

**Appendix 20 Maunga Viewshafts and Height Sensitive Areas – Values Assessments** [rcp/dp]

PC 78 ([see](#)  
[Modifications](#)) | [new text to be inserted]

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
A01	New North Rd:	<b>NATURAL HERITAGE:</b>  Geologically, Mt Albert is the oldest of Auckland's isthmus cones, dating back some 50-60,000 years. Now rising to 135m above sea level, the maunga lost much of its original cone form as a result of quarrying for railway ballast. Although losing 13m from its crest, Mt Albert is still visible from a wider range of vantage points – providing the centrepiece for views stretching from Western Springs and St Lukes, across Mt Albert and Owairaka, to Sandringham and Mt Roskill. It is also clearly visible from the North-western Motorway (SH16). Mt Albert's profile is perhaps less cone-like than that of some other maunga features, but it remains the pre-eminent maunga on the western side of the Auckland Isthmus. Below the former cone crest, it is buttressed by a series of scoria / lava mounds and ridges that are more visible close up. As such, it still comprises one of the 'major' cones on the Auckland Isthmus.  <b>CULTURAL HERITAGE:</b>  The <i>Mt Albert – Owairaka Heritage Walks</i> site describes the maunga as originally being called Oruarangi in honour of chief Ruarangi, who saved his tribe from Ohomatakamokamo by leading them through a lave cave, but also as the home of Wairaka, who fell in love with the west wind Hauaru and fled from her husband to Westport. The chief Titahi is credited with terracing, pits and other defensive works that are still visible on parts of Owairaka, surviving defeat of the Waiohua tribe at the battle of Paruroa by the Te Taou o Ngati Whatua, Ngati Oho and Te Uringutu, and subsequent quarrying by pakeha.  <b>OTHER VALUES:</b>  The maunga is strongly linked to Mt Albert and surrounding suburbs and is exposed to both the North-western (SH16) and South-western (SH20) Motorways. For those approaching the Auckland Isthmus via SH16, Mt Albert affords an introduction to the wider isthmus cone field, while the journey along SH20 – past Crater Hill, One Tree Hill, Mt Roskill, then Mt Albert - introduces motorists to the broader network of maunga features that dot the Auckland landscape. This exposure emphasises the interplay of natural and man-made features across central Auckland that remains so central to its distinctive landscape signature.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  As vehicles and traverse the intersection of Blockhouse Bay Rd with New North Rd, heading towards the central city, Mt Albert / Owairaka emerges on the horizon immediately east of this origin point. Of note, the land falls away from this intersection and viewpoint, so that Mt Albert rises above the matrix of low-level development east of Blockhouse Bay Rd to dominate the near skyline.  Although the cone is largely covered in mature trees and residential development climbs up its lower, to middle, slopes, Mt Albert's cone landform remains clearly discernible, even if it is less clearly expressed and immediately legible than some other isthmus cones.  This view affords and important introduction for traffic heading towards the central city from Avondale, New Lynn and further west; while the proximity of the cone, combined with its scale, contributes to its role as a key landmark. Indeed, it is the only feature that signals the approach to, and arrival within, Mt Albert.  The wealth of trees within the cone's reserves and neighbouring streets, together with past quarrying for railway ballast, have largely removed any traces of the Maori occupation sites and terracing that would have once been visible across the maunga's western slopes.  <b>OTHER VALUES:</b>  Mt Albert's dominance of the skyline from this vantage point means that A01 is very important in terms of the location of Mt Albert – the suburb – and the New North Rd / Blockhouse Bay intersection is important in terms of the character and identity of that suburb.  <b>DETRACTORS:</b>  The traffic lights, light poles and vegetation near the intersection detract slightly from this view of Mt Albert.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  New North Rd is described by Auckland Transport as a Primary Arterial Route (approximately 14,500 vehicle movements towards Auckland City each day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> It is a major thoroughfare for commuters across the Auckland Isthmus – between the Auckland CBD and Avondale / New Lynn. It also serves a broad swathe of the Isthmus south-west of this corridor – from Mt Owairaka to Blockhouse Bay and Green Bay. Moreover, it acts as an important conduit to and from both the Avondale and Mt Albert town centres. As a result, it caters for a complex mix of commuters, local shoppers, those visiting Avondale and Mt Albert, and those passing through on the way to a wide variety of local centres and suburbs.  Intersecting with New North Rd, Blockhouse Bay Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 7,800 vehicle movements north bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic' to provide movement within the district between key nodes; and</li><li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li></ul> It is also a major thoroughfare for commuters across the Auckland Isthmus – between Point Chevalier / (SH1) / Avondale and Blockhouse Bay / Green Bay / Titirangi, together with intervening suburbs that include Owairaka and Waterview. Moreover, it acts as an important conduit to and from both SH16 (Point Chevalier) and SH20 (Maoro Rd), as well as Avondale and the smaller village at Blockhouse Bay.	A01 marks a first, important, point of engagement with Mt Albert for motorists, cyclists and pedestrians heading towards Mt Albert and Auckland's central city from Avondale and other western suburbs. It is a prominent landmark that dominates the eastern horizon, helping to 'locate' the suburb of Mt Albert, thereby contributing to both its character and identity.
	At the intersection with Blockhouse Bay Rd, St Jude St & Crayford St	<b>VIEWING DISTANCE TO CONE:</b> 1.8kms					
						EVALUATION:	REGIONALLY SIGNIFICANT





**View A01:** Photo 1 of 1  
The Individual Cone (68mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
A02	Richardson Rd:	<b>NATURAL HERITAGE:</b>  Geologically, Mt Albert is the oldest of Auckland's isthmus cones, dating back some 50-60,000 years. Now rising to 135m above sea level, the maunga lost much of its original cone form as a result of quarrying for railway ballast. Although losing 13m from its crest, Mt Albert is still visible from a wider range of vantage points – providing the centrepiece for views stretching from Western Springs and St Lukes, across Mt Albert and Owairaka, to Sandringham and Mt Roskill. It is also clearly visible from the North-western Motorway (SH16). Mt Albert's profile is perhaps less cone-like than that of some other maunga features, but it remains the pre-eminent maunga on the western side of the Auckland Isthmus. Below the former cone crest, it is buttressed by a series of scoria / lava mounds and ridges that are more visible close up. As such, it still comprises one of the 'major' cones on the Auckland Isthmus.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  As Richardson Rd descends towards both its crossing over the South-western Motorway (SH20) and Stoddard Rd, Mt Albert / Owairaka rears up to completely dominate the very near skyline. The alignment of Richardson Rd, crossing SH20 reinforces this, with its axis directing road users' attention directly at the maunga.  Although housing, commercial development, the SH20 bridge railings and other roading infrastructure dominate the periphery of this view and base of the cone, its layering of open space, trees and – in places – terraced slopes remain the centrepiece of the outlook from A02's origin point. As a result, this view expresses the cone's maunga form and helps to reveal some of its maunga mantle and patches of terraced open space near the summit.  The degree of visual prominence revealed in the A02 view is unusual for Mt Albert, as most other views reveal it climbing gradually above the surrounding development matrix of suburban Mt Albert. As such, View A02 is significant in relation to it as both a maunga feature and maunga.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  Richardson Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 7,200 vehicle movements north bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic' to provide movement within the district between key nodes; and</li><li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li></ul> It is a highly significant thoroughfare for commuters between the south-western suburbs of Owairaka, Blockhouse Bay, Lynfield and Green Bay and the Auckland CBD – together with inner city suburban areas flanking it, from Mt Albert to Mt Eden and Newmarket. It also serves as an 'overflow' route for traffic trying to get onto the South-western Motorway (SH20) at Maioro Rd and serves the commercial development around Stoddard Rd, together with the nearby Mt Albert shopping centre and St Lukes Mall.	A02 is a critically important view of Mt Albert that, perhaps more than any other view, captures the elevation of its maunga remains above surrounding lava ridges and residential development. The cone assumes a central role in the view from Richardson Rd, and is important in creating a landmark that is fundamental to the identity of its namesake suburb.
	Immediately south of SH20	<b>CULTURAL HERITAGE:</b>  The <i>Mt Albert – Owairaka Heritage Walks</i> site describes the maunga as originally being called Oruarangi in honour of chief Ruarangi, who saved his tribe from Ohomatakamokamo by leading them through a lave cave, but also as the home of Wairaka, who fell in love with the west wind Hauru and fled from her husband to Westport. The chief Titahi is credited with terracing, pits and other defensive works that are still visible on parts of Owairaka, surviving defeat of the Waiohua tribe at the battle of Paruroa by the Te Taou o Ngati Whatua, Ngati Oho and Te Uringutu, and subsequent quarrying by pakeha.  <b>OTHER VALUES:</b>  The maunga is strongly linked to Mt Albert and surrounding suburbs and is exposed to both the North-western (SH16) and South-western (SH20) Motorways. For those approaching the Auckland Isthmus via SH16, Mt Albert affords an introduction to the wider isthmus cone field, while the journey along SH20 – past Crater Hill, One Tree Hill, Mt Roskill, then Mt Albert - introduces motorists to the broader network of maunga features that dot the Auckland landscape. This exposure emphasises the interplay of natural and man-made features across central Auckland that remains so central to its distinctive landscape signature.		<b>OTHER VALUES:</b>  These factors contribute to a very strong sense of association between the cone and the suburb around it: the maunga is a critical part of the suburb's landscape that contributes to its identity and sense of place – perhaps moreso than any other single view of Mt Albert.  <b>DETRACTORS:</b>  Structures associated with SH20, the road bridge over it and commercial premises both sides of Richardson Rd flank this view and detract from it very slightly.		 <b>VIEWING DISTANCE TO CONE:</b> 1.2kms	





**View A02:** Photo 1 of 1  
The Individual Cone (60mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
A03	Boundary Rd:	<b>NATURAL HERITAGE:</b>  Geologically, Mt Albert is the oldest of Auckland’s isthmus cones, dating back some 50-60,000 years. Now rising to 135m above sea level, the maunga lost much of its original cone form as a result of quarrying for railway ballast. Although losing 13m from its crest, Mt Albert is still visible from a wider range of vantage points – providing the centrepiece for views stretching from Western Springs and St Lukes, across Mt Albert and Owairaka, to Sandringham and Mt Roskill. It is also clearly visible from the North-western Motorway (SH16). Mt Albert’s profile is perhaps less cone-like than that of some other maunga features, but it remains the pre-eminent maunga on the western side of the Auckland Isthmus. Below the former cone crest, it is buttressed by a series of scoria / lava mounds and ridges that are more visible close up. As such, it still comprises one of the ‘major’ cones on the Auckland Isthmus.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  Looking northwards from Boundary Rd, a shallow ridge of residential development dominates the middle distance. Beyond it, the maunga form of Mt Albert / Owairaka emerges as a key feature and punctuation point on the visible skyline. This interaction is enhanced by the fall of Boundary Rd towards the far ridgeline and cone, with the cone’s patina of flat-topped open space and trees clearly differentiated from the intervening ridge. Unlike Views A01 and A02, this particular view reveals the maunga’s summit and upper slopes largely free of the housing that (in those other views) clambers up its lower slopes.  As a result, View A03 reveals the maunga as a well-defined maunga feature that contrasts with the developed, Maioro Rd ridgeline on the far side of the valley that Boundary Rd descends into. As with A02, the road corridor helps to direct attention towards the maunga, though not as emphatically as in relation to that view.  The cone is too distant for its more fine-grained, detailing and terrace remnants to be apparent – apart from the interplay of trees and grassed open space. Consequently, there is no real sense of connection with the cultural heritage artefacts and patterns reflective of historic occupation by Maori.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  Boundary Rd is not identified as major thoroughfare by Auckland Transport. However, it still serves a large residential commuter belt that extends from Hillsborough and Lynfield – across Blockhouse Bay – to Green Bay and Titirangi. Importantly, the road acts as a direct conduit to Maioro Rd and its interchange with SH20. As a result, it carries a significant load of commuter and local traffic each day (approximately 1,800 vehicle movements north bound per day to September 2015) to and from both the motorway system and nearby centres – including Avondale, Mt Albert and St Lukes.  School buses and regular public bus services run up and down Boundary Rd, with a bus stop in close proximity to Lynfield College’s Boundary Rd entrance.  In addition the nearby school grounds offer views to Mt Albert very similar to those experienced at, and in the vicinity, of A03’s origin point.  As a result, this origin point caters for a mixture of daily commuters, locals and school pupils (together with their parents). Consequently, Mt Albert is exposed to a sub-regional audience of motorists, bus users, cyclists and pedestrians.	The view from Boundary Rd provides an introductory view of Mt Albert and is notable for the way in which it elevates Mt Albert above a matrix of surrounding ridges and residential development – assisted by the directional pointer of Boundary Rd’s own corridor .
	South of the sports fields entrance to Lynfield College	<b>CULTURAL HERITAGE:</b>  The <i>Mt Albert – Owairaka Heritage Walks</i> site describes the maunga as originally being called Oruarangi in honour of chief Ruarangi, who saved his tribe from Ohomatakamokamo by leading them through a lave cave, but also as the home of Wairaka, who fell in love with the west wind Hauaru and fled from her husband to Westport. The chief Titahi is credited with terracing, pits and other defensive works that are still visible on parts of Owairaka, surviving defeat of the Waiohua tribe at the battle of Paruroa by the Te Taou o Ngati Whatua, Ngati Oho and Te Uringutu, and subsequent quarrying by pakeha.  <b>OTHER VALUES:</b>  The maunga is strongly linked to Mt Albert and surrounding suburbs and is exposed to both the North-western (SH16) and South-western (SH20) Motorways. For those approaching the Auckland Isthmus via SH16, Mt Albert affords an introduction to the wider isthmus cone field, while the journey along SH20 – past Crater Hill, One Tree Hill, Mt Roskill, then Mt Albert - introduces motorists to the broader network of maunga features that dot the Auckland landscape. This exposure emphasises the interplay of natural and man-made features across central Auckland that remains so central to its distinctive landscape signature.		<b>OTHER VALUES:</b>  Boundary Rd is the first real point of significant contact with Auckland’s maunga field as one approaches it from the direction of Auckland’s south-western suburbs - Blockhouse Bay, Lynfield, Green Bay and Titirangi. Consequently, A03 represents an important point of introduction to both Mt Albert and the wider maunga landscape of the Isthmus.  It acts as a clearly legible ‘pointer’ to the suburb of Mt Albert, and is therefore central to its geo-location within the wider isthmus – beyond the Maioro Rd ridge.  <b>DETRACTORS:</b>  The view from A03’s origin point is impaired by the presence of a mature Agonis within Boundary Rd’s berm (Photo 1). However, a range of vantage points within metres of the origin point – as well as near Lynfield College and an adjoining bus stop – reveal the cone’s fuller profile (Photo 2).			
EVALUATION:						REGIONALLY SIGNIFICANT	





**View A03: Photo 1 of 2**

The Individual Cone Viewed From Origin Point (80mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)





**View A03: Photo 2 of 2**

The Individual Cone Viewed From 4m to the Right of the Origin Point (80mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:	
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:		
A07	Mt Albert Rd:	<b>NATURAL HERITAGE:</b>  Geologically, Mt Albert is the oldest of Auckland's isthmus cones, dating back some 50-60,000 years. Now rising to 135m above sea level, the maunga lost much of its original cone form as a result of quarrying for railway ballast. Although losing 13m from its crest, Mt Albert is still visible from a wider range of vantage points – providing the centrepiece for views stretching from Western Springs and St Lukes, across Mt Albert and Owairaka, to Sandringham and Mt Roskill. It is also clearly visible from the North-western Motorway (SH16). Mt Albert's profile is perhaps less cone-like than that of some other maunga features, but it remains the pre-eminent maunga on the western side of the Auckland Isthmus. Below the former cone crest, it is buttressed by a series of scoria / lava mounds and ridges that are more visible close up. As such, it still comprises one of the 'major' cones on the Auckland Isthmus.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  From this origin point through to the very edge of the cone, Mt Albert Rd is aligned on and slightly to the right of Owairaka. Consequently, the viewshaft provides an introduction to the cone complemented by Views A08 and A09, from other parts of Mt Albert Rd, that follow. The cone's profile is truncated by residential development and vegetation both sides of the roadway, while a rise in part of Mt Albert Rd limits exposure to its lower flanks. Even so, the cone remains the visual terminus for the road axis and its open space – dotted with trees – has a very strong sense of connection with the Mt Roskill shopping centre nearby.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  Mt Albert Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 9,500 vehicle movements west bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic' to provide movement within the district between key nodes; and</li><li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li></ul>	A07 affords an important introductory view of Mt Albert and lies at the start of a sequence that progressively reveals both its profile and maunga characteristics. The alignment of Mt Albert Rd on the cone helps to articulate and reinforce its visual presence and landmark function.	
	South of the intersection with Winstone Rd	<b>CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE</b>	Any signs of terracing and other relics of Maori occupation are not visible from A07's origin point, due to both the viewing distance to Mt Albert and the proliferation of trees across its flanks.  Even so, A07 remains one of relatively few clear views to Mt Albert from its eastern side. In addition, the cone is clearly discernible as an important landmark – especially so as a 'way finding' feature within Auckland's south-western suburbs, and there is an important symbolic connection between the cone and the Mt Roskill shopping centre that this view helps to maintain.	VIEWING DISTANCE TO CONE: 2.6kms	It is a major thoroughfare for commuters across the Auckland Isthmus – between Greenlane (SH1) /Three Kings and St Mt Albert (SH16), together with intervening suburbs that include Epsom, Mt Eden, Balmoral, and Sandringham. It also serves a broad swathe of the Isthmus both north and south of this corridor – from Mt Roskill and Blockhouse Bay to Newmarket. Moreover, it acts as an important conduit to and from SH20, Dominion Rd and the Mt Roskill shopping centre.			
			<b>CULTURAL HERITAGE:</b>  The <i>Mt Albert – Owairaka Heritage Walks</i> site describes the maunga as originally being called Oruarangi in honour of chief Ruarangi, who saved his tribe from Ohomatakamokamo by leading them through a lave cave, but also as the home of Wairaka, who fell in love with the west wind Hauru and fled from her husband to Westport. The chief Titahi is credited with terracing, pits and other defensive works that are still visible on parts of Owairaka, surviving defeat of the Waiohua tribe at the battle of Paruroa by the Te Taou o Ngati Whatua, Ngati Oho and Te Uringutu, and subsequent quarrying by pakeha.					
			<b>OTHER VALUES:</b>  The maunga is strongly linked to Mt Albert and surrounding suburbs and is exposed to both the North-western (SH16) and South-western (SH20) Motorways. For those approaching the Auckland Isthmus via SH16, Mt Albert affords an introduction to the wider isthmus cone field, while the journey along SH20 – past Crater Hill, One Tree Hill, Mt Roskill, then Mt Albert - introduces motorists to the broader network of maunga features that dot the Auckland landscape. This exposure emphasises the interplay of natural and man-made features across central Auckland that remains so central to its distinctive landscape signature.	<b>CUMULATIVE VALUE:</b>  Mt Albert Rd follows a series of lava ridges that originally emanated from the Three Kings and Mt Albert, while Mt Roskill lies just off the ridge – to the south – and glimpses of Mt Eden frequently open up to the east. As a result, the journey along Mt Albert Rd is actually a journey past a succession of maunga sites and features. Mt Albert is the most impactful of these features in relation to the road corridor, and A07 is an important component of this sequence that continues via Views A08 and A09.		As a result, it caters for a complex mix of commuters, local shoppers, those visiting the Mt Roskill shopping centre, and those passing through on the way to Mt Albert, St Lukes, Three Kings and other local or nearby 'attractions'. In so doing, it exposes Mt Albert to a sub-regional audience of motorists, bus users, cyclists and pedestrians.		
			<b>OTHER VALUES:</b>  Mt Albert is a clearly legible landmark that helps to 'signpost' its namesake suburb, while Mt Albert and Mt Roskill together emphasise the nascent maunga heritage and qualities of this part of the Auckland Isthmus. Consequently, it makes an important contribution to the character and identity of both Mt Albert and Mt Roskill.					
			<b>DETRACTORS:</b>  Domestic vegetation and some houses encroach marginally into this view moreso both sides of the road corridor.					
						EVALUATION:	REGIONALLY SIGNIFICANT	





**View A07:** Photo 1 of 1  
The Individual Cone (80mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:	
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:		
A08	Mt Albert Rd:	<b>NATURAL HERITAGE:</b>  Geologically, Mt Albert is the oldest of Auckland's isthmus cones, dating back some 50-60,000 years. Now rising to 135m above sea level, the maunga lost much of its original cone form as a result of quarrying for railway ballast. Although losing 13m from its crest, Mt Albert is still visible from a wider range of vantage points – providing the centrepiece for views stretching from Western Springs and St Lukes, across Mt Albert and Owairaka, to Sandringham and Mt Roskill. It is also clearly visible from the North-western Motorway (SH16). Mt Albert's profile is perhaps less cone-like than that of some other <b>maunga</b> features, but it remains the pre-eminent maunga on the western side of the Auckland Isthmus. Below the former cone crest, it is buttressed by a series of scoria / lava mounds and ridges that are more visible close up. As such, it still comprises one of the 'major' cones on the Auckland Isthmus.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  Near Mons Ave, Mt Albert Rd rises slightly above the rest of the lava ridge that it follows to open up the second view of Mt Albert in the A07 to A09 sequence. The road corridor carries the viewer's eye directly towards the cone and even though it is closely framed by both house rooftops and garden vegetation in the foreground and middle distance, Mt Albert's convex form still remains clearly apparent. Not articulated as clearly as in some other views of Mt Albert (such as A02 and A09), this view still conveys the sense of the cone as a landmark and A08 as part of a continuum of views that enhance Mt Albert Rd's strong association with both the road corridor and surrounding suburban area.  Terracing and any other signs of Maori occupation remain largely obscured by the combination of trees across Mt Albert's reserve area, viewing distance and the intervening rooftops and garden vegetation much closer to Mt Albert Rd.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  Mt Albert Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 6,800 vehicle movements west bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic' to provide movement within the district between key nodes; and</li><li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li></ul> It is a major thoroughfare for commuters across the Auckland Isthmus – between Greenlane (SH1) /Three Kings and St Mt Albert (SH16), together with intervening suburbs that include Epsom, Mt Eden, Balmoral, and Sandringham. It also serves a broad swathe of the Isthmus both north and south of this corridor – from Mt Roskill and Blockhouse Bay to Newmarket. Moreover, it acts as an important conduit to and from SH20, Dominion Rd and the Mt Roskill shopping centre.	View A08 is less significant as a view in its own right than as a key 'lynch pin' in the sequence of views that starts near the Mt Roskill shopping centre and ends close to Beagle Ave. It affirms the relationship between Mt Albert (the cone) and both Mt Albert Rd – as a major conduit for Auckland's regional community and Mt Albert (the suburb).	
	North of the intersection with Mons Ave	<b>CULTURAL HERITAGE:</b>  The <i>Mt Albert – Owairaka Heritage Walks</i> site describes the maunga as originally being called Oruarangi in honour of chief Ruarangi, who saved his tribe from Ohomatakamokamo by leading them through a lave cave, but also as the home of Wairaka, who fell in love with the west wind Hauaru and fled from her husband to Westport. The chief Titahi is credited with terracing, pits and other defensive works that are still visible on parts of Owairaka, surviving defeat of the Waiohewa tribe at the battle of Paruroa by the Te Taou o Ngati Whatua, Ngati Oho and Te Uringutu, and subsequent quarrying by pakeha.	<b>CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE</b>	<b>CUMULATIVE VALUE:</b>  Together with Views A07 and A09 – located nears intersections with Winstone Rd and Beagle Ave, respectively – A08 contributes to the sequence of views to Mt Albert that follow the course of Mt Albert Rd directly towards the cone. They serve to acquaint and re-acquaint the cone to those using the road corridor, affirming a strong sense of connection between Mt Albert and its largely residential surrounds. The resulting sequence also creates a strong feeling of a progression towards the cone and of increasing connection with it – culminating in close-up views that increasingly reveal more of its terraced / striated open space and tree clad periphery. Although perhaps less significant in its own right than A07 and A09, View A08 nevertheless serves an important 'linking' role in this 'chain'.		  As a result, it caters for a complex mix of commuters, local shoppers, those visiting the Mt Roskill shopping centre, and those passing through on the way to Mt Albert, St Lukes, Three Kings and other local or nearby 'attractions'. In so doing, it exposes Mt Albert to a sub-regional audience of motorists, bus users, cyclists and pedestrians.		
		<b>OTHER VALUES:</b>  The maunga is strongly linked to Mt Albert and surrounding suburbs and is exposed to both the North-western (SH16) and South-western (SH20) Motorways. For those approaching the Auckland Isthmus via SH16, Mt Albert affords an introduction to the wider isthmus cone field, while the journey along SH20 – past Crater Hill, One Tree Hill, Mt Roskill, then Mt Albert - introduces motorists to the broader network of <b>maunga</b> features that dot the Auckland landscape. This exposure emphasises the interplay of natural and man-made features across central Auckland that remains so central to its distinctive landscape signature.	<b>OTHER VALUES:</b>  These factors result in a very strong sense of association between the suburb of Mt Albert and its namesake maunga. It is a critical part of the suburb's signature that contributes to its identity and sense of place. View A08 makes an important contribution to more dynamic, views from Mt Albert Rd that evoke this association.				EVALUATION:	REGIONALLY SIGNIFICANT
			<b>DETRACTORS:</b>  The street lights and pedestrian crossing lights flanking the road corridor intrude into the profile of the maunga and detract from this view's qualities to a limited degree.					



**View A08: Photo 1 of 2**  
**The Individual Cone (80mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)





**View A08: Photo 2 of 2**

The Individual Cone - Photo Taken From The 'Wrong' Side of Mt Albert Rd (80mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
A09	Mt Albert Rd:	<b>NATURAL HERITAGE:</b>  Geologically, Mt Albert is the oldest of Auckland's isthmus cones, dating back some 50-60,000 years. Now rising to 135m above sea level, the maunga lost much of its original cone form as a result of quarrying for railway ballast. Although losing 13m from its crest, Mt Albert is still visible from a wider range of vantage points – providing the centrepiece for views stretching from Western Springs and St Lukes, across Mt Albert and Owairaka, to Sandringham and Mt Roskill. It is also clearly visible from the North-western Motorway (SH16). Mt Albert's profile is perhaps less cone-like than that of some other <b>maunga</b> features, but it remains the pre-eminent maunga on the western side of the Auckland Isthmus. Below the former cone crest, it is buttressed by a series of scoria / lava mounds and ridges that are more visible close up. As such, it still comprises one of the 'major' cones on the Auckland Isthmus.  <b>CULTURAL HERITAGE:</b>  The <i>Mt Albert – Owairaka Heritage Walks</i> site describes the maunga as originally being called Oruarangi in honour of chief Ruarangi, who saved his tribe from Ohomatakamokamo by leading them through a lave cave, but also as the home of Wairaka, who fell in love with the west wind Hauru and fled from her husband to Westport. The chief Titahi is credited with terracing, pits and other defensive works that are still visible on parts of Owairaka, surviving defeat of the Waiohau tribe at the battle of Paruroa by the Te Taou o Ngati Whatua, Ngati Oho and Te Uringutu, and subsequent quarrying by pakeha.  <b>OTHER VALUES:</b>  The maunga is strongly linked to Mt Albert and surrounding suburbs and is exposed to both the North-western (SH16) and South-western (SH20) Motorways. For those approaching the Auckland Isthmus via SH16, Mt Albert affords an introduction to the wider isthmus cone field, while the journey along SH20 – past Crater Hill, One Tree Hill, Mt Roskill, then Mt Albert - introduces motorists to the broader network of <b>maunga</b> features that dot the Auckland landscape. This exposure emphasises the interplay of natural and man-made features across central Auckland that remains so central to its distinctive landscape signature.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  A09 is the third in the sequence of views to Mt Albert / Owairaka aligned with Mt Albert Rd. It starts just below a ridge high-point and emerges as Mt Albert descends towards the small grouping of shops clustered around Owairaka Ave, near the base of the maunga. As traffic descends towards the aforementioned shops, Mt Albert totally dominates the horizon and its summit rises above the road axis. Its visual primacy is accentuated by both the open space across its east-facing flanks and the patina of trees that emphasise the transition away from Mt Albert's residential precincts. As with A07 and A08, this view suggests that Mt Albert is the terminus for the journey along Mt Albert Rd (although this isn't the case), and the close engagement of the cone with this major road corridor is clearly apparent.  Moreso than A07 and A08, this view reveals the full extent of the maunga's profile's, expressing its <b>maunga</b> heritage and revealing some of the terracing and other striations across Mt Albert's surface that are indicative of its past occupation by iwi, together with subsequent quarrying.  <b>CUMULATIVE VALUE:</b>  In conjunction with Views A07 and A08 – located near intersections with Winstone Rd and Mons Ave respectively – A09 contributes very appreciably to the sequence of views to Mt Albert that follow the course of Mt Albert Rd directly towards the maunga. They serve to introduce and re-introduce Mt Albert to those using the road corridor, affirming a strong sense of connection between the cone and road corridor in the course of this journey. The resulting sequence also creates a strong feeling of a progression towards the cone and of increasing connection with it – culminating in close-up views that increasingly reveal more of its terraced / striated open space and tree clad periphery. A09 is the culmination of this sequence and is the most powerful of the three in views in terms of articulating the cone's form, natural heritage value and, to a certain extent, its cultural heritage significance.  <b>OTHER VALUES:</b>  These factors result in a very strong sense of association between the suburb of Mt Albert and its namesake maunga. It is a critical part of the suburb's signature that contributes to its identity and sense of place. View A09 makes a very important contribution to more dynamic, views from Mt Albert Rd that evoke this sense of association.  <b>DETRACTORS:</b>  The power poles and some trees flanking the road corridor intrude into the profile of the maunga and detract from this view's qualities to a limited degree.	<b>SINGLE POINT</b>	<b>ROAD CORRIDORS:</b>  Mt Albert Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 6,800 vehicle movements west bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic' to provide movement within the district between key nodes; and</li><li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li></ul> It is a major thoroughfare for commuters across the Auckland Isthmus – between Greenlane (SH1) /Three Kings and St Mt Albert (SH16), together with intervening suburbs that include Epsom, Mt Eden, Balmoral, and Sandringham. It also serves a broad swathe of the Isthmus both north and south of this corridor – from Mt Roskill and Blockhouse Bay to Newmarket. Moreover, it acts as an important conduit to and from SH20, Dominion Rd and the Mt Roskill shopping centre.  As a result, it caters for a complex mix of commuters, local shoppers, those visiting the Mt Roskill shopping centre, and those passing through on the way to Mt Albert, St Lukes, Three Kings and other local or nearby 'attractions'. In so doing, it exposes Mt Albert to a sub-regional audience of motorists, bus users, cyclists and pedestrians.	A09 is the last of the sequence of views to Mt Albert from Mt Albert Rd, which afford key introductory views of the maunga. This view in particular (of A07 to A09) reveals both the fuller extent of the remnant cone and many of its more finely detailed, cultural and natural heritage elements / characteristics. Overall, the cone is a key landmark that the alignment of Mt Albert Rd clearly articulates when approaching Beagle Ave and this 'co location' helps to cement the important contribution of the cone to Mt Albert's identity within suburban Auckland.
	South of the intersection with Beagle Ave	<b>CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE</b>		<b>VIEWING DISTANCE TO CONE:</b> 0.9kms			
EVALUATION:						REGIONALLY SIGNIFICANT	





**View A09:** Photo 1 of 1

The Individual Cone (60mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
A10	Morningside Drive	<b>NATURAL HERITAGE:</b>  Geologically, Mt Albert is the oldest of Auckland's isthmus cones, dating back some 50-60,000 years. Now rising to 135m above sea level, the maunga lost much of its original cone form as a result of quarrying for railway ballast. Although losing 13m from its crest, Mt Albert is still visible from a wider range of vantage points – providing the centrepiece for views stretching from Western Springs and St Lukes, across Mt Albert and Owairaka, to Sandringham and Mt Roskill. It is also clearly visible from the North-western Motorway (SH16). Mt Albert's profile is perhaps less cone-like than that of some other maunga features, but it remains the pre-eminent maunga on the western side of the Auckland Isthmus. Below the former cone crest, it is buttressed by a series of scoria / lava mounds and ridges that are more visible close up. As such, it still comprises one of the 'major' cones on the Auckland Isthmus.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  Looking down the line of Morningside Drive from near St Lukes Mall, the maunga form of Mt Albert / Owairaka is elevated above a patina of development around the intersection of Morningside Drive with St Lukes Rd and a more distant matrix of housing closer to Mt Albert Rd. The cone's profile and its layering of open spaces and trees are clearly visible, and even though the road corridor terminates to the left of the main body of the cone, it still helps to carry the eyes of those using Morningside Drive towards the cone.  As with other views of Mt Albert, the cone's profile is less 'explicit' than some other cones and the very subtlety of its expression means that rooftops, garden vegetation, roadside trees and other elements intrude into the lower slopes of the cone. Even so, it remains self-evidently one of the Isthmus's maunga features, helping to both locate and characterise the suburb that surrounds it.  On the other hand, its terracing and other physical elements associated with historic occupation of the maunga by Maori are not apparent in this view.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  Morningside Drive is not identified as major thoroughfare by Auckland Transport. Even so, it serves a sizeable residential commuter belt between Sandringham and New North Roads, and is a key point of access to and from St Lukes Mall – one of Auckland's major retail centres (with approximately 4,400 vehicle movements west bound per day to September 2015). Morningside Drive itself contains a mixture of residential development and also bisects a node of business / commercial development that runs though to near Eden Park on Sandringham Rd.  Moreover, regular public bus services run up and down Morningside Drive, catering to both locals and the large body of shoppers drawn to St Lukes Mall. A bus stop lies immediately west of the origin point.  As a result, the A10 origin point relates to a large, sub-regional audience of shoppers, daily commuters, and locals who use the road corridor.	A10 displays Mt Albert elevated above a matrix of surrounding ridges and development, assisted by the alignment of Morningside Drive, that renders it THE dominant feature on the western skyline. As such, the cone provides a point of reference within an urban landscape that is otherwise dominated by the adjoining shopping mall and a mixture of commercial and residential development. It is a well expressed, reminder of the formative processes that underpin the Auckland Isthmus and its maunga field.
	Next to the St Lukes Mall car park	<b>CULTURAL HERITAGE:</b>  The <i>Mt Albert – Owairaka Heritage Walks</i> site describes the maunga as originally being called Oruarangi in honour of chief Ruarangi, who saved his tribe from Ohomatakamokamo by leading them through a lave cave, but also as the home of Wairaka, who fell in love with the west wind Hauaru and fled from her husband to Westport. The chief Titahi is credited with terracing, pits and other defensive works that are still visible on parts of Owairaka, surviving defeat of the Waiohua tribe at the battle of Paruroa by the Te Taou o Ngati Whatua, Ngati Oho and Te Uringutu, and subsequent quarrying by pakeha.  <b>OTHER VALUES:</b>  The maunga is strongly linked to Mt Albert and surrounding suburbs and is exposed to both the North-western (SH16) and South-western (SH20) Motorways. For those approaching the Auckland Isthmus via SH16, Mt Albert affords an introduction to the wider isthmus cone field, while the journey along SH20 – past Crater Hill, One Tree Hill, Mt Roskill, then Mt Albert - introduces motorists to the broader network of maunga features that dot the Auckland landscape. This exposure emphasises the interplay of natural and man-made features across central Auckland that remains so central to its distinctive landscape signature.		<b>OTHER VALUES:</b>  It is a clearly legible landmark that reinforces both the presence of the Auckland's maunga field / network and the physical location of the suburb of Mt Albert. The A10 view makes a significant contribution to the identity and character of Mt Albert / St Lukes.  <b>DETRACTORS:</b>  The power poles and some trees flanking the road corridor intrude into the profile of the maunga and detract from this view's qualities to a limited degree.			
EVALUATION:						REGIONALLY SIGNIFICANT	





**View A10:** Photo 1 of 1  
The Individual Cone (68mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
A13	North-western Motorway (SH16):	<b>NATURAL HERITAGE:</b>  Geologically, Mt Albert is the oldest of Auckland's isthmus cones, dating back some 50-60,000 years. Now rising to 135m above sea level, the maunga lost much of its original cone form as a result of quarrying for railway ballast. Although losing 13m from its crest, Mt Albert is still visible from a wider range of vantage points – providing the centrepiece for views stretching from Western Springs and St Lukes, across Mt Albert and Owairaka, to Sandringham and Mt Roskill. It is also clearly visible from the North-western Motorway (SH16). Mt Albert's profile is perhaps less cone-like than that of some other maunga features, but it remains the pre-eminent maunga on the western side of the Auckland Isthmus. Below the former cone crest, it is buttressed by a series of scoria / lava mounds and ridges that are more visible close up. As such, it still comprises one of the 'major' cones on the Auckland Isthmus.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  As the North-western Motorway (SH16) passes open paddocks and the on-ramps directly east of the Te Atatu Interchange, the motorway cutting above the Whau River opens out to reveal the edge of the Auckland isthmus directly ahead. Mt Albert sits centrally within this view, just to the right of the motorway's axis and becomes the immediate point of focus on the Isthmus's skyline.  Although flanked by trees around the Rosebank Domain on the opposite side of the Whau River and a patina of housing that climbs some way up the flanks of Mt Albert / Owairaka, its asymmetrical profile is still clearly apparent. While relatively little of the cone is defined by clear open space, its amalgam of mature trees and residual pockets of open space still create a visual profile that – even with housing across part of it – retains a discernible maunga character. It establishes a strong point of focus on the Isthmus skyline, retaining the overall 'sense' of being one of Auckland's key maunga remnants.  The viewing distance to Mt Albert is too great and the spread of vegetation across its slopes is too extensive for any of the terracing or other signs of Maori occupation to be visible.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  The North-western Motorway (SH16) is the single most important corridor for road traffic into central Auckland from the western side of the isthmus (approximately 41,000 vehicle movements east bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – while the volume of use is perhaps only matched by that also found on the Southern and Northern (SH1) Motorways.  The slightly elevated nature of area near the Te Atatu interchange – looking down through the cutting on the edge of the Whau River corridor – tends to reinforce the sense of focus on the immediate harbour / river environs, the Rosebank Rd Peninsula and the Auckland Isthmus, with Mt Albert as a high point on its far horizon.  The North-western Motorway accommodates a diverse array of audiences – from commuters and school children to tourists – with an extraordinarily large proportion of the motoring public using Auckland's motorway system on a daily basis. As a result, this origin point is very important in terms of public perceptions of Auckland, impacting on a large proportion of the regional community and a significant proportion of the City's tourist / visitor populations.	Mt Albert is not the most visually dramatic and expressive of Auckland's volcanoes. Nevertheless, it is a key gateway feature that contributes to the experience of approaching, then entering, the Auckland Isthmus. In conjunction with the inner Waitemata Harbour, Whau Creek and distant views of One Tree Hill, Rangitoto and Mt Eden, it helps to create the feeling of connection with a series of natural features that represent Auckland's landscape 'building blocks'.  As a result, the A13 view is highly significant in relation to the sense of arriving in Auckland via the North-western Motorway and the character of the western side of the Auckland Isthmus.
	Next to the Te Atatu interchange on-ramps	CUMULATIVE VALUE – MULTIPLE CONES	<b>CUMULATIVE VALUE:</b>  In the course of the North-western Motorway's journey towards Auckland's CBD, motorists and cyclists are exposed to the Whau River, inner Waitemata Harbour, a distant One Tree Hill, Rangitoto and Mt Eden – as well as Mt Albert. Consequently, the cone contributes meaningfully to this sequential interaction with a series of natural features that are fundamental to the character and identity of Auckland.  <b>OTHER VALUES:</b>  Even though the cone's summit is now some 15m lower than was originally the case, Mt Albert establishes a western 'gateway' to the Auckland Isthmus and its cone field. It also helps to physically locate Mt Albert's suburban area, creating a landmark that is clearly apparent from the motorway, while the visual association with other cones and natural features in the course of journeying on SH16 towards Auckland's central city helps to reinforce the concept of a maunga field and system underpinning both the Isthmus and its surrounds.  <b>DETRACTORS:</b>  The motorway traffic and 220kV power lines overhead detract slightly from the view towards Mt Albert.				
	EVALUATION:						





**View A13: Photo 1 of 1**  
**The Individual Cone (80mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
B01	Tamaki Drive:	<b>NATURAL HERITAGE:</b>  Sitting off Musick Point, Brown's Island / Motukorea is one of the best preserved volcanoes in the Auckland maunga field and, together with Rangitoto, just one of two islands in the main field / network. The island has been used for pastoralism throughout most of its post-European history and is devoid of any sizeable stands of native vegetation – contrasting very markedly with Rangitoto. However, its almost entirely 'bald' form means that it clearly displays the maunga landforms associated with three stages of eruption: one main scoria cone with a deep crater, a small remnant arc of the tuff ring forming a sequence of cliffs to the north-east, and the remnant layers of lava flows around the main cone – although most of the original lava beds is now submerged.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  As motorists approach Mission Bay on Tamaki Drive and pass the Tamaki Yacht Club building at the foot of Bastion Point, Brown's Island / Motukorea comes into view sitting in the middle of the Motukorea Channel, framed by both Rangitoto and Musick Point. Although physically dwarfed by the much larger landforms either side of it, Browns island remains clearly apparent, with its smooth 'carpet' of grass highlighting its central crater / cone and the descent to lava terraces either side of it. A scattering of trees break up some of the island's low profile, but the central crater is still clearly etched on a skyline backed by a distant Motuihe and Waiheke Islands. Indeed, most of the eastern bays headlands and more distant islands are notable for their sedimentary cliffs and patina of residential development – which contrasts very markedly with the 'clean' profile of Browns Island. The water area around the island cone provides 'breathing space' that helps to further articulate the cone's landform and highlight its separation from other features around the Motukorea Channel.  Although the cone's layering of maunga terrain is clearly apparent, its remains too distant for any signs of Maori occupation and fortification to be visible.	LINEAR VIEWPOINT	<b>ROAD CORRIDORS:</b>  Tamaki Drive is identified by Auckland Transport as a Primary Arterial Route (approximately 17,900 vehicle movements west bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> It serves a very large commuter catchment spread across Auckland's eastern suburbs – from Orakei to St Heliers, together with a layer of additional suburbs behind the 'eastern bays', including Remuera, Meadowbank, St Johns and Glendowie.  In addition, it is part of a network of arterial roads and cycleways / walkways that sequentially exposes the Auckland community and visitors to a range of cones, including Mt Eden, Mt Hobson, Mt Victoria, North Head and Rangitoto. T02 is a critical component of this chain.	View B01 offers a clear view of Browns Island, with its central crater and lava terracing creating a highly distinctive landform that contrasts with both neighbouring Rangitoto and the series of sedimentary landforms – topped by residential development – that line Auckland's eastern bays. Both physically and visually, its close-shorn profile is distinctive, eye catching and perhaps the best example of a little modified volcano within Auckland's maunga field.
	Bastion Point (Tamaki Yacht Club) to Mission Bay	<b>CUMULATIVE VALUE – MULTIPLE CONES</b>	<b>CUMULATIVE VALUES:</b>  Rangitoto provides an important part of the 'frame' for Browns Island; its much larger and more elevated physical form, together with a broad 'carpet' of pohutukawa dominated forest, providing visual counterpoint to the 'bald' profile of the smaller island / cone. It also reinforces the contrast between the sort of small, monogenetic volcanoes that comprise most of the features found within Auckland's maunga field and the much larger and younger example of a polygenetic volcano that Rangitoto is. Although this 'little and large' comparison might appear, at first instance, to reduce the importance of Browns Island, but the visual juxtaposition of both volcanoes actually highlights the way in which the smaller cone's maunga landform is more clearly articulated – devoid of the pohutukawa canopy that veils much of Rangitoto's landform.  As with other views (eg. R10 from Bucklands Beach), B01 also augments the concept of a maunga network and field, spreading over, then beyond, Auckland's terrestrial area.  <b>OTHER VALUES:</b>  B01 offers an exceptionally insight into Brown Island's maunga formation and landform. This, together with the visual juxtaposition described above and the focus provided by the view down the Motukorea Channel, reinforces its importance to the identity of Auckland's eastern bays and the wide city.	<b>VIEWING DISTANCE TO CONE:</b> 5.9kms	<b>RECREATIONAL FOCAL POINTS:</b>  For many locals and visitors alike, Tamaki Drive is also Auckland's premier waterfront promenade: a nationally significant magnet for tourists, walkers, cyclists and motor vehicle users that is frequently closed over the Summer to facilitate its use for sporting and cultural events that make the most of Auckland's coastal landscapes.		
EVALUATION:						REGIONALLY SIGNIFICANT	





**View B01:** Photo 1 of 2

The Individual Cone (35mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)





**View B01:** Photo 2 of 2

Cumulative Values – Rangitoto Framing The Northern Side Of The Motukorea Channel (35mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
B02	Tamaki Drive:	<b>NATURAL HERITAGE:</b>  Sitting off Musick Point, Brown's Island / Motukorea is one of the best preserved volcanoes in the Auckland maunga field and, together with Rangitoto, just one of two islands in the main field / network. The island has been used for pastoralism throughout most of its post-European history and is devoid of any sizeable stands of native vegetation – contrasting very markedly with Rangitoto. However, it's almost entirely 'bald' form means that it clearly displays the maunga landforms associated with three stages of eruption: one main scoria cone with a deep crater, a small remnant arc of the tuff ring forming a sequence of cliffs to the north-east, and the remnant layers of lava flows around the main cone – although most of the original lava beds is now submerged.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  Very similar to View B01, although the slightly closer proximity to Browns Island means that its cone / crater / lava terracing are all slightly more well defined. In particular, the island's crater landform is more readily apparent, while the juxtaposition with both the sedimentary cliff-line at the eastern end of St Heliers Beach (including its housing) is slightly more pronounced.  As one moves towards the eastern end of Kohimarama Beach, Brown island shifts from sitting in the middle of Motukorea Channel to be being partly hidden by the cliffs above Ladies Bay, so that this contrast becomes more marked, while Browns Island loses some of its separation and differentiation from the headlands closer to B01's origin point.  Despite the closer proximity of B02 to Browns Island, the terracing and other hallmarks of Maori occupation and fortification that are apparent on the island itself remain very difficult to discern from this vantage point.	<b>LINEAR VIEWPOINT</b>	<b>ROAD CORRIDORS:</b>  Tamaki Drive is identified by Auckland Transport as a Primary Arterial Route (approximately 17,900 vehicle movements west bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> It serves a very large commuter catchment spread across Auckland's eastern suburbs – from Orakei to St Heliers, together with a layer of additional suburbs behind the 'eastern bays', including Remuera, Meadowbank, St Johns and Glendowie.  In addition, it is part of a network of arterial roads and cycleways / walkways that sequentially exposes the Auckland community and visitors to a range of cones, including Mt Eden, Mt Hobson, Mt Victoria, North Head and Rangitoto. T02 is a critical component of this chain.	See B01. Although physically dwarfed by nearby Rangitoto, Brown island offers much clearer insight into the character and topographic form of Auckland's monogenetic volcanoes. View B02 captures an important view to the best preserved of Auckland's 'smaller volcanoes'.
	Kohimarama Beach	<b>CULTURAL HERITAGE:</b>  Archaeological remains suggest that Motukorea was intensively occupied in pre-European times, with people engaged in stone working industry, marine exploitation, gardening of the fertile maunga soils, and establishing open and defended settlements. Three pa sites have been identified on the island, and the site was important as it controlled entry to the Tamaki River, with its portage routes to the Manukau Harbour. Ngati Tamatera sold the island to European colonists around 1840, but for a lengthy period before that Ngati Paoa may have controlled the island.  <b>OTHER VALUES:</b>  Browns Island does not have the physical and visual stature of nearby Rangitoto, but it's clearly defined maunga features and framing by the waters of the Motukorea Channel mean that it is among the most clearly defined and articulated of Auckland's remaining volcanoes. It clearly expresses the maunga / tectonic forces that underpin both the island in its own right and the wider maunga field.	<b>CUMULATIVE VALUE – MULTIPLE CONES</b>	<b>VIEWING DISTANCE TO CONE:</b> 4.9kms	<b>RECREATIONAL FOCAL POINTS:</b>  For many locals and visitors alike, Tamaki Drive is also Auckland's premier waterfront promenade: a nationally significant magnet for tourists, walkers, cyclists and motor vehicle users that is frequently closed over the Summer to facilitate its use for sporting and cultural events that make the most of Auckland's coastal landscapes.		
						EVALUATION:	REGIONALLY SIGNIFICANT





**View B02:** Photo 1 of 1

The Individual Cone (80mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
B03	Tamaki Drive:	<b>NATURAL HERITAGE:</b> Sitting off Musick Point, Brown's Island / Motukorea is one of the best preserved volcanoes in the Auckland maunga field and, together with Rangitoto, just one of two islands in the main field / network. The island has been used for pastoralism throughout most of its post-European history and is devoid of any sizeable stands of native vegetation – contrasting very markedly with Rangitoto. However, it's almost entirely 'bald' form means that it clearly displays the maunga landforms associated with three stages of eruption: one main scoria cone with a deep crater, a small remnant arc of the tuff ring forming a sequence of cliffs to the north-east, and the remnant layers of lava flows around the main cone – although most of the original lava beds is now submerged.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b> See B02.	SINGLE POINT	<b>ROAD CORRIDORS:</b> Tamaki Drive is identified by Auckland Transport as a Primary Arterial Route (approximately 17,900 vehicle movements west bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"> <li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li> <li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li> </ul>	See B02.
	Gower Point (between Kohimarama Beach & St Heliers)		<b>CUMULATIVE VALUE – MULTIPLE CONES</b>	<b>CUMULATIVE VALUES:</b> See B02.			
		<b>CULTURAL HERITAGE:</b> Archaeological remains suggest that Motukorea was intensively occupied in pre-European times, with people engaged in stone working industry, marine exploitation, gardening of the fertile maunga soils, and establishing open and defended settlements. Three pa sites have been identified on the island, and the site was important as it controlled entry to the Tamaki River, with its portage routes to the Manukau Harbour. Ngati Tamatera sold the island to European colonists around 1840, but for a lengthy period before that Ngati Paoa may have controlled the island.		<b>OTHER VALUES:</b> See B02.	VIEWING DISTANCE TO CONE: 4.6kms	It serves a very large commuter catchment spread across Auckland's eastern suburbs – from Orakei to St Heliers, together with a layer of additional suburbs behind the 'eastern bays', including Remuera, Meadowbank, St Johns and Glendowie.  In addition, it is part of a network of arterial roads and cycleways / walkways that sequentially exposes the Auckland community and visitors to a range of cones, including Mt Eden, Mt Hobson, Mt Victoria, North Head and Rangitoto. T02 is a critical component of this chain.	
		<b>OTHER VALUES:</b> Browns Island does not have the physical and visual stature of nearby Rangitoto, but it's clearly defined maunga features and framing by the waters of the Motukorea Channel mean that it is among the most clearly defined and articulated of Auckland's remaining volcanoes. It clearly expresses the maunga / tectonic forces that underpin both the island in its own right and the wider maunga field.				<b>RECREATIONAL FOCAL POINTS:</b> For many locals and visitors alike, Tamaki Drive is also Auckland's premier waterfront promenade: a nationally significant magnet for tourists, walkers, cyclists and motor vehicle users that is frequently closed over the summer to facilitate its use for sporting and cultural events that make the most of Auckland's coastal landscapes.	
						EVALUATION:	REGIONALLY SIGNIFICANT





**View B03:** Photo 1 of 1

The Individual Cone Viewed From Origin Point (75mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)





**View B03:** Photo 2 of 2

Cumulative Values – Browns Island Viewed In Conjunction With Rangitoto (Panoramic Image)

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
B05	Musick Point Reserve:	<b>NATURAL HERITAGE:</b> Sitting off Musick Point, Brown's Island / Motukorea is one of the best preserved volcanoes in the Auckland maunga field and, together with Rangitoto, just one of two islands in the main field / network. The island has been used for pastoralism throughout most of its post-European history and is devoid of any sizeable stands of native vegetation – contrasting very markedly with Rangitoto. However, its almost entirely 'bald' form means that it clearly displays the maunga landforms associated with three stages of eruption: one main scoria cone with a deep crater, a small remnant arc of the tuff ring forming a sequence of cliffs to the north-east, and the remnant layers of lava flows around the main cone – although most of the original lava beds is now submerged.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b> The lookout at the northern tip of Musick Point offers spectacular views out over the Motukorea Channel to both Browns Island / Motukorea and Rangitoto. As with Views B01 to B03, Browns Island's central crater, eastern tuff ring and lava terracing are all revealed. However, B05's more elevated vantage point and closer viewing distance provides even more definition in relation to both these aspects of the island's 'anatomy' and its overall composition. It is also more clearly located within the body of water that forms the Motukorea Channel, so that its separation from surrounding landforms is more marked. Overall, therefore, Browns Island registers as a very different type of maunga feature from the likes of Mt Eden, Mt Wellington, One Tree Hill of even nearby Rangitoto: its scarcity of vegetation cover and absence of surrounding development – even other landforms – helps to articulate its volcano form in a very explicit and unadulterated fashion, while its island character sets it apart from all but Rangitoto.  In addition, the island volcano is sufficiently close that signs of its terracing, earth ramparts and other signs of Maori occupation and fortification start to become apparent. As a result, this view conveys a strong sense of both the island's natural and cultural heritage and values.  Overall, B05 offers the most detailed and 'analytical' of views to Browns Island from 'mainland Auckland'.	SINGLE POINT	<b>RECREATIONAL FOCAL POINTS:</b> Musick Point is not one of Auckland's Premier Parks or more notable reserves. However, its natural heritage reserve covers some 8.7ha of steep coastal cliffs and their immediate hinterland. It provides spectacular views from some of Auckland's best-preserved pohutukawa cliffs remaining in Auckland and is a favourite spot for walking, wedding photos, picnics, sightseeing and recreational fishing. The reserve also contains the Musick Memorial Radio Station, an impressive building in the 'Moderne' style, which was opened in 1942 to communicate with ships and aircraft, and which now operates on a part-time basis as a radio museum.  The Musick Point Reserve comprises one of very few elevated vantage points around the margins of Auckland's eastern bays that offers a clear overview of the 'inner Gulf' – matched only by Bastion Point and the small Cliff Rd Reserve at the eastern end of St Heliers. As such, the reserve and its cliff-side outlook offer unparalleled views of the Motukorea Channel – from Auckland City's eastern shoreline out to Rangitoto – and of both Browns Island and Rangitoto.  This outlook and the park-like setting around the old radio station provide a natural draw card for visitors from across metropolitan Auckland, although the more immediate catchment of eastern to southern Auckland is probably where the majority of visitors are drawn from.	The Musick Point lookout offers a spectacular view out over the Motukorea Channel to both Browns Island / Motukorea and Rangitoto. It reveals the full extent of Browns Island's landform and maunga features, together with signs of its past occupation by Ngati Paoa and Ngati Tamatera. In the process of informing and educating about Browns Island, this view reinforces its status as perhaps the best preserved of Auckland's monogenetic volcanoes – a key remnant of the wider Auckland maunga field.
	Lookout on the northern headland near the radio station museum	<b>CULTURAL HERITAGE:</b> Archaeological remains suggest that Motukorea was intensively occupied in pre-European times, with people engaged in stone working industry, marine exploitation, gardening of the fertile maunga soils, and establishing open and defended settlements. Three pa sites have been identified on the island, and the site was important as it controlled entry to the Tamaki River, with its portage routes to the Manukau Harbour. Ngati Tamatera sold the island to European colonists around 1840, but for a lengthy period before that Ngati Paoa may have controlled the island.  <b>OTHER VALUES:</b> Browns Island does not have the physical and visual stature of nearby Rangitoto, but its clearly defined maunga features and framing by the waters of the Motukorea Channel mean that it is among the most clearly defined and articulated of Auckland's remaining volcanoes. It clearly expresses the maunga / tectonic forces that underpin both the island in its own right and the wider maunga field.	CUMULATIVE VALUE – MULTIPLE CONES	<b>CUMULATIVE VALUE:</b> This view also juxtaposes Browns Island 'in front of' Rangitoto, so that the contrast between the two islands' profiles, cover and detailing become starkly apparent. The smaller cone's bald profile and very clear articulation of its maunga terrain and elements contrast with the larger and more elevated physical form of Rangitoto, with most of its profile covered by a broad 'carpet' of pohutukawa dominated forest. As with views B01-B03, this reinforces the contrast between the sort of small, monogenetic volcanoes that comprise most of the features found within Auckland's maunga field and the much larger and younger example of a polygenetic volcano that Rangitoto is. Again, while this 'little and large' comparison might appear, at first instance, to reduce the importance of Browns Island, the visual juxtaposition of both volcanoes actually highlights the way in which the smaller cone's maunga landform is more clearly articulated and clearly expressed. As with other views, B05 also augments the concept of a maunga network and field, spreading over and beyond Auckland's land area.  <b>OTHER VALUES:</b> B05 offers an exceptionally insight into Brown Island's maunga formation and landform. This, together with the visual juxtaposition described above and the strong visual focus on both islands from this lookout reinforces its importance in informing Aucklanders about the City's maunga field – including its 'outliers'.	VIEWING DISTANCE TO CONE: 2.0kms		
	EVALUATION:						



**View B05: Photo 1 of 1**

**The Individual Cone (42mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
B06	MacLeans Rd:	<b>NATURAL HERITAGE:</b>  Sitting off Musick Point, Brown's Island / Motukorea is one of the best preserved volcanoes in the Auckland maunga field and, together with Rangitoto, just one of two islands in the main field / network. The island has been used for pastoralism throughout most of its post-European history and is devoid of any sizeable stands of native vegetation – contrasting very markedly with Rangitoto. However, it's almost entirely 'bald' form means that it clearly displays the maunga landforms associated with three stages of eruption: one main scoria cone with a deep crater, a small remnant arc of the tuff ring forming a sequence of cliffs to the north-east, and the remnant layers of lava flows around the main cone – although most of the original lava beds is now submerged.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  As MacLeans Rd descends towards MacLeans College – east of Murvale Rd – the line of residential properties on the northern side of the road corridor is suddenly replaced by a passive recreation reserve and college sports fields. These drop away rapidly from the roadside in the direction of the Motukorea Channel and Tamaki Strait, with a mixture of sports fields and recreational open space, interspersed with steep gullies filled by bush, extending towards the tip of Musick Point. Both Browns Island and Rangitoto are clearly revealed: the former just to the right of Musick Point's northern headland and the former rising above both its smaller island neighbour and the Musick Point promontory. The waters of the Motukorea Channel frame both the islands and Musick Point, while the wealth of open space and bush in the foreground to middle distance adds to the sequence of natural elements flowing through this view.  The profile and detailing of Browns Island is not as clearly articulated and distinct in this view as In B01-B05; rather, it becomes part of the sequence of element just described that contribute to an archetypal view of Auckland's coastal and maunga landscape features.  The island is too distant for its terracing and other signs of Maori occupation to be visible.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  MacLeans Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 3,600 vehicle movements west bound per day to September 2015), whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic' to provide movement within the district between key nodes; and</li><li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li></ul> It is a significant thoroughfare for a large residential commuter belt that embraces the peninsula south of Musick Point, between Bucklands Beach / Half Moon Bay and Eastern Beach, as well as residents living in eastern Howick and Pakuranga. In addition to accommodating travel by the commuters within this community, its affords local connections with the Howick village, the nearby Highland Park Shopping Centre and Supa Centre, and a number of local schools and colleges, including MacLeans College further down MacLeans Rd. As a result, this origin point caters for a mixture of daily commuters, locals and school pupils. Over the Summer, MacLeans Rd also serves as a major conduit for beach-goers to and from both Bucklands Beach and Eastern Beach – drawn from a sub-regional catchment spread across much of south and east Auckland. Consequently, this view is revealed to a sizeable, sub-regional audience of motorists, bus users, cyclists and pedestrians.	MacLeans Rd affords an iconic view of two contrasting volcanoes framed by the Motukorea Channel and Tamaki Strait. Although Browns Island / Motukorea is not a commanding presence or feature in this view, it nevertheless combines with Rangitoto to establish a shared point of focus and interests that captures some of the key qualities of Auckland's maunga / harbour landscape. It also contributes to an understanding of the breadth and diversity of Auckland's maunga field.
	East of Murvale Drive	<b>CULTURAL HERITAGE:</b>  Archaeological remains suggest that Motukorea was intensively occupied in pre-European times, with people engaged in stone working industry, marine exploitation, gardening of the fertile maunga soils, and establishing open and defended settlements. Three pa sites have been identified on the island, and the site was important as it controlled entry to the Tamaki River, with its portage routes to the Manukau Harbour. Ngati Tamatera sold the island to European colonists around 1840, but for a lengthy period before that Ngati Paoa may have controlled the island.  <b>OTHER VALUES:</b>  Browns Island does not have the physical and visual stature of nearby Rangitoto, but its clearly defined maunga features and framing by the waters of the Motukorea Channel mean that it is among the most clearly defined and articulated of Auckland's remaining volcanoes. It clearly expresses the maunga / tectonic forces that underpin both the island in its own right and the wider maunga field.	<b>CUMULATIVE VALUE – MULTIPLE CONES</b>	<b>VIEWING DISTANCE TO CONE:</b> 6.0kms			
			<b>CUMULATIVE VALUE:</b>  Browns Island and Rangitoto comprise the centrepiece of this view: Rangitoto's cone dominates the Hauraki Gulf skyline, while Browns Island – as with other views – helps to reveal the sequence of maunga islands at the outer edge of Auckland's maunga field. Even with part of its island profile obscured by Musick Point, it also conveys more of a sense of the maunga topography described in relation to B01-B05. As with views B01-B03, the visual juxtaposition of Browns Island against the larger profile of Rangitoto reinforces the contrast between the sort of small, monogenetic volcanoes that comprise most of the features found within Auckland's maunga field and the much larger and younger example of a polygenetic volcano that Rangitoto is. As with other views, B06 clearly augments the concept of a maunga network and field, spreading over and beyond Auckland's land area.  <b>OTHER VALUES:</b>  B06 is viewed on a daily basis by a sizeable part of the Bucklands Beach / Eastern Beach / Pakuranga / Howick community and its clearly contributes to the landscape character, values and identity shared by that community.				
						EVALUATION:	REGIONALLY SIGNIFICANT



**View B06:** Photo 1 of 1

The Individual Cone (42mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)







**View E01: Photo 1 of 1**

**The Individual Cone (52mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E02	<p>Mt Eden Rd:</p> <p>Near the intersection with Pencarrow Rd</p>	<p><b>NATURAL HERITAGE:</b></p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's maunga cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its maunga origins and significance as a stand-alone entity. The cone's majestic, bowl-like crater is 50m deep: the last remnant of three craters produced by a series of eruptions some 28,000 years ago, the fountaining of lava from this main crater eventually filled in both other craters, further north. The western face of the hill was extensively quarried in the late 19<sup>th</sup> Century and early 20<sup>th</sup> Century, but the signs of this damage are now largely hidden by vegetation around the cone's lower flanks. Although Mt Eden stands alone as a distinct feature on Auckland's skyline, the closest cone to Auckland's CBD, its visual linkage to other key Isthmus cones – Mt Hobson, One Tree Hill, Mt Albert, Mt Roskill, Mt Wellington and even Mt St John and the Big King – reinforces the cone's status as a key lynch-pin in Auckland's wider maunga field.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>Maungawhau means the 'Mountain of the whau tree', and its distinctive terracing further reflects its cultural / historical significance as a former pa site for the Waiohau tribe – until the early 1700s – that once dominated much of the central Isthmus.</p> <p><b>OTHER VALUES:</b></p> <p>Among the most iconic of Auckland's cones, Mt Eden has strong connections to the City's CBD, Mt Eden Village, the nearby Auckland Domain, and surrounding suburbs. The maunga is also exposed to both SH1 and SH16. For those arriving via the Waitemata Harbour, Mt Eden's juxtaposition with both the War Memorial Museum and Auckland CBD highlights the present-day interplay of natural and man-made features that remains such a key feature of Auckland's landscape signature.</p>	<p><b>INDIVIDUAL FEATURE</b></p> <p><b>CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE</b></p>	<p><b>INDIVIDUAL CONE:</b></p> <p>Mt Eden / Maungawhau rises above the mantle of residential development around Balmoral Rd / Greenlane Rd with its steep, open slopes, and flat-topped crater rim clearly evident. The maunga dominates the northern skyline: it is an emphatic feature on it. Although trees and housing climb up its lower slopes, this does little to diminish its visual presence and significance as a landmark that is strongly associated with its suburban setting.</p> <p>The maunga's visual primacy is accentuated by both the road axis leading directly towards the intersection of Mt Eden Rd with Windmill Rd and the interplay of its form and grass sward with the matrix of houses and garden vegetation that enclose either side of the view corridor. The maturity of this vegetative 'frame' combined with the Edwardian to mid 20<sup>th</sup> Century character of many of the dwellings flanking Mt Eden Rd affirms the established, mature content of the wider view, helping to enhance its more aesthetic values. It also helps to reinforce the axial focus on Mt Eden.</p> <p>The cone clearly expresses both its maunga heritage and association with Maori occupation of Mangawhau, with terracing clearly visible across the volcano's upper slopes.</p> <p><b>CUMULATIVE VALUE:</b></p> <p>Together with Views E01 and E03 – located near Disraeli St and Landscape Rd respectively – E02 creates a sequence of views to Mt Eden that, when viewed in reverse order (from E03 to E01), introduces those using Mt Eden Rd to the cone. The series of high points associated with each of these Views present and re-introduce those using the road corridor to Mt Eden in memorable, but slightly different, ways: E02 and E03 display it in the context of suburban Mt Eden and the lava ridge around the cone over greater viewing distance, while E01 reveals the direct interplay of the cone with Mt Eden's commercial and social centre.</p> <p>This sequence creates the strong feeling of a progression towards the cone and of increasing connection with it – culminating in close-up views from the edge of the village centre. E02 does not offer the visual proximity to Mt Eden that its apparent with E01 or the slightly more panoramic view of E03, but it nevertheless is important in maintaining the continuity of exposure to Mt Eden as one progresses towards the cone – even if each view presents the maunga in a slightly different fashion.</p> <p><b>OTHER VALUES:</b></p> <p>These factors result in a very strong sense of association between Mt Eden's suburban area and the maunga: it is a critical part of the suburb's landscape that contributes to its identity and sense of place. View E02 is fundamental to this connection and the wider identity of Mt Eden.</p> <p><b>DETRACTORS:</b></p> <p>Vegetation either side of the road corridor encroaches into the view and restricts appreciation of the cone's fuller profile.</p>	<p><b>SINGLE POINT</b></p> <p><b>VIEWING DISTANCE TO CONE:</b> 1.2kms</p>	<p><b>ROAD CORRIDORS:</b></p> <p>Mt Eden Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 11,000 vehicle movements north bound per day to September 2015) whose main functions are to:</p> <ul style="list-style-type: none"> <li>For 'Through Traffic' to provide movement within the district between key nodes; and</li> <li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li> </ul> <p>It is a major thoroughfare for commuters between the CBD / Newmarket and suburbs that range from Mt Eden itself to Mt Roskill, Hillsborough, Onehunga, perhaps even Blockhouse Bay and parts of Royal Oak. Moreover, it serves as an important conduit to and from Mt Eden village.</p> <p>As a result, it caters for a complex mix of commuters, local shoppers, those visiting Mt Eden village, as well as those passing through on the way to St Lukes, Balmoral, Newmarket, Eden Park, and other local or nearby 'attractions'. In so doing, it exposes Mt Eden to a sub-regional audience of motorists, bus users, cyclists and pedestrians.</p>	<p>E02 offers a moderately close view of Mt Eden that exposes its cultural and natural heritage characteristics, and its interplay with suburban Mt Eden. In addition, it occupies an important location on an arterial route. It is significant in terms of the identity of the surrounding suburban area.</p>
						EVALUATION:	REGIONALLY SIGNIFICANT





**View E02:** Photo 1 of 1  
The Individual Cone (60mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)







**View E03: Photo 1 of 1**

**The Individual Cone (75mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E06	Alberton House - Historic Residence	<p><b>NATURAL HERITAGE:</b></p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's maunga cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its maunga origins and significance as a stand-alone entity. The cone's majestic, bowl-like crater is 50m deep: the last remnant of three craters produced by a series of eruptions some 28,000 years ago, the fountaining of lava from this main crater eventually filled in both other craters, further north. The western face of the hill was extensively quarried in the late 19<sup>th</sup> Century and early 20<sup>th</sup> Century, but the signs of this damage are now largely hidden by vegetation around the cone's lower flanks. Although Mt Eden stands alone as a distinct feature on Auckland's skyline, the closest cone to Auckland's CBD, its visual linkage to other key Isthmus cones – Mt Hobson, One Tree Hill, Mt Albert, Mt Roskill, Mt Wellington and even Mt St John and the Big King – reinforces the cone's status as a key lynch-pin in Auckland's wider maunga field.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>Maungawhau means the "<i>Mountain of the whau tree</i>", and its distinctive terracing further reflects its cultural / historical significance as a former pa site for the Waiohau tribe – until the early 1700s – that once dominated much of the central Isthmus.</p> <p><b>OTHER VALUES:</b></p> <p>Among the most iconic of Auckland's cones, Mt Eden has strong connections to the City's CBD, Mt Eden Village, the nearby Auckland Domain, and surrounding suburbs. The maunga is also exposed to both SH1 and SH16. For those arriving via the Waitemata Harbour, Mt Eden's juxtaposition with both the War Memorial Museum and Auckland CBD highlights the present-day interplay of natural and man-made features that remains such a key feature of Auckland's landscape signature.</p>	INDIVIDUAL FEATURE	<p><b>INDIVIDUAL CONE:</b></p> <p>From 1976 through to the early 2000s, a view to Mt Eden of considerable magnitude and clarity was afforded from the upper level of Alberton House. In addition, One Tree Hill was clearly visible to the south-east. However, with maturation of the trees within the historic residence's own grounds has diminished these views to the point where they both cones are only visible from fixed points on the upper verandah at very specific locations.</p> <p>Unfortunately, the first floor verandah is closed to public access and no views to Mt Eden or One Tree Hill are apparent from within the adjoining bedrooms or at ground level.</p> <p><b>OTHER VALUES:</b></p> <p>The E06 view – combined with that to One Tree Hill – used to forge a link between Auckland's natural heritage and cultural (European) heritage, with Mt Eden as THE point of focus in views from Alberton House's first floor verandah. However, this is no longer the case, with both maunga almost entirely screened by the previously mentioned vegetation.</p> <p><b>DETRACTORS:</b></p> <p>The mature trees and other vegetation near Alberton's eastern boundary effectively screen Mt Eden and One Tree Hill from the historic residence's upper verandah and outdoor areas. This planting could be removed, but it is also an important part of the historic home's own physical context and 'history'.</p>	SINGLE POINT	<p><b>OTHER VANTAGE POINTS:</b></p> <p>Alberton House is one of Auckland's premier cultural heritage 'icons', beginning its life as a local farmhouse in 1863, and is now administered by Heritage New Zealand (Pouhere Taonga). However, its public profile is not high – at a regional level – and its audience is quite small: generally weekend visitors, small parties of tourists and locals.</p>	<p>E06 once offered exceptionally clear views to Mt Eden across the mantle of residential development that descends the eastern side of Mt Albert 'in front of' Alberton House. However, this view is now almost entirely obscured by the maturation of trees and other vegetation within Alberton's own grounds.</p>
			CUMULATIVE VALUE – MULTIPLE CONES		VIEWING DISTANCE TO CONE: 3.8kms		
						EVALUATION:	REGIONALLY SIGNIFICANT





**View E06:** Photo 1 of 1

The Individual Cone (75mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E08	King Edward Parade / Devonport Beachfront	<p><b>NATURAL HERITAGE:</b></p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's maunga cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its maunga origins and significance as a stand-alone entity. The cone's majestic, bowl-like crater is 50m deep: the last remnant of three craters produced by a series of eruptions some 28,000 years ago, the fountaining of lava from this main crater eventually filled in both other craters, further north. The western face of the hill was extensively quarried in the late 19<sup>th</sup> Century and early 20<sup>th</sup> Century, but the signs of this damage are now largely hidden by vegetation around the cone's lower flanks. Although Mt Eden stands alone as a distinct feature on Auckland's skyline, the closest cone to Auckland's CBD, its visual linkage to other key Isthmus cones – Mt Hobson, One Tree Hill, Mt Albert, Mt Roskill, Mt Wellington and even Mt St John and the Big King – reinforces the cone's status as a key lynch-pin in Auckland's wider maunga field.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>Maungawhau means the 'Mountain of the whau tree', and its distinctive terracing further reflects its cultural / historical significance as a former pa site for the Waiohua tribe – until the early 1700s – that once dominated much of the central Isthmus.</p> <p><b>OTHER VALUES:</b></p> <p>Among the most iconic of Auckland's cones, Mt Eden has strong connections to the City's CBD, Mt Eden Village, the nearby Auckland Domain, and surrounding suburbs. The maunga is also exposed to both SH1 and SH16. For those arriving via the Waitemata Harbour, Mt Eden's juxtaposition with both the War Memorial Museum and Auckland CBD highlights the present-day interplay of natural and man-made features that remains such a key feature of Auckland's landscape signature.</p>	INDIVIDUAL FEATURE	<p><b>INDIVIDUAL CONE:</b></p> <p>Mt Eden / Maungawhau emerges above and beyond the equally iconic profile of the Auckland War Memorial Museum, and well left of the main cluster of towers and other CBD development focused on the needle-like profile of Sky Tower. Although the maunga's layering of ridges leading up to its crater rim are less clearly expressed than in views from the south and west (in particular), it still affords a clearly legible backdrop to the central city and is the centrepiece of the horizon above the Waitemata Harbour. With the cone's somewhat truncated, but open, crest and swathe of greenery juxtaposed against the museum and other central city built forms, a highly appealing tension is created between Auckland's signature natural heritage and built heritage features'.</p> <p>A viewing distance of nearly 6kms limit the degree to which the finer grained features of the cone are visible, including its terracing, and its maunga profile is subdued by a the vegetation and development across its lower flanks, together with its more 'stepped' form when viewed from the north. Even so, the linear origin point of both the road corridor and promenade offers a clear view of Mt Eden on the southern horizon (under, and through, a colonnade of pohutukawa that 'frames' views to Mt Eden), and the presence of the Waitemata Harbour in the foreground helps to draw attention towards both the central city and the maunga. As a result, Mt Eden retains a sense of visual and physical primacy on the far skyline.</p> <p><b>CUMULATIVE VALUE:</b></p> <p>Together with clear views of Mt Hobson, the profile of Mt Eden helps to promote the feeling of the Auckland Isthmus's skyline being anchored by maunga features – affording a dramatic backdrop to the harbour, waterfront / port and Auckland CBD.</p> <p>Of just as much importance, there is also an acute awareness of North Head and Mt Victoria in other views along the Devonport coastline and over the town centre. This interaction, together with views across the Waitemata Harbour to Mt Eden, creates the strong feeling of being within the wider reaches of that maunga landscape: of it permeating, and providing the physical foundation for much of metropolitan Auckland both sides of the harbour.</p> <p><b>OTHER VALUES:</b></p> <p>The visual engagement and interaction of Mt Eden with the War Memorial Museum, CBD and Waitemata Harbour (even Mt Victoria and North head, albeit more peripherally) draws together some of Auckland's most powerful and iconic features – both natural and man-made. It creates an image that resonates with both Auckland's past and current state, and is fundamental to the City's identity and sense of place. The statement made by View E08 is therefore both powerful and pervasive.</p> <p><b>DETRACTORS:</b></p> <p>The pohutukawas next to King Edward Parade intrude into, and partly impede, views across the harbour.</p>	SINGLE POINT	<p><b>ROAD CORRIDORS:</b></p> <p>King Edward Parade is a local road of no identified significance. However, it also serves as the main beachfront for the visitor / tourist focused centre that Devonport Town Centre has become, particularly because of its heritage character, prominence as a 'coastal village' on the edge of the Waitemata Harbour, and its association with the nearby cones of Mt Victoria and North Head.</p> <p>The slightly elevated walkway / promenade between the road and beach is a major attractant for locals, visitors and tourists, while on most fine weekends, the walk between Devonport's town centre and an historic North Head also attracts a regional audience from across metropolitan Auckland.</p> <p><b>RECREATIONAL FOCAL POINTS:</b></p> <p>In a similar vein, the Devonport beachfront is extremely popular with locals, visitors and a region-wide populace of beach users. It draws a very large number of users over the Summer, but is also used on fine days at other times of the year.</p>	E08 is an important view that draws together archetypal features of the Auckland landscape – both natural and man-made. Mt Eden is the centrepiece for this view, juxtaposed with the War Memorial Museum, Auckland CBD, and the Waitemata Harbour. The resulting panorama captures much that is central to the identity of Auckland, with Mt Eden / Maungawhau as its 'crowning element'.
			VIEWING DISTANCE TO CONE: 5.7kms				
EVALUATION:						REGIONALLY SIGNIFICANT	





**View E08:** Photo 1 of 2  
The Individual Cone (80mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)





**View E08: Photo 2 of 2**  
**Cumulative Values – Mt Eden Viewed In Conjunction With Mt Hobson (52mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E09	The Auckland Domain:	<p><b>NATURAL HERITAGE:</b></p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's maunga cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its maunga origins and significance as a stand-alone entity. The cone's majestic, bowl-like crater is 50m deep: the last remnant of three craters produced by a series of eruptions some 28,000 years ago, the fountaining of lava from this main crater eventually filled in both other craters, further north. The western face of the hill was extensively quarried in the late 19<sup>th</sup> Century and early 20<sup>th</sup> Century, but the signs of this damage are now largely hidden by vegetation around the cone's lower flanks. Although Mt Eden stands alone as a distinct feature on Auckland's skyline, the closest cone to Auckland's CBD, its visual linkage to other key Isthmus cones – Mt Hobson, One Tree Hill, Mt Albert, Mt Roskill, Mt Wellington and even Mt St John and the Big King – reinforces the cone's status as a key lynch-pin in Auckland's wider maunga field.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>Maungawhau means the “<i>Mountain of the whau tree</i>”, and its distinctive terracing further reflects its cultural / historical significance as a former pa site for the Waiohau tribe – until the early 1700s – that once dominated much of the central Isthmus.</p> <p><b>OTHER VALUES:</b></p> <p>Among the most iconic of Auckland's cones, Mt Eden has strong connections to the City's CBD, Mt Eden Village, the nearby Auckland Domain, and surrounding suburbs. The maunga is also exposed to both SH1 and SH16. For those arriving via the Waitemata Harbour, Mt Eden's juxtaposition with both the War Memorial Museum and Auckland CBD highlights the present-day interplay of natural and man-made features that remains such a key feature of Auckland's landscape signature.</p>	INDIVIDUAL FEATURE	<p><b>INDIVIDUAL CONE:</b></p> <p>Looking southwards from the centre of the football fields below the War memorial Museum, Mt Eden / Maungawhau emerges between a periphery of eucalypts, oaks and other trees on the edge of The Domain and above both commercial development on Carlton Gore Rd and the distinctive Spanish Mission style roofline of the administration building of Auckland Boys Grammar School.</p> <p>The maunga profile of the cone is not as immediately apparent in views from the north as when seen from other viewing quadrants, but it is still a highly legible and distinctive feature on the horizon, with its upper mantle of open space framed by stands of pohutukawa and other trees lower down. The open space crown of the volcano, together with terracing across its upper slopes, is reasonably apparent. Consequently, the cone articulates both its maunga heritage and association with Maori occupation of Mangawhau.</p> <p>Auckland Grammar School's distinctive administration building partly encroaches into view, but it actually a moderately appealing, juxtaposition of natural and cultural heritage features with one another.</p> <p><b>OTHER VALUES:</b></p> <p>Although Mt Eden is not viewed in conjunction with other 'external' cones, The Auckland Domain occupies the remains of a maunga feature - Pukekawa. Consequently, the view to Mt Eden captured by E09, much like those to Mt Victoria, North Head and Rangitoto – within View T01 – affirms the connected nature of Auckland's maunga field. E09 affords the strongest link with Mt Eden within a strategically important part of The Domain.</p> <p><b>DETRACTORS:</b></p> <p>Trees within The Domain and landforms on its original tuff ring margins next to George St and Carlton Gore Rd, limit the extent of this view. Furthermore, the Fidelity Life Building on Carlton Gore Rd (including its lift tower) detracts somewhat from the profile and visual presence of the cone.</p>	SINGLE POINT	<p><b>RECREATIONAL FOCAL POINTS:</b></p> <p>The Auckland Domain is perhaps Auckland's most important 'premier park' (in all likelihood, only matched by Cornwall Park) and it is heavily used by tourists, visitors and the regional population. They are also heavily used for both formal, and informal, active recreation – for football and cricket.</p> <p>Although the football fields don't provide quite the same draw-card as the War Memorial Museum and the consecrated ground of The Cenotaph, they are still used on a regular basis by a sizeable body of sports participants. In addition, the football fields form part of the physical apron that surrounds the War memorial Museum, so that mixture of visitors, tourists and others using The Domain for more passive recreation (walking, picnicking, etc) often traverse the football fields when they are not being utilised in a more active fashion. The area around View 09 is also regularly used for major civic events like “Christmas In The Park” and has been used twice over recent years for the ‘light and firework’ spectaculars staged by Group F.</p> <p>The football fields also lie close to a sacred totara that commemorates local battles and Pukekawa's settlement. It was reputedly planted by Princess Te Puea Herangi and still stands on the central maunga ‘island’ at the centre of the crater occupied by surrounding sports fields.</p>	View E09 is not as dramatic as some other views of Mt Eden, but it captures the important relationship between the cone and Auckland's earliest and (perhaps) most important civic park, as well as between the largely forgotten volcano of Pukekawa – which The Domain occupies – and its closest neighbouring volcano.
	The Domain Crater and Football Fields near Football Rd and Little George St		VIEWING DISTANCE TO CONE: 2.0kms				
						EVALUATION:	REGIONALLY SIGNIFICANT





**View E09:** Photo 1 of 1

**The Individual Cone (75mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E10	Northern Motorway (SH1):	<p><b>NATURAL HERITAGE:</b></p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's maunga cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its maunga origins and significance as a stand-alone entity. The cone's majestic, bowl-like crater is 50m deep: the last remnant of three craters produced by a series of eruptions some 28,000 years ago, the fountaining of lava from this main crater eventually filled in both other craters, further north. The western face of the hill was extensively quarried in the late 19<sup>th</sup> Century and early 20<sup>th</sup> Century, but the signs of this damage are now largely hidden by vegetation around the cone's lower flanks. Although Mt Eden stands alone as a distinct feature on Auckland's skyline, the closest cone to Auckland's CBD, its visual linkage to other key Isthmus cones – Mt Hobson, One Tree Hill, Mt Albert, Mt Roskill, Mt Wellington and even Mt St John and the Big King – reinforces the cone's status as a key lynch-pin in Auckland's wider maunga field.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>Maungawhau means the 'Mountain of the whau tree', and its distinctive terracing further reflects its cultural / historical significance as a former pa site for the Waiohua tribe – until the early 1700s – that once dominated much of the central Isthmus.</p> <p><b>OTHER VALUES:</b></p> <p>Among the most iconic of Auckland's cones, Mt Eden has strong connections to the City's CBD, Mt Eden Village, the nearby Auckland Domain, and surrounding suburbs. The maunga is also exposed to both SH1 and SH16. For those arriving via the Waitemata Harbour, Mt Eden's juxtaposition with both the War Memorial Museum and Auckland CBD highlights the present-day interplay of natural and man-made features that remains such a key feature of Auckland's landscape signature.</p>	INDIVIDUAL FEATURE	<p><b>INDIVIDUAL CONE:</b></p> <p>Views from E10 place Mt Eden centrally on the skyline above the central city's western margins and the Waitemata Harbour – between Sky Tower and the harbour bridge. Although visually suppressed somewhat by the layering of tower blocks within the adjacent CBD, the cone remains clearly legible: its distinctive and well articulated, maunga form rising above a complex layering of buildings spread across the Jervois Rd, Karangahape Rd and Symonds St ridgelines. Lying slightly to the left of the harbour bridge and motorway alignment, Mt Eden / Maungawhau is not exactly 'commanding', with its flat-topped profile mirroring that of the development at its foot.</p> <p>Even so, the juxtaposition of its green, maunga, slopes with the patina of buildings stepping down ridgelines in front of it – towards the Waitemata Harbour – is clearly apparent. Indeed, the 'window' through and between development on these ridges helps to express the cone's form: it parts the 'sea' of development around Mt Eden so that it retains enough visual presence and sufficient clarity of expression to make a statement in its own right. In particular, it highlights both the resilience of the cones and their importance as iconic symbols of a uniquely maunga metropolis.</p> <p>While the cone is too distant for its terracing and other fine-grained features to be apparent, the combination of its vegetative cover, open space and distinctive form set it apart from the built environment that surrounds it. Moreover, as with View E08, E10 pulls together Auckland's cones, harbour, and inner city in a manner that creates a highly appealing tension between Auckland's signature natural heritage, and built heritage, 'features'.</p> <p><b>CUMULATIVE VALUE:</b></p> <p>During the course of the Northern Motorway's approach to the harbour bridge and Waitemata Harbour, Mt Victoria also comes into view – approaching the Esmonde Point Rd interchange – and vehicle passengers are also able to see a more distant North Head and Rangitoto beyond the Bayswater / Belmont / Devonport isthmus. Therefore, Mt Eden emerges as part of a sequence of maunga features that unfold, visually, on the approach to the harbour bridge and while crossing it.</p> <p><b>OTHER VALUES:</b></p> <p>Additionally, Mt Eden combines with the broad expanse of the Waitemata Harbour in the foreground, to highlight the way in which Auckland has been historically structured and shaped by its array of natural features, and the enduring influence that those features have over the form and fabric of Auckland as it continues to grow. View E10 is therefore an important symbol of the formative processes that have created Auckland and that remain fundamental to its character and identity.</p> <p><b>DETRACTORS:</b></p> <p>The Onewa overbridge and surrounding planting interrupts the sequence of this linear view initially, before a more expansive view emerges across the old toll plaza and bridge approaches.</p>	LINEAR VIEWPOINT	<p><b>ROAD CORRIDORS:</b></p> <p>The Northern Motorway is identified by Auckland Transport as a Strategic Route (approximately 82,000 vehicle movements south bound per day to September 2015), which is described as follows:</p> <ul style="list-style-type: none"><li>In terms of its 'Through Traffic', it is a highest category route with the greatest through movement function; and</li><li>In terms of 'Network Connectivity', its function is to connect the region with other regions.</li></ul> <p>Moreover, for traffic entering Auckland City from the North Shore and areas / regions further north, it is THE key entryway to central Auckland, with the Northern Motorway catering to a diverse array of audiences – from commuters and school children to tourists. As a result, View E16 embraces an extraordinarily large proportion of the motoring public using Auckland's motorway system on a daily basis.</p> <p>As a result, this origin point is very important in terms of public perceptions of Auckland, impacting on an enormous proportion of both the regional community and nationally important, tourist / visitor populations.</p>	E10 is an iconic view that expresses Auckland's relationship with its two most important formative features: its maunga cones / features and harbours. It is also a key gateway view that emerges at much the same time as Auckland's CBD becomes clearly visible to the massive number of motorists and passengers using the Northern Motorway / SH1 and harbour bridge each day.
			VIEWING DISTANCE TO CONE: 6.6kms				
					EVALUATION:		REGIONALLY SIGNIFICANT



**View E10:** Photo 1 of 1

The Individual Cone (80mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E11	Tamaki Drive:	<p><b>NATURAL HERITAGE:</b></p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's maunga cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its maunga origins and significance as a stand-alone entity. The cone's majestic, bowl-like crater is 50m deep: the last remnant of three craters produced by a series of eruptions some 28,000 years ago, the fountaining of lava from this main crater eventually filled in both other craters, further north. The western face of the hill was extensively quarried in the late 19<sup>th</sup> Century and early 20<sup>th</sup> Century, but the signs of this damage are now largely hidden by vegetation around the cone's lower flanks. Although Mt Eden stands alone as a distinct feature on Auckland's skyline, the closest cone to Auckland's CBD, its visual linkage to other key Isthmus cones – Mt Hobson, One Tree Hill, Mt Albert, Mt Roskill, Mt Wellington and even Mt St John and the Big King – reinforces the cone's status as a key lynch-pin in Auckland's wider maunga field.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>Maungawhau means the "<i>Mountain of the whau tree</i>", and its distinctive terracing further reflects its cultural / historical significance as a former pa site for the Waiohau tribe – until the early 1700s – that once dominated much of the central Isthmus.</p> <p><b>OTHER VALUES:</b></p> <p>Among the most iconic of Auckland's cones, Mt Eden has strong connections to the City's CBD, Mt Eden Village, the nearby Auckland Domain, and surrounding suburbs. The maunga is also exposed to both SH1 and SH16. For those arriving via the Waitemata Harbour, Mt Eden's juxtaposition with both the War Memorial Museum and Auckland CBD highlights the present-day interplay of natural and man-made features that remains such a key feature of Auckland's landscape signature.</p>	INDIVIDUAL FEATURE	<p><b>INDIVIDUAL CONE:</b></p> <p>Capturing the view over Hobson Bay from Tamaki Drive, this view traverses much of the Bay's water area, drawing viewers' attention toward the skyline above Newmarket and Parnell. The profile of Mt Eden is clearly articulated on the horizon above the fore/mid ground bay and marina. It provides a logical point of reference on the skyline, with its open space and vegetation cover clearly differentiating it from the surrounding matrix of urban / suburban development around Newmarket and Parnell.</p> <p>Although the maunga's crater and terracing are not readily apparent in this view due to viewing distance, its distinctive profile and juxtaposition with the urban environment around it, give rise to Mt Eden emerging as a signature feature on the western horizon.</p>	LINEAR VIEWPOINT	<p><b>ROAD CORRIDORS:</b></p> <p>Tamaki Drive is identified by Auckland Transport as a Primary Arterial Route (approximately 17,000 vehicle movements west bound per day to September 2015) whose main functions are to:</p> <ul style="list-style-type: none"> <li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li> <li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li> </ul> <p>It serves a very large commuter catchment, linked via both Ngapipi Rd and Kapa Rd, and the rest of Tamaki Drive to much of the commuter belt within Auckland's eastern suburbs.</p> <p>In addition, it is part of a network of arterial roads and cycleways / walkways that sequentially exposes the Auckland community and visitors to Mt Eden, Mt Hobson, One Tree Hill, Hobson Bay, Orakei Basin and Mt Wellington. E11 is a critical vantage point within this chain that makes the interaction between these maunga and other landscape features such a critical component of Auckland's character and identity. There is a very pronounced concentration of related vantage points around Hobson Bay, which reinforces this accumulative exposure to cones and other maunga remnants – both sequentially and simultaneously.</p> <p>Of note, the main trunk railway line crossing Hobson Bay is exposed to views very similar to those ascribed to Tamaki Drive and E11.</p>	<p>This view combines iconic views to Mt Eden – in conjunction with Mt Hobson &amp; other cones – with a linear origin point that comprises a nationally recognised waterfront promenade, which is regularly used for international sporting events. E11 is also important as one of a chain of views that expose other cones and maunga features to a regionally significant audience.</p>
	Between the Ngapipi Rd Bridge and the Auckland Outdoor Boating Club		<p><b>CUMULATIVE VALUE – MULTIPLE CONES</b></p>	<p><b>CUMULATIVE VALUE:</b></p> <p>The cone sits slightly to the left of the main viewing axis from Tamaki Drive and the Ngapipi Rd bridge (for city-bound traffic), but E11 pulls together a broad cross-section of other quintessentially 'Auckland' features, including: the Waitemata Harbour's inner harbour waters, the water area of Hobson Bay, and a very prominent Mt Hobson. Together, Mt Eden and Mt Hobson dominate the skyline – a pair of emphatic maunga 'punctuation points' and landmarks above Hobson Bay – while the Tamaki Drive's rather tenuous crossing of the outer Bay enhances both the view towards the cones and the general experience of using this waterfront 'parade'. The linear nature of E11's origin point reflects its length of exposure to both maunga, while its gentle convex curve – towards both cones – helps to emphasise motorists' visual orientation on Mt Eden especially, and their importance overall. One Tree Hill and Mt Wellington are also briefly visible from closer to the Outdoor Boating Club entrance.</p> <p>E11 is also part of wider chain of views experienced as one also travels along Ngapipi Rd and Kapa Rd – in conjunction with E12 and E13: O1 to One Tree Hill: H02 to H07 to Mt Hobson; and W19 to Mt Wellington. These expose road users to other views of Mt Eden, Mt Hobson, One Tree Hill, Mt Wellington and the Orakei Basin, which are all key features of Auckland's central / eastern isthmus.</p> <p><b>OTHER VALUES:</b></p> <p>The cone is visually juxtaposed and associated with both the Newmarket commercial area and – more peripherally – the likes of the Holy Trinity Cathedral and Baradene College's distinctive Duchesne Building. This creates a strong, and positive interplay with a wider array of both natural and cultural elements. Indeed, as with Views E08 and E10, the contrast of Mt Eden with a surrounding matrix of built forms serves to create a positive tension between the city's natural and man-made elements, emphasising the maunga's role as key structuring element and landmark within Auckland's urban landscape.</p> <p><b>DETRACTORS:</b></p> <p>The mooring area and boats in the immediate foreground 'compete with, and very slightly, detract from, the more distant views of both major cones.</p>	<p><b>VIEWING DISTANCE TO CONE:</b> 4.2kms</p>	<p><b>RECREATIONAL FOCAL POINTS:</b></p> <p>For many locals and visitors alike, Tamaki Drive is also Auckland's premier waterfront promenade: a nationally significant magnet for tourists, walkers, cyclists and motor vehicle users that is frequently closed over the Summer to facilitate its use for sporting and cultural events that make the most of Auckland's coastal landscapes.</p>	
					EVALUATION:		REGIONALLY SIGNIFICANT



**View E11: Photo 1 of 2**

**The Individual Cone (80mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)





**View E11: Photo 2 of 2**

**Cumulative Values – Mt Eden Viewed In Conjunction With Mt Hobson & One Tree Hill (52mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E12	Ngapipi Rd:	<b>NATURAL HERITAGE:</b>  Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's maunga cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its maunga origins and significance as a stand-alone entity. The cone's majestic, bowl-like crater is 50m deep: the last remnant of three craters produced by a series of eruptions some 28,000 years ago, the fountaining of lava from this main crater eventually filled in both other craters, further north. The western face of the hill was extensively quarried in the late 19 <sup>th</sup> Century and early 20 <sup>th</sup> Century, but the signs of this damage are now largely hidden by vegetation around the cone's lower flanks. Although Mt Eden stands alone as a distinct feature on Auckland's skyline, the closest cone to Auckland's CBD, its visual linkage to other key Isthmus cones – Mt Hobson, One Tree Hill, Mt Albert, Mt Roskill, Mt Wellington and even Mt St John and the Big King – reinforces the cone's status as a key lynch-pin in Auckland's wider maunga field.  <b>CULTURAL HERITAGE:</b>  Maungawhau means the " <i>Mountain of the whau tree</i> ", and its distinctive terracing further reflects its cultural / historical significance as a former pa site for the Waiohaua tribe – until the early 1700s – that once dominated much of the central Isthmus.  <b>OTHER VALUES:</b>  Among the most iconic of Auckland's cones, Mt Eden has strong connections to the City's CBD, Mt Eden Village, the nearby Auckland Domain, and surrounding suburbs. The maunga is also exposed to both SH1 and SH16. For those arriving via the Waitemata Harbour, Mt Eden's juxtaposition with both the War Memorial Museum and Auckland CBD highlights the present-day interplay of natural and man-made features that remains such a key feature of Auckland's landscape signature.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  Capturing the view over Hobson Bay from Ngapipi Rd, some 400m south-east of Tamaki Drive, this view shares most of the same attributes and characteristics identified in relation to View E11. However, it does not offer distant / fleeting views to One Tree Hill and the area of water in the foreground is more open – through to the trunk sewer and eastern railway corridor that bisects Hobson Bay. It is also devoid of the boats and boat moorings that dominate the foreground of E11.  Ngapipi Rd's alignment is perpendicular to the road corridor, so that Mt Eden is not as readily accessible, visually, as when viewed from Tamaki Drive. However, the expanse of water within and beyond Whakatakataka Bay still draws attention the attention of road users and Mt Eden remains clearly legible as a key landmark on the western skyline. For cyclists and pedestrians this connection is increased by the greater length of time that they are exposed to this linear view.  <b>CUMULATIVE VALUE:</b>  Again E12 is very similar to View E11, except for the (muted) presence of One Tree Hill. It is also part of the same chain of views to a variety of maunga features and cones captured in the journey from Kepa Rd to Tamaki Drive and vice versa.  <b>OTHER VALUES:</b>  See View E11.  <b>DETRACTORS:</b>  The trunk sewer and railway line detract very slightly from the visual aesthetic of Hobson Bay and, to a lesser degree, perception of Mt Eden and Mt Hobson.	LINEAR VIEWPOINT	<b>ROAD CORRIDORS:</b>  Ngapipi Rd is described by Auckland Transport as a Primary Arterial Route (approximately 6,200 vehicle movements south bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> It is a major thoroughfare for commuters accessing and leaving the central city, for a commuter audience and road users that stretch from nearby Orakei and Mission Bay to inland St Heliers, Glendowie and Panmure / Mt Wellington. It also serves as an important conduit to and from Tamaki Drive for the thousands of Aucklanders who clamour to both the waterfront drive and its beaches / reserves on fine evenings and weekends. As a result, it caters for a large and diverse, regional audience of motorists, bus users, cyclists and pedestrians.	As for E11, this view combines iconic views to Mt Eden, in conjunction with Mt Hobson, with a linear viewpoint that highlights Mt Eden's role as a key Auckland landmark. It is also part of chain of vantage points that expose the regional community to a series of maunga cones and features, which reinforce the formative role of the city's maunga network and the way in which it continues to structure the Auckland landscape.
	Looking over Whakatakataka Bay and Hobson Bay		CUMULATIVE VALUE – MULTIPLE CONES		VIEWING DISTANCE TO CONE: 4.6kms		
						EVALUATION:	REGIONALLY SIGNIFICANT





**View E12: Photo 1 of 1**  
**The Individual Cone (75mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)





**View E12:** Photo 2 of 2

Cumulative Values – Mt Eden Viewed In Conjunction With Mt Hobson (52mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E13	Kepa Rd:  Descending towards the Orakei Basin west of Coates Ave and Nehu St	<b>NATURAL HERITAGE:</b>  Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's maunga cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its maunga origins and significance as a stand-alone entity. The cone's majestic, bowl-like crater is 50m deep: the last remnant of three craters produced by a series of eruptions some 28,000 years ago, the fountaining of lava from this main crater eventually filled in both other craters, further north. The western face of the hill was extensively quarried in the late 19 <sup>th</sup> Century and early 20 <sup>th</sup> Century, but the signs of this damage are now largely hidden by vegetation around the cone's lower flanks. Although Mt Eden stands alone as a distinct feature on Auckland's skyline, the closest cone to Auckland's CBD, its visual linkage to other key Isthmus cones – Mt Hobson, One Tree Hill, Mt Albert, Mt Roskill, Mt Wellington and even Mt St John and the Big King – reinforces the cone's status as a key lynch-pin in Auckland's wider maunga field.  <b>CULTURAL HERITAGE:</b>  Maungawhau means the " <i>Mountain of the whau tree</i> ", and its distinctive terracing further reflects its cultural / historical significance as a former pa site for the Waiohau tribe – until the early 1700s – that once dominated much of the central Isthmus.  <b>OTHER VALUES:</b>  Among the most iconic of Auckland's cones, Mt Eden has strong connections to the City's CBD, Mt Eden Village, the nearby Auckland Domain, and surrounding suburbs. The maunga is also exposed to both SH1 and SH16. For those arriving via the Waitemata Harbour, Mt Eden's juxtaposition with both the War Memorial Museum and Auckland CBD highlights the present-day interplay of natural and man-made features that remains such a key feature of Auckland's landscape signature.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  Mt Eden / Maungawhau rises above an intensive development matrix spread across Newmarket and the far (western to southern) side of Hobson Bay. Its vegetated margins are topped by the open slopes of the crater rim and even though its profile is less well expressed and articulated than in some other views, it nevertheless terminates and retains primacy on the western skyline. Views from this quarter also capture the direct interplay between Mt Hobson and the water-filled tuff crater of Orakei Basin in the foreground, highlighting the close interaction of different maunga features / remnants close to Kepa Rd.  While the cone's profile is reasonably well expressed, it is too distant for its more finely wrought terracing and other such features to be legible. Consequently, it is important primarily because of its maunga form.  The growth of poplars, privet and even recently planted pohutukawas within the road berm now restricts View E13 to glimpses from the centre of the road, and this has contributed to the maunga being much less legible and well articulated than when last evaluated in the early 2000s.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  Kepa Rd is described by Auckland Transport as a Primary Arterial Route (approximately 9,800 vehicle movements west bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> It is a major thoroughfare for commuters accessing and leaving the central city, for a commuter audience and road users that stretch from nearby Orakei and Mission Bay to inland St Heliers, Glendowie and Panmure / Mt Wellington. It also serves as an important conduit to the central city via Orakei and Shore Roads, as well as to and from Tamaki Drive for the thousands of Aucklanders who clamour to both the waterfront drive and its beaches / reserves on fine evenings and weekends. As a result, it caters for a large and diverse, regional audience of motorists, bus users, cyclists and pedestrians.	Currently, the view offered by E13 is significantly impaired by vegetation that has foreclosed most of the road-based outlook to Mt Eden / Maungawhau. More active management of roadside planting and trees within Orakei Basin would re-establish this important view of Mt Eden's eastern profile and flanks. It would also re-establish an important link in the sequence of views that expose Auckland's regional community to a range of maunga cones and Orakei Basin when progressing from Kepa Rd to Tamaki Drive, or vice versa.
			CUMULATIVE VALUE – MULTIPLE CONES / FEATURES	<b>CUMULATIVE VALUE:</b>  Together with Views E11 and E12, H02 to H07 to Mt Hobson; O01 to One Tree Hill; and W19 to Mt Wellington, this view is part of an important sequence of views to Auckland's inner main cones. Kepa Rd's descent towards Orakei Rd also reveals views / glimpses to the water area and tuff ring of Orakei Basin – between the recently planted pohutukawas and mass of privet beyond. As a result, E13 is part of a chain of views that sequentially expose Auckland's motoring and cycling public to an array of maunga features. Indeed, the proliferation of views to maunga cones and other features within the road corridor from Kepa Rd to Tamaki Drive (and vice versa) is unparalleled elsewhere in Auckland, emphasising the conglomeration of maunga remnants close to the eastern side of the central city.  Although E13 is less dramatic and iconic, <i>per se</i> than other views – primarily because of encroaching vegetation – it nevertheless remains an important link in the sequence of views already described and lays bare the fuller array of maunga remnants visible from Kepa Rd.  <b>OTHER VALUES:</b>  As a result, it also contributes to the concept of a maunga field or network, and the identity of both nearby suburbs – Orakei especially – and the city as a whole.  <b>DETRACTORS:</b>  The current view is very significantly impaired by planting both within the road-side berm and around the margins of Orakei Basin.			
						EVALUATION:	REGIONALLY SIGNIFICANT



**View E13: Photo 1 of 2**  
**The Individual Cone (75mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)





**View E13:** Photo 2 of 2

Cumulative Values – Mt Eden Viewed In Conjunction With Mt Hobson, One Tree Hill & The Orakei Basin (42mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E14	Southern Motorway (SH1):	<p><b>NATURAL HERITAGE:</b></p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's maunga cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its maunga origins and significance as a stand-alone entity. The cone's majestic, bowl-like crater is 50m deep: the last remnant of three craters produced by a series of eruptions some 28,000 years ago, the fountaining of lava from this main crater eventually filled in both other craters, further north. The western face of the hill was extensively quarried in the late 19<sup>th</sup> Century and early 20<sup>th</sup> Century, but the signs of this damage are now largely hidden by vegetation around the cone's lower flanks. Although Mt Eden stands alone as a distinct feature on Auckland's skyline, the closest cone to Auckland's CBD, its visual linkage to other key Isthmus cones – Mt Hobson, One Tree Hill, Mt Albert, Mt Roskill, Mt Wellington and even Mt St John and the Big King – reinforces the cone's status as a key lynch-pin in Auckland's wider maunga field.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>Maungawhau means the "<i>Mountain of the whau tree</i>", and its distinctive terracing further reflects its cultural / historical significance as a former pa site for the Waiohau tribe – until the early 1700s – that once dominated much of the central Isthmus.</p> <p><b>OTHER VALUES:</b></p> <p>Among the most iconic of Auckland's cones, Mt Eden has strong connections to the City's CBD, Mt Eden Village, the nearby Auckland Domain, and surrounding suburbs. The maunga is also exposed to both SH1 and SH16. For those arriving via the Waitemata Harbour, Mt Eden's juxtaposition with both the War Memorial Museum and Auckland CBD highlights the present-day interplay of natural and man-made features that remains such a key feature of Auckland's landscape signature.</p>	INDIVIDUAL FEATURE	<p><b>INDIVIDUAL CONE:</b></p> <p>The very distinctive maunga profile of Mt Eden becomes clearly apparent on the immediate western horizon as vehicles approach, then traverse, the Newmarket Viaduct. The cone's layering of topographic elements – cascading down from the crater rim – is revealed by the open slopes around Mt Eden's summit, above trees and other vegetation emerging from the 'Mt Eden Gardens' and grounds of 'The Pines'.</p> <p>The linear nature of this View's 'origin point' and its curving alignment away from, then towards, the cone, helps to reveal Mt Eden in subtly different ways to motorists crossing the Viaduct. This, initially tangential, approach also reinforces the feeling of proximity to the cone as vehicles swing towards it. Dominating the horizon to the left (west) of the Newmarket Viaduct, its amalgam of open space, vegetation and its distinctive profile has significant visual presence. It also contrasts with emerging views of Sky Tower, the Vero Building, Auckland Hospital and the CBD skyline. This creates a strong feeling of counterpoint between the central city's man-made and natural features, and helps to affirm the Southern Motorway's importance as key conduit to the central city.</p> <p>In spite of the proliferation of vegetation around the maunga's lower slopes, some of the terracing associated with Maori occupation is evident near the crest of the maunga, reinforcing its cultural significance.</p> <p><b>CUMULATIVE VALUE:</b></p> <p>For motorists approaching the Auckland CBD this view of Mt Eden emerges after previous views to One Tree Hill (from near Hamilins Hill), then Mt Hobson (near Market Rd). This creates a strong feeling of sequence and helps to highlight the spread of Auckland's maunga field / network.</p> <p><b>OTHER VALUES:</b></p> <p>Views from the Southern Motorway are critically important in terms of the entryway / gateway experience offered during the approach to central Auckland, so that the sequence of views offered by E14 is massively important in terms of the City's image and signature. The related interplay between the city skyline and Mt Eden affirms the Newmarket Viaduct's role as a linear gateway to the central city.</p> <p><b>DETRACTORS:</b></p> <p>The railing on top of the Newmarket Viaduct is an impediment to viewing from the Viaduct for those in cars – though less so for those with more elevated viewing positions in four-wheel drives, trucks or buses. In addition, signage on buildings next to Broadway and some fencing structures abutting the motorway also interrupt views to the cone, so that the linear exposure of Mt Eden is disrupted in places.</p> <p>The vertical profile of The Pines also impacts on the overall cohesion and integrity of Mt Eden's maunga form, while the Almorrah Apartments off Gillies Ave and the Mercy Hospital on Mountain Rd intrude into E14 as one draws closer to the western end of the Viaduct.</p>	LINEAR VIEWPOINT	<p><b>ROAD CORRIDORS:</b></p> <p>The Southern Motorway (SH1) is perhaps the single most important corridor for road traffic into central Auckland (approximately 93,000 vehicle movements north bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – while the volume of use is perhaps only matched by that also found on the North-western (SH16) and Northern (SH1) Motorways.</p> <p>The elevated nature of the Newmarket Viaduct tends to reinforce the sense of 'prospect' and outlook from this part of the motorway system: of looking out over the City to features like Mt Eden and the Waitemata Harbour, rather than of being channelised and focused on the motorway itself (as, for example happens between the Penrose interchange and close to Market Rd).</p> <p>As a result, this origin point is very important in terms of public perceptions of Auckland, impacting on an enormous proportion of the regional community and nationally important, tourist / visitor populations.</p>	<p>E14's sequence of views are highly important in terms of Auckland's character and identity, as the Southern Motorway / SH1 is a key gateway to central Auckland. Although views of the maunga remain adversely affected by the presence of The Pines and the Mercy Hospital on Mountain Rd, together with intervening structures on and near the Newmarket Viaduct, E14 provides an important introduction to the Auckland CBD in conjunction with a signature feature of its wider cone field.</p>
	The Newmarket Viaduct and southern approaches		CUMULATIVE VALUE – MULTIPLE CONES		VIEWING DISTANCE TO CONE: 1.3kms		
					EVALUATION:		REGIONALLY SIGNIFICANT





**View E14: Photo 1 of 1**  
**The Individual Cone (68mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E16	Northern Motorway (SH1):	<p><b>NATURAL HERITAGE:</b></p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's maunga cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its maunga origins and significance as a stand-alone entity. The cone's majestic, bowl-like crater is 50m deep: the last remnant of three craters produced by a series of eruptions some 28,000 years ago, the fountaining of lava from this main crater eventually filled in both other craters, further north. The western face of the hill was extensively quarried in the late 19<sup>th</sup> Century and early 20<sup>th</sup> Century, but the signs of this damage are now largely hidden by vegetation around the cone's lower flanks. Although Mt Eden stands alone as a distinct feature on Auckland's skyline, the closest cone to Auckland's CBD, its visual linkage to other key Isthmus cones – Mt Hobson, One Tree Hill, Mt Albert, Mt Roskill, Mt Wellington and even Mt St John and the Big King – reinforces the cone's status as a key lynch-pin in Auckland's wider maunga field.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>Maungawhau means the “<i>Mountain of the whau tree</i>”, and its distinctive terracing further reflects its cultural / historical significance as a former pa site for the Waiohau tribe – until the early 1700s – that once dominated much of the central Isthmus.</p> <p><b>OTHER VALUES:</b></p> <p>Among the most iconic of Auckland's cones, Mt Eden has strong connections to the City's CBD, Mt Eden Village, the nearby Auckland Domain, and surrounding suburbs. The maunga is also exposed to both SH1 and SH16. For those arriving via the Waitemata Harbour, Mt Eden's juxtaposition with both the War Memorial Museum and Auckland CBD highlights the present-day interplay of natural and man-made features that remains such a key feature of Auckland's landscape signature.</p>	INDIVIDUAL FEATURE	<p><b>INDIVIDUAL CONE:</b></p> <p>The view from the harbour bridge as motorists traverse it, then descend towards St Marys Bay, is similar in many respects, to E10 – with Mt Eden / Maungawhau rising above the lower level, mantle of development on the Jervois Rd, Karangahape Rd and Symonds St ridges juxtaposed with the towers and intensive development of Auckland's CBD. The view from the harbour bridge is, however, far more elevated, revealing both the expanse of the Waitemata Harbour and the vessels and infrastructure of Westhaven Marina at the foot of the bridge. Again, the maunga's cone is distinctive and well articulated, and although less than 'commanding', it retains enough visual presence and sufficient clarity of expression to make a statement in its own right. In particular, it's grassed and vegetated slopes, and maunga profile provide marked visual counterpoint to the developed centre of Auckland.</p> <p>As with E10, the cone remains too distant for its terracing and other fine-grained features to be legible, but the combination of its vegetative cover, open space and distinctive form still set it apart from the built environment that surrounds it, while the wider view draws together Auckland's cones, harbour, and inner city in a manner that creates an appealing tension between Auckland's natural heritage, and built heritage, 'features'.</p> <p><b>CUMULATIVE VALUE:</b></p> <p>From the harbour bridge vehicle users and passengers are also able to see Mt Victoria, North Head and a distant – but evocative – Rangitoto. Consequently, Mt Eden emerges as part of a sequence of maunga features that emerge on the drive over the harbour bridge. This exposure helps to affirm the concept of a much wider maunga field and 'network' that traverses both the Waitemata Harbour and inner Hauraki Gulf.</p> <p><b>OTHER VALUES:</b></p> <p>As for E10, Mt Eden combines with the broad expanse of the Waitemata Harbour and marina basin in the foreground, to highlight the way in which Auckland has been historically structured and shaped by its array of natural features, and the enduring influence that those features have over the form and fabric of Auckland as its continues to grow. View E16, following on from E10, is therefore an important symbol of the formative processes that have created Auckland and that remain fundamental to its character and identity.</p> <p><b>DETRACTORS:</b></p> <p>The railing on top of the harbour bridge intrudes into views from the lanes on the eastern 'clip-on' – although it has less impact on viewing from four-wheel drives, trucks or buses – while the bridge's main superstructure restricts views from its central lanes to a more appreciable degree.</p>	LINEAR VIEWPOINT	<p><b>ROAD CORRIDORS:</b></p> <p>The Northern Motorway / harbour bridge is identified by Auckland Transport as a Strategic Route (approximately 82,000 vehicle movements south bound per day to September 2015), which is described as follows:</p> <ul style="list-style-type: none"><li>In terms of its 'Through Traffic', it is a highest category route with the greatest through movement function; and</li><li>In terms of 'Network Connectivity', its function is to connect the region with other regions.</li></ul> <p>Moreover, for traffic entering Auckland City from the North Shore and areas / regions further north, it is THE key entryway to central Auckland, with the harbour bridge and Northern Motorway catering to a diverse array of audiences – from commuters and school children to tourists. As a result, View E16 embraces an extraordinarily large proportion of the motoring public using Auckland's motorway system on a daily basis.</p> <p>As a result, this origin point is very important in terms of public perceptions of Auckland, impacting on an enormous proportion of the regional community and nationally important, tourist / visitor populations.</p>	Like View E10, the view from the harbour bridge approaching Auckland City is iconic insofar as it expresses Auckland's relationship with its two most important formative features: its maunga cones / features and harbours. It is also part of the wider 'gateway experience' that starts with E10 – revealing the city's CBD in conjunction with both Mt Eden and the expanse of the Waitemata Harbour. This experience is important to a massive number of motorists and passengers who use the harbour bridge each day.
	The Auckland Harbour Bridge		CUMULATIVE VALUE – MULTIPLE CONES				
						EVALUATION:	REGIONALLY SIGNIFICANT





**View E16:** Photo 1 of 1

The Individual Cone (68mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)







**View E18:** Photo 1 of 1

The Individual Cone (60mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E19	<p>The Southern Motorway (SH1):</p> <p>Near Mt Eden Prison</p>	<p><b>NATURAL HERITAGE:</b></p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's maunga cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its maunga origins and significance as a stand-alone entity. The cone's majestic, bowl-like crater is 50m deep: the last remnant of three craters produced by a series of eruptions some 28,000 years ago, the fountaining of lava from this main crater eventually filled in both other craters, further north. The western face of the hill was extensively quarried in the late 19<sup>th</sup> Century and early 20<sup>th</sup> Century, but the signs of this damage are now largely hidden by vegetation around the cone's lower flanks. Although Mt Eden stands alone as a distinct feature on Auckland's skyline, the closest cone to Auckland's CBD, its visual linkage to other key Isthmus cones – Mt Hobson, One Tree Hill, Mt Albert, Mt Roskill, Mt Wellington and even Mt St John and the Big King – reinforces the cone's status as a key lynch-pin in Auckland's wider maunga field.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>Maungawhau means the "<i>Mountain of the whau tree</i>", and its distinctive terracing further reflects its cultural / historical significance as a former pa site for the Waiohau tribe – until the early 1700s – that once dominated much of the central Isthmus.</p> <p><b>OTHER VALUES:</b></p> <p>Among the most iconic of Auckland's cones, Mt Eden has strong connections to the City's CBD, Mt Eden Village, the nearby Auckland Domain, and surrounding suburbs. The maunga is also exposed to both SH1 and SH16. For those arriving via the Waitemata Harbour, Mt Eden's juxtaposition with both the War Memorial Museum and Auckland CBD highlights the present-day interplay of natural and man-made features that remains such a key feature of Auckland's landscape signature.</p>	INDIVIDUAL FEATURE	<p><b>INDIVIDUAL CONE:</b></p> <p>As motorists travel southwards through 'Spaghetti Junction' on the Southern Motorway, a close-up view was until recently offered of Mt Eden's layering of maunga ridges, slopes and crater rim. Although vegetation covered much of the maunga's lower slopes – near Auckland Boys Grammar School – and middle sequence of maunga promontories, its broad profile and some of its upper level terracing was clearly visible.</p> <p>However, the Department of Correction's redevelopment of Mt Eden Prison has placed a multi-level wing of the prison next to the Southern Motorway in a position close to the short linear origin point of E19. As a result, most of Mt Eden is now largely obscured by the 'new' prison wing and little of the cone's profile and, more fine-grained, details remain visible from the motorway.</p> <p><b>DETRACTORS:</b></p> <p>The redeveloped prison almost entirely obscures Mt Eden / Mangawhau and the view retains little real value.</p>	<p><b>SINGLE POINT</b></p> <p>VIEWING DISTANCE TO CONE: 1.4kms</p>	<p><b>ROAD CORRIDORS:</b></p> <p>The Southern Motorway (SH1) is perhaps the single most important corridor for road traffic into central Auckland (approximately 94,000 vehicle movements south-bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – while the volume of use is perhaps only matched by that also found on the North-western (SH16) and Northern (SH1) Motorways.</p>	<p>Although E19 was previously a key view to Mt Eden, its value has been lost with the redevelopment of Mt Eden Prison next to the Southern Motorway and the view's origin point.</p>
EVALUATION:						REGIONALLY SIGNIFICANT	





**View E19:** Photo 1 of 1

The Individual Cone (52mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E20	Ponsonby Rd Traversing Karangahape Rd:	<p><b>NATURAL HERITAGE:</b></p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's maunga cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its maunga origins and significance as a stand-alone entity. The cone's majestic, bowl-like crater is 50m deep: the last remnant of three craters produced by a series of eruptions some 28,000 years ago, the fountaining of lava from this main crater eventually filled in both other craters, further north. The western face of the hill was extensively quarried in the late 19<sup>th</sup> Century and early 20<sup>th</sup> Century, but the signs of this damage are now largely hidden by vegetation around the cone's lower flanks. Although Mt Eden stands alone as a distinct feature on Auckland's skyline, the closest cone to Auckland's CBD, its visual linkage to other key Isthmus cones – Mt Hobson, One Tree Hill, Mt Albert, Mt Roskill, Mt Wellington and even Mt St John and the Big King – reinforces the cone's status as a key lynch-pin in Auckland's wider maunga field.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>Maungawhau means the "<i>Mountain of the whau tree</i>", and its distinctive terracing further reflects its cultural / historical significance as a former pa site for the Waiohau tribe – until the early 1700s – that once dominated much of the central Isthmus.</p> <p><b>OTHER VALUES:</b></p> <p>Among the most iconic of Auckland's cones, Mt Eden has strong connections to the City's CBD, Mt Eden Village, the nearby Auckland Domain, and surrounding suburbs. The maunga is also exposed to both SH1 and SH16. For those arriving via the Waitemata Harbour, Mt Eden's juxtaposition with both the War Memorial Museum and Auckland CBD highlights the present-day interplay of natural and man-made features that remains such a key feature of Auckland's landscape signature.</p>	INDIVIDUAL FEATURE	<p><b>INDIVIDUAL CONE:</b></p> <p>As road users cross Karangahape Rd from Ponsonby Rd entering Newton Rd, most of the foreground falls away – towards Newton Gully and the North-western Motorway corridor. Mt Eden's form is immediately revealed rising above the far side of Newton Gully and the Symonds St / New North Rd ridgeline. As with E18, Mt Eden / Maungawhau dominates the visible horizon, rising above and beyond a matrix of commercial development that is also visible, both framing the entry to Newton Rd and spread across the 'far' ridgeline.</p> <p>This view is visually emphatic, with Mt Eden as its visual centrepiece. The maunga contrasts very dramatically with the predominantly commercial, development either side of, and below, it, and even though vegetation screens much of the cone's lower slopes and middle level, it still reveals the layering of maunga terrain rising to the crater rim and an array of finer grained, textures and variations across the cone's upper slopes and summit, including the terracing that marks areas of Maori occupation and defensive earthworks around the maunga's crater.</p> <p>Although the mixture of buildings, road-side structures, traffic and trees – within, and either side of, Newton Rd – encloses E20, the resultant framing by built forms and visual juxtaposition of contrasting elements also appears to draw the cone closer to the viewer, emphasising the focus on its maunga form. E20 therefore reveals Mt Eden at a point where it effectively 'captures' the visible horizon, creating a strong feeling of symbolic connection between the cone and road corridor. This connection continues as motorists, cyclists and pedestrians enter Newton Rd and descend into Newton Gully, with Mt Eden still dominating the visible horizon.</p> <p><b>DETRACTORS:</b></p> <p>The amalgam of buildings, traffic, roading and related structures in the immediate foreground – as well as on the Symonds St / New North Rd ridgeline – 'competes' with the cone to a degree, and restricts views of it, especially from both sides of the road corridor.</p>	<p><b>SINGLE POINT</b></p> <p><b>VIEWING DISTANCE TO CONE:</b> 2.3kms</p>	<p><b>ROAD CORRIDORS:</b></p> <p>Ponsonby Rd merging with Newton Rd is part of Auckland's Primary Arterial Route network (approximately 15,700 vehicle movements per day south-bound to September 2015). Its main functions are described by Auckland Transport as follows:</p> <ul style="list-style-type: none"> <li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li> <li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li> </ul> <p>It is a major thoroughfare for commuters across the western side of Auckland's CBD providing a major connection between the inner city suburbs of Grey Lynn, Ponsonby, Herne Bay and Westmere (to the north and west) with Newmarket, Epsom, Kingsland and Mt Eden (to the south and east). In addition, it provides links with the Northwestern Motorway, Southern Motorway and Northern Motorway, and the intersection with Ponsonby Rd is critically important as part of Auckland's commuter network.</p> <p>As a result, Ponsonby Rd and Newton Rd cater for a complex mix of commuters, motorway users, those traversing the CBD margins, and others visiting Ponsonby, the central city, Kingsland and a wide variety of other centres and suburbs. In so doing, it exposes Mt Eden to a large, regional audience of motorists, bus users, cyclists and pedestrians.</p>	E20 offers a moderately close-up view of Mt Eden that exposes its cultural and natural heritage characteristics. Although road-side buildings, trees and other paraphernalia 'compete' with Mt Eden, they also help to frame its profile and the resulting juxtaposition also helps to emphasise the contrasting significance of Mt Eden on the visible horizon. It is a key landmark.
EVALUATION:						REGIONALLY SIGNIFICANT	





**View E20: Photo 1 of 1**

**The Individual Cone (68mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
H01	Southern Motorway (SH1):	<b>NATURAL HERITAGE:</b>  Mt Hobson / Ōhinerau climbs to just over 143m asl and, in combination with Mt Eden, dominates the backdrop to both Hobson Bay and the inner Waitemata Harbour. Erupting less than 20,000 years ago and spilling lava towards Broadway and Great South Rd, the cone has been extensively modified by human use, first by Maori for use as a Pa (fortification) and later by use as quarry and pasture, before finally having a water reservoir installed in its cone.  Named after Captain William Hobson, the first Governor of New Zealand, the cone dominates the prominent Remuera ridgeline and its visual presence is further cemented by its prominence in views from the Southern Motorway (SH1) and Newmarket Viaduct.  <b>CULTURAL HERITAGE:</b>  Ōhinerau means the dwelling place of Hinerangi and the visible terracing and pits across its flanks reflect the cone's cultural / historical significance as a former pa site that appears to have last been occupied after the defeat of the Ngaoho by the Ngapuhi under Hongika in 1822.  <b>OTHERVALUES:</b>  The cone's particularly close proximity to the Southern Motorway means that it registers as a significant feature in relation to this key introductory route in and out of Auckland, while exposure to other cones from the motorway – notably Mt Eden and One Tree Hill – reinforces the concept of passing through a maunga network and landscape.  Mt Hobson also enjoys close associations with Remuera and, to a certain extent, Newmarket / Epsom. Like Mt Eden, it is also strongly linked to parts of the Waitemata Harbour, especially in the vicinity of Hobson Bay and Orakei Basin: it complements and affirms Mