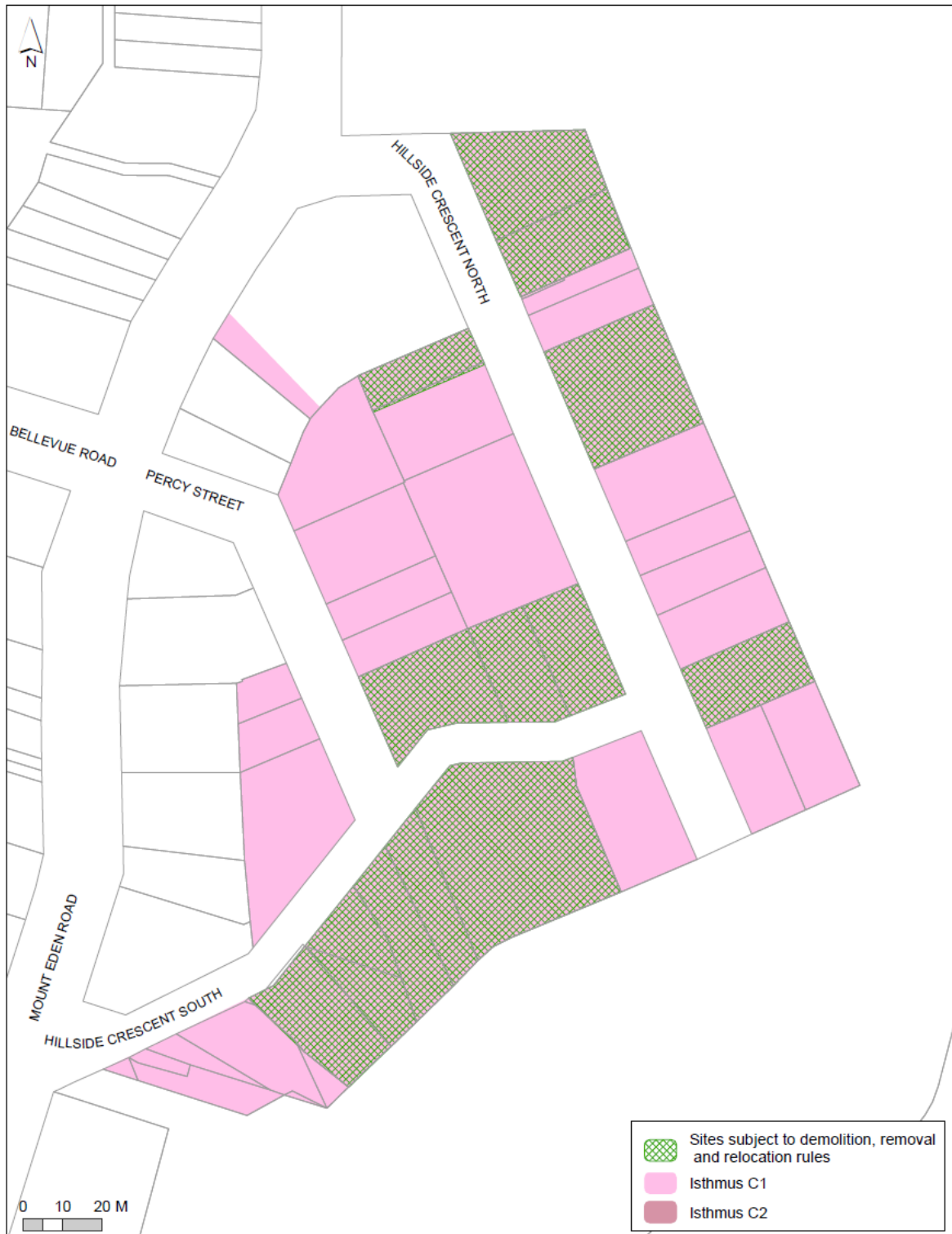
15.1.7.4. Special Character Areas Overlay – Residential: Isthmus C

15.1.7.4.1. Extent of area

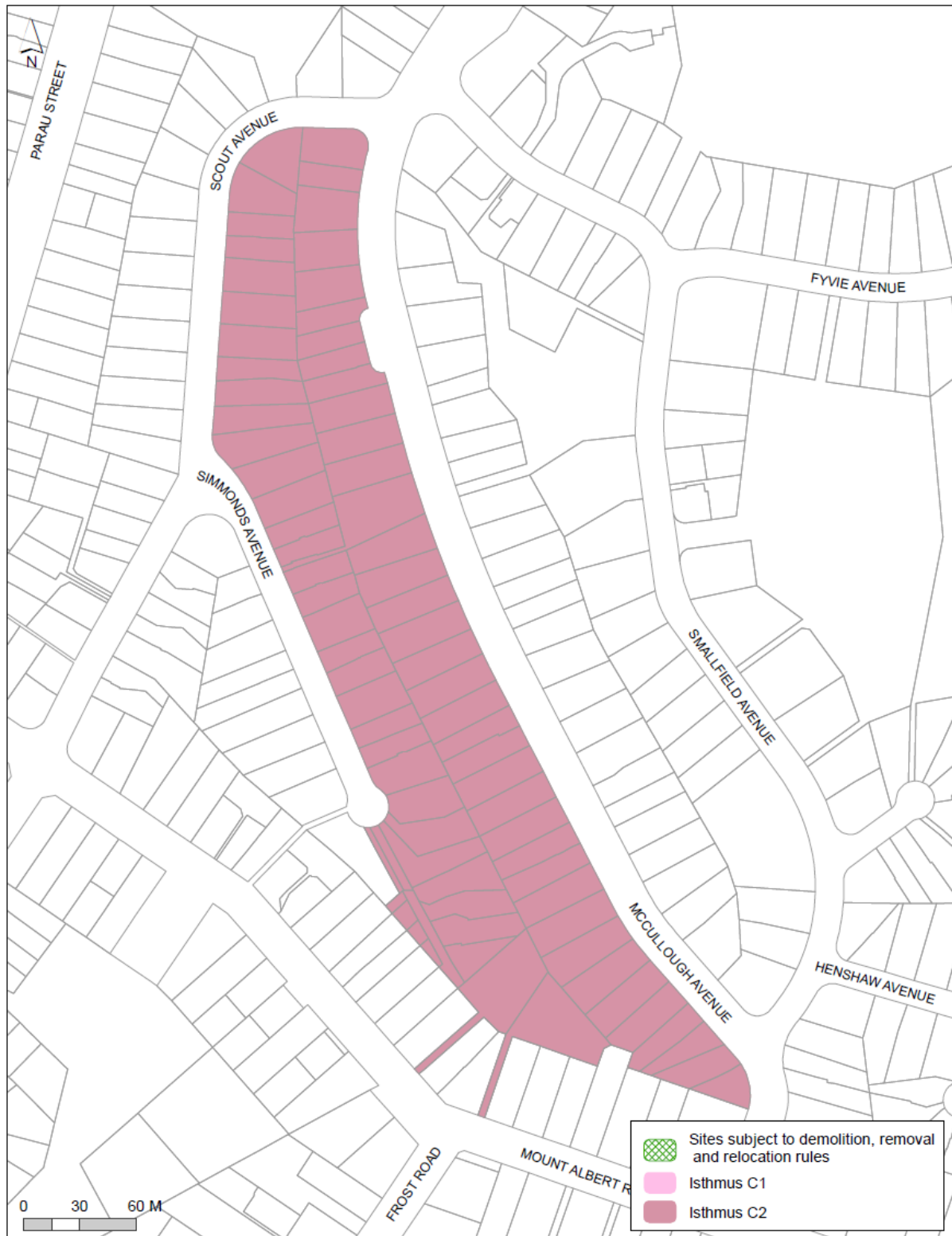
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Special Character Areas Maps:

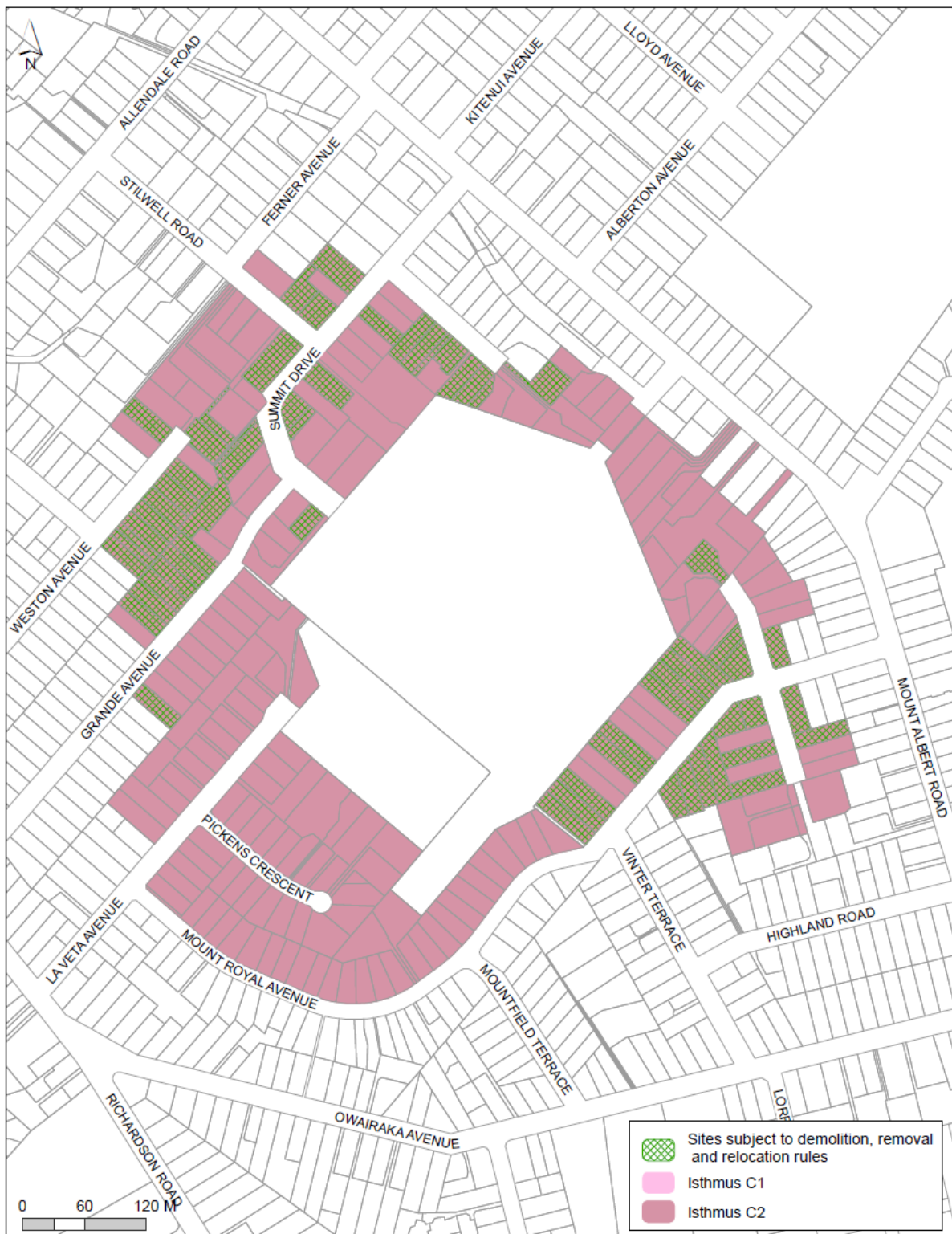
(1) Special Character Areas Overlay – Residential: Isthmus C – Mount Eden



(2) Special Character Areas Overlay – Residential: Isthmus C – Three Kings



(3) Special Character Areas Overlay – Residential: Isthmus C – Mount Albert



PC 120 ([see Modifications](#))

(4) Special Character Areas Overlay – Residential: Isthmus C – Remuera/Epsom



Description:

PC 120 (see
Modifications)

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.

PC 120 (see
Modifications)

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.

PC 120 (see
Modifications)

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 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.

PC 120 (see
Modifications)

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 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.

PC 120 (see
Modifications)

The overlay area includes suburban developments to 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 lot sizes similar to those found in the earliest developed area 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 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 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. Site sizes are generally 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, 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 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

PC 120 ([see Modifications](#))

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 types, clipped hedges of various heights, low drystone walls and stones set in mortar, and plastered brick walls which often match plastered or exposed brick houses.

PC 120 ([see Modifications](#))

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 in terms of density, the pattern of subdivision, lot sizes, lot widths, house setbacks, and spacing between houses. There is variation depending on when the area was subdivided and 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.

PC 120 ([see Modifications](#))

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 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

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

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.

PC 120 (see
Modifications)

The development of the bungalow type 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 remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after World War 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, as well as clay and concrete tiles.

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Modifications)

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 volcanic cones. 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 subdivision, as well as areas where large lots have been progressively subdivided over time.

PC 120 (see
Modifications)

PC 120 (see
Modifications)

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 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 also relate 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 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 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 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.

[new text to be inserted]

15.1.7.5. Special Character Areas Overlay – General: North Shore – Birkenhead Point

15.1.7.5.1. Extent of area [new text to be inserted]

Special Character Area Map:



Description:

PC 120 ([see Modifications](#))

The overlay area covers much of Birkenhead Point, including 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 of residential development on Birkenhead Point in the late 19th and early 20th centuries, and 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, Waitematā 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.

PC 120 ([see Modifications](#))

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 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. The area retains groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development.

PC 120 ([see Modifications](#))

[new text to be inserted]

PC 120 ([see Modifications](#))

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 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 Highbury commercial centre at the junction of Hinemoa Street and Mokoia Road.

[new text to be inserted]

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. 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.

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 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 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

PC 120 ([see Modifications](#))

within various parts of the area. 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.

PC 120 ([see Modifications](#))

Gabled and hipped roof forms are evident throughout most of the area associated with Victorian and Edwardian villas, bungalows and other house styles 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 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. These low fencing types generally allow good visibility of the houses from the street.

In the earliest subdivisions with very small lots, 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.

PC 120 ([see Modifications](#))

[new text to be inserted]

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, although some parts of the area reflect a more consistent pattern.

PC 120 ([see Modifications](#))

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 metres in some places to around four to 12 metres in others.

PC 120 ([see Modifications](#))

Types

Birkenhead Point retains groupings of houses dating from the late 19th and early 20th centuries. Examples of early commercial buildings from a similar period are evident in close proximity to housing.

PC 120 ([see Modifications](#))

Visual coherence

PC 120 ([see Modifications](#))

Within the overlay area high numbers of villas, transitional villas, bungalows, 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. Clusters of early commercial buildings in 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 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, 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.

[new text to be inserted]

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

PC 120 ([see Modifications](#))

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, 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

PC 120 ([see Modifications](#))

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 are generally 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), 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

PC 120 ([see Modifications](#))

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 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

PC 120 ([see Modifications](#))

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

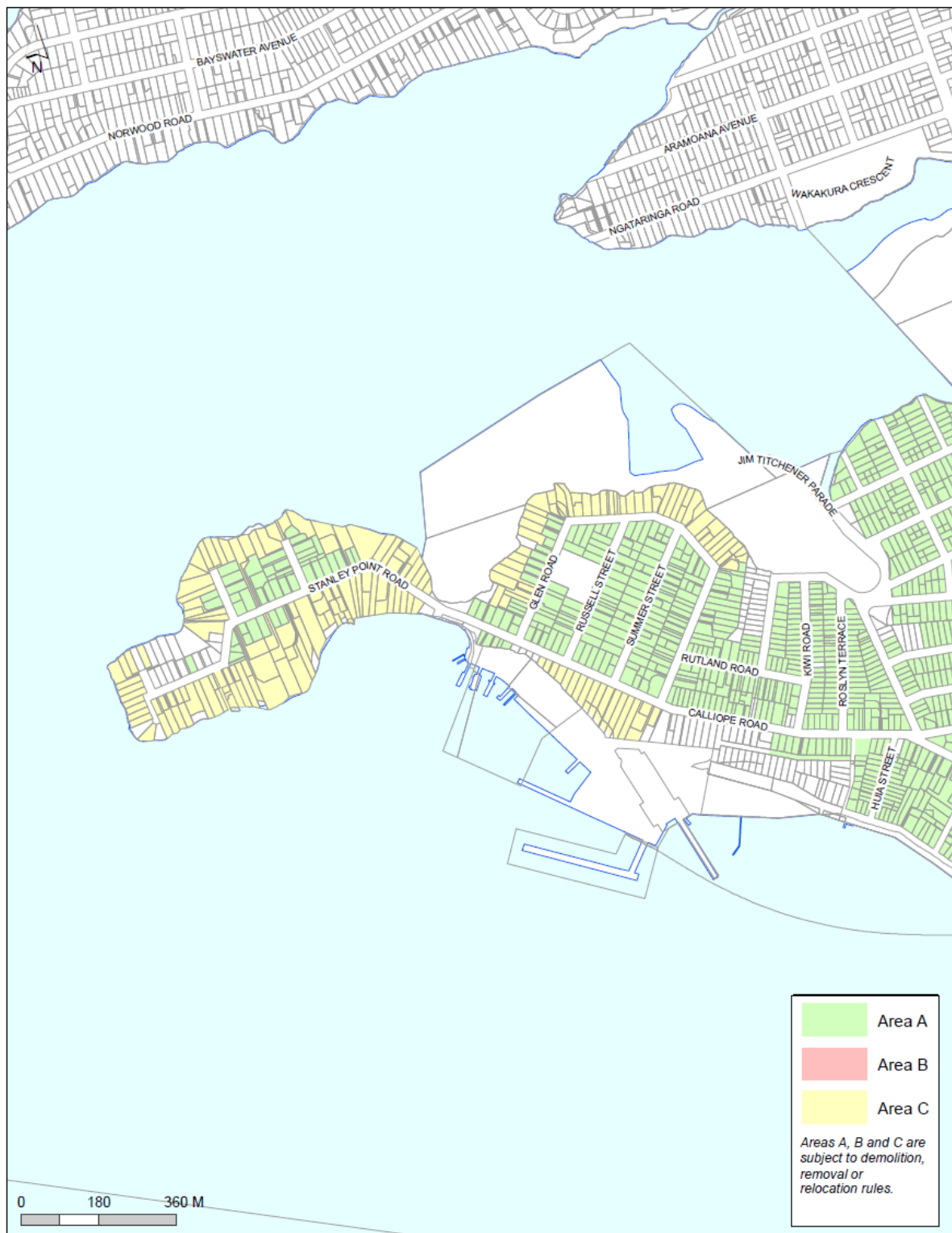
15.1.7.6.1. Extent of area [new text to be inserted]

Special Character Area Maps:

(1) Special Character Area Overlay – General: North Shore – Devonport



(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 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 the wider Special Character Areas Overlay – General: North Shore.

North Head/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/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 the late 19th and early 20th centuries. It is one of the three marine suburbs 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 on lower Victoria Road was prompted by the beginning of a ferry service connecting Devonport with the city,

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

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, 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.

PC 120 ([see Modifications](#))

The overlay area is significant for its physical and visual 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 by the presence of local shops, churches, and other commercial and community buildings that supported the residential development during this same period.

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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 and front gardens, fences, walls and hedges.

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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 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 and two-storey detached residences, as well some examples of terraced houses and co-joined houses from a similar period. Houses include examples at 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 450 metres squared to sometimes more than 800m². Subdivisions that created moderate to larger lots allowed for more generous front gardens, with set-backs 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 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 the purpose built commercial buildings within the overlay area have parapet walls concealing the roof form. However, some are

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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, lot sizes, lot widths, house set-backs and spacing 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 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 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

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[PC 120 \(see Modifications\)](#)

[PC 120 \(see Modifications\)](#)

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 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 remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after World War 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.

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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 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, Wynyard, Burgess, and Domain 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 all road widths after the 1880s were standardised to 100 links or 20.12 metres wide, with a carriage-way formed within.

There is variation in lots 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.

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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 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

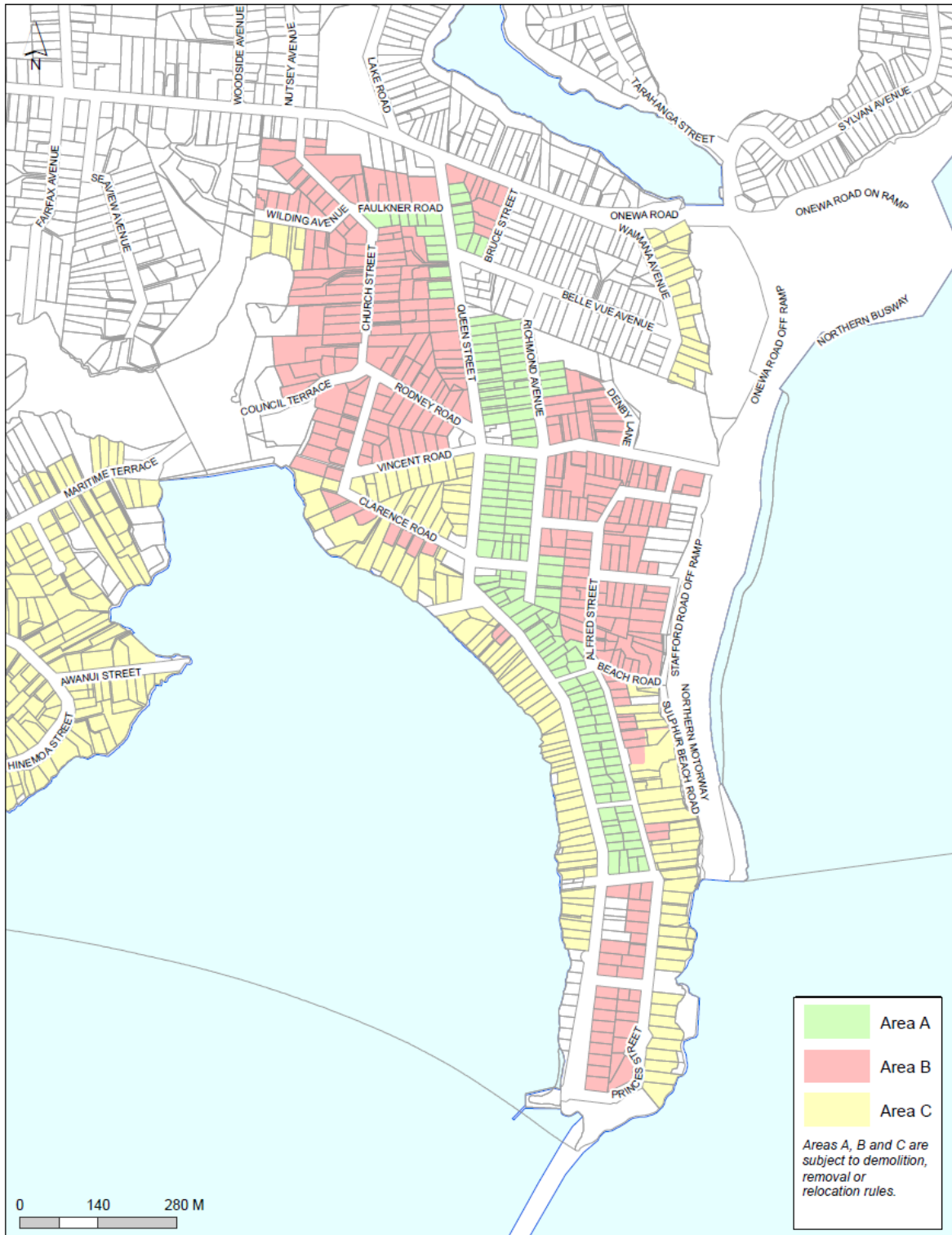
reserve before being vested in the Devonport Borough Council in the 1880s as a recreation ground. It was subsequently drained and improved.

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 [new text to be inserted]

Special Character Area Map:



Description:

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Modifications](#))

The overlay area covers 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 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.

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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 is gently undulating north of Rodney 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.

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Subdivisions of the larger rural allotments for residential settlement in Northcote 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 changed as ferries no longer provided the primary means of transport to and from Northcote Point.

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 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 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 are generally not a dominant presence.

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Commercial buildings are typically built up to the front boundary line and occupy the full width of their sites. Typically the 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.

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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 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.

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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 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, 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 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

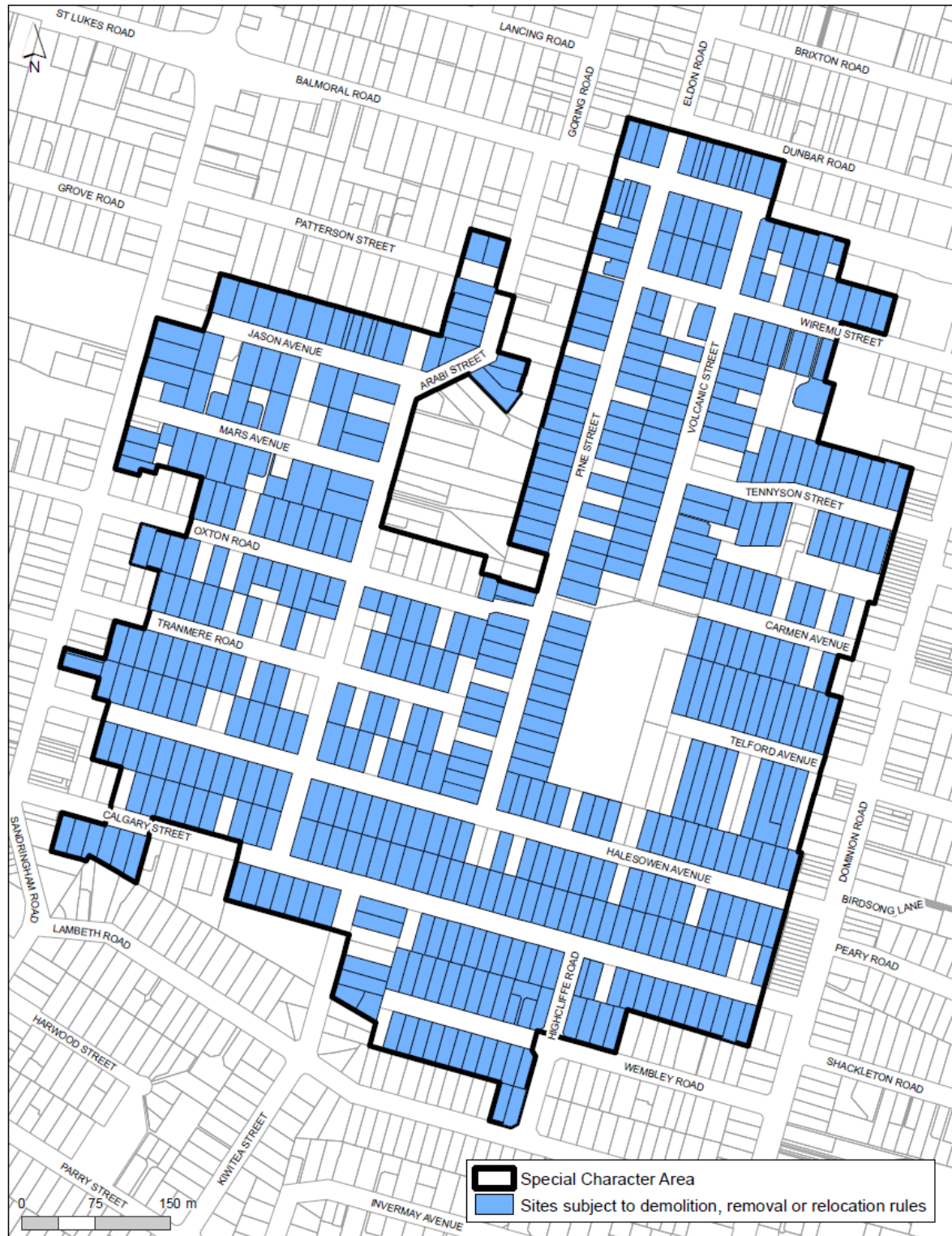
[PC 120 \(see
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■ significant archaeological features, and affords outstanding views of the bridge and of other parts of Auckland City. The reserve is also a good place to experience the design and scale of the Auckland Harbour Bridge.

15.1.7.8. Special Character Areas Overlay – Residential: Balmoral Tram Suburb, West

15.1.7.8.1. Extent of area [new text to be inserted]

Special Character Area Map:



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.

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Sandringham Road and Balmoral Road are major arterial 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 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 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

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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 boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

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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 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.

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

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.

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 extended to Balmoral in 1914 and further south by 1930. On Sandringham Road the tram line was in place by 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

PC 120 ([see Modifications](#))

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 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

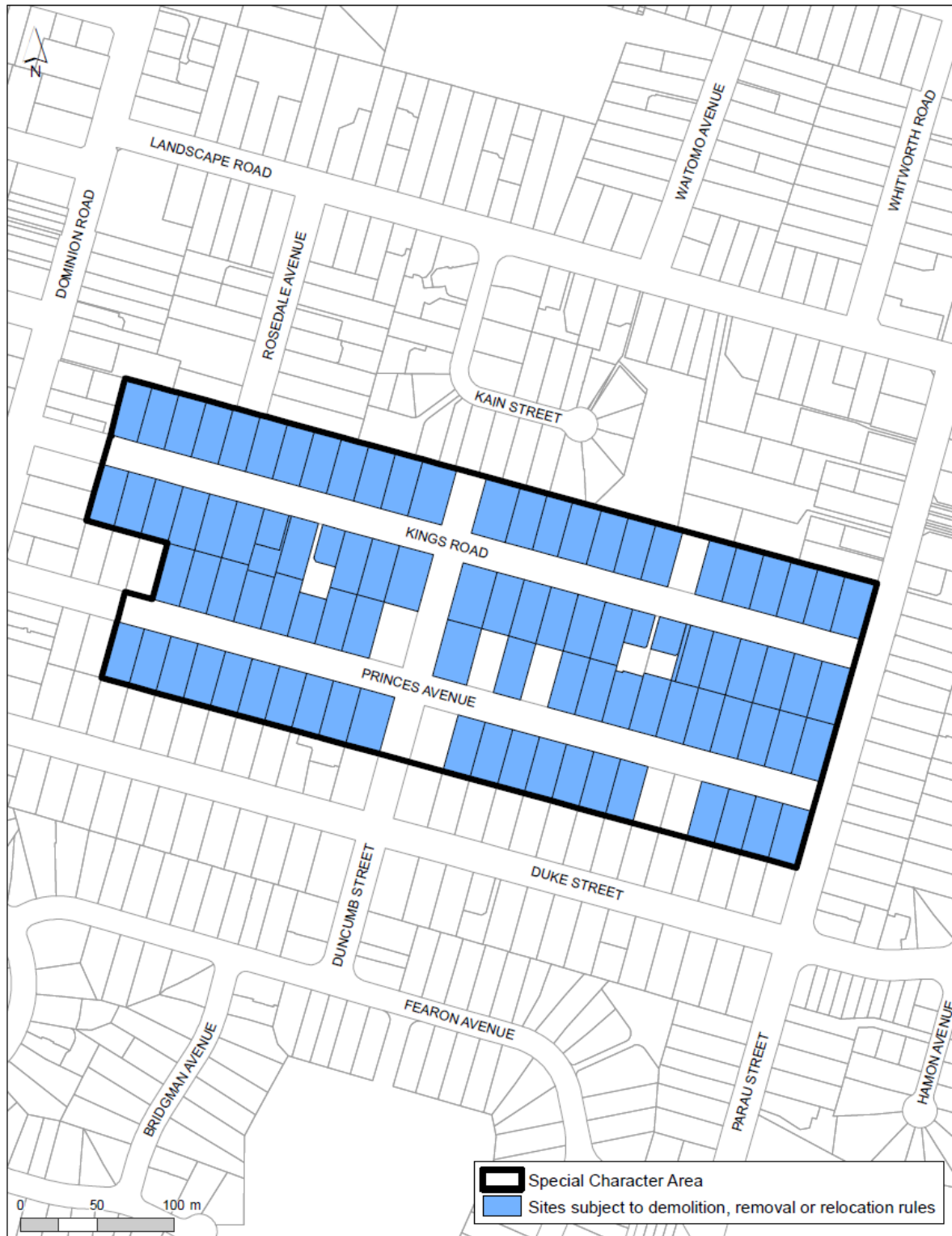
Within the Special Character Areas Overlay – Residential Balmoral Tram Suburb, West street trees in most streets, together with trees and shrubs in front yards, contribute to an impression of the area as a reasonably well-vegetated area.

PC 120 ([see Modifications](#))

15.1.7.9. Special Character Areas Overlay – Residential: Kings Road and Princes Avenue

15.1.7.9.1. Extent of area [new text to be inserted]

Special Character Area Map:



Description:

PC 120 ([see Modifications](#))

- The overlay area is located in Mount 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.

PC 120 ([see Modifications](#))

- 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 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.

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

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**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

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

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

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

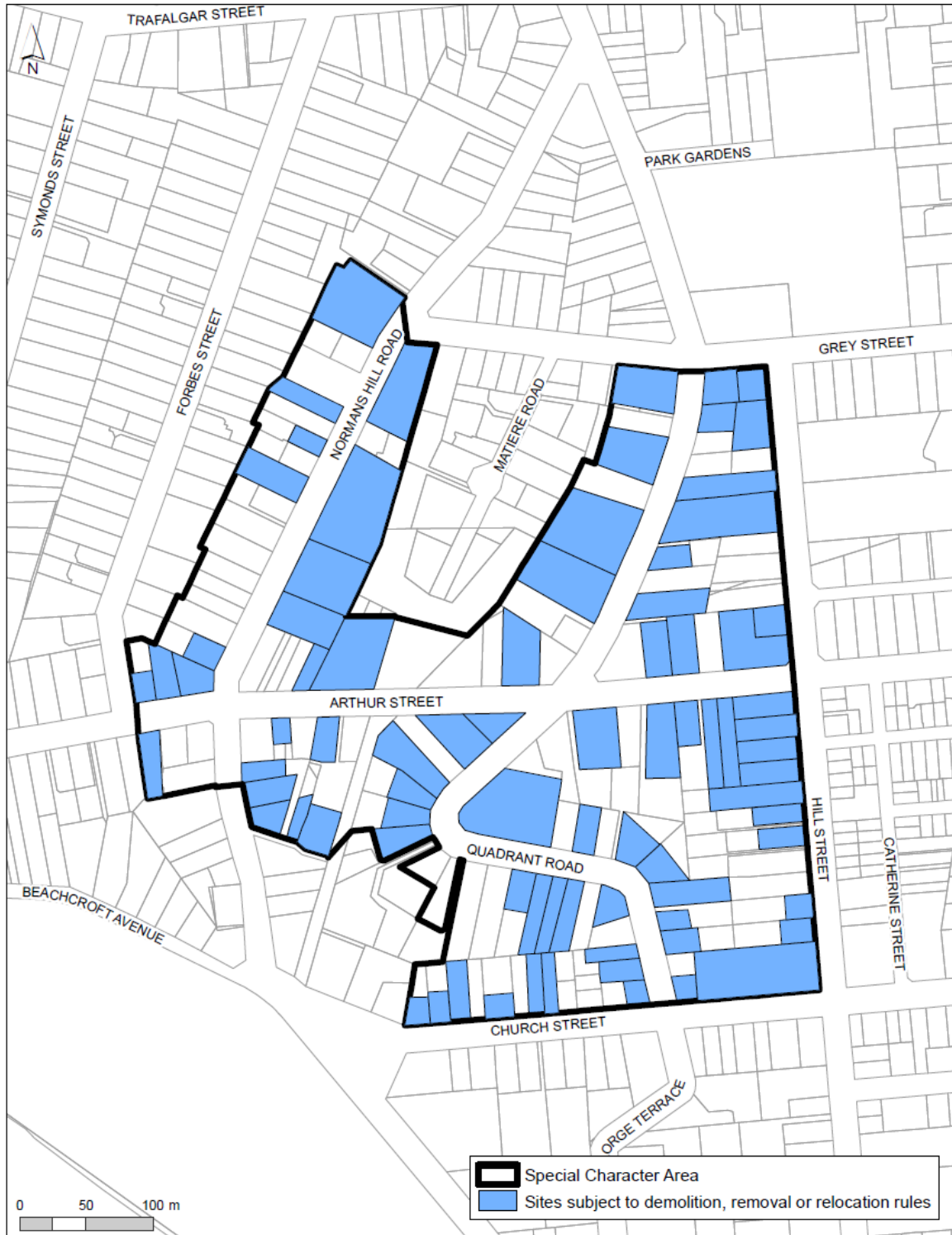
The overlay area features a few mature trees on private sections. The public reserve, known as Rotary West Park (at 21R Station Road), abuts the northern boundary of the area. This provides significant visual amenity to the area and also encompasses an important link by way of a pedestrian overbridge 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

[new text to be inserted]

Special Character Area Map:



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 extent of the Special Character Areas Overlay – Residential: Pukehana Avenue can be found on the planning maps.

[new text to be inserted]

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.

[new text to be inserted]

Pukehana Avenue was formed 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 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.

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

PC 120 ([see Modifications](#))

Bungalow style housing was the predominant types constructed in the overlay area. This reflects the main period of subdivision in the area, being 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

PC 120 ([see Modifications](#))

The original subdivision pattern and lot size remains 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 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.

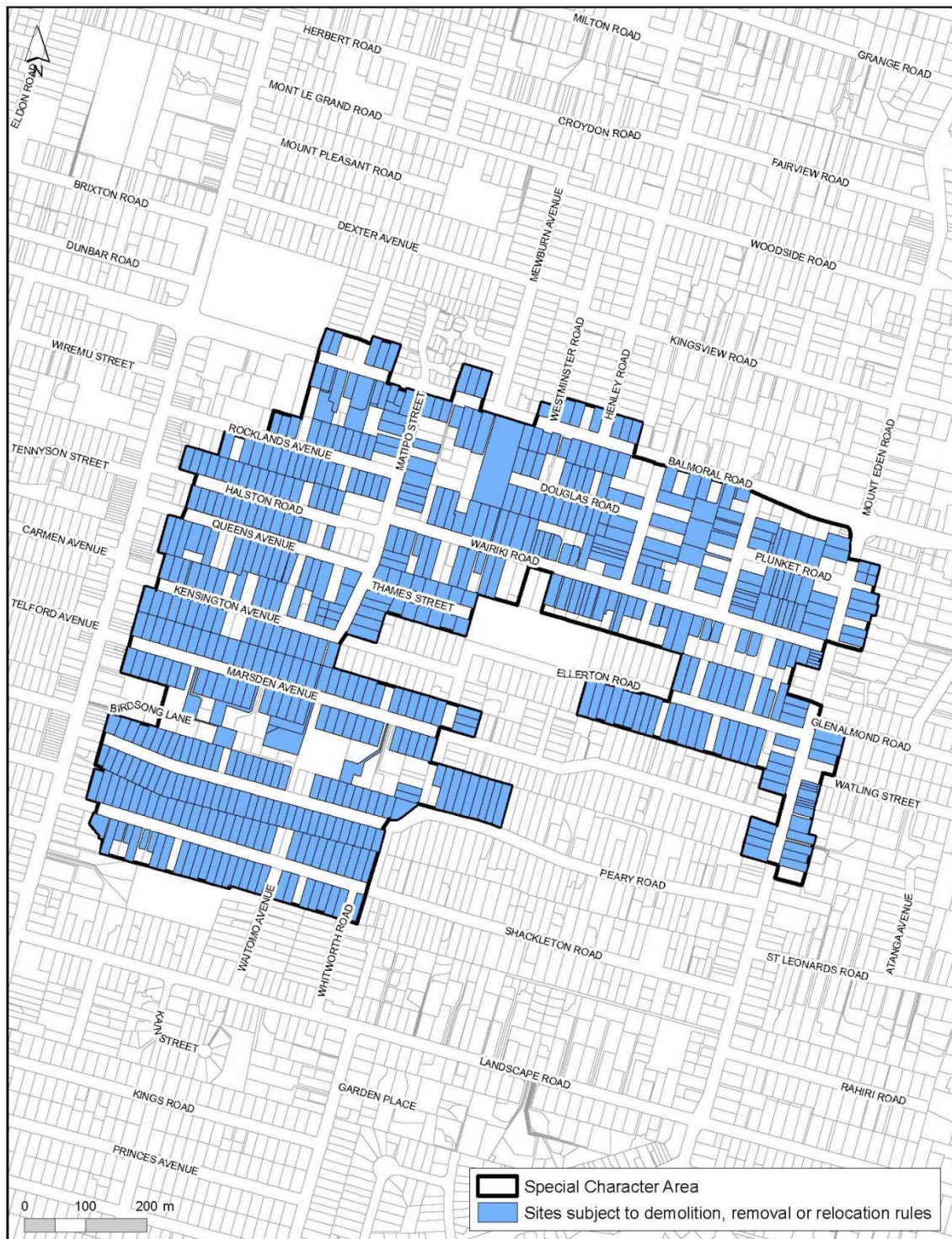
PC 120 ([see Modifications](#))

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 [new text to be inserted]

Special Character Area Map:



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 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

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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 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 are single and two-storeyed located on Mount Eden Road.

Form and relationship to the street

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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 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 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

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**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

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

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

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 extent of the Special Character Areas Overlay – General: Hill Park can be found in the planning maps.

[new text to be inserted]

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, 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 trees. Houses are set back from the street, with front yards highly landscaped with little or no fencing. Hill Park has significant stands of 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, 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.

[PC 120 \(see Modifications\)](#)

[PC 120 \(see Modifications\)](#)

[PC 120 \(see Modifications\)](#)

[PC 120 \(see Modifications\)](#)

15.1.8.4. Special Character Areas Overlay – General: Puhoi**15.1.8.4.1. Extent of area*****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***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.

PC 120 ([see
Modifications](#))

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.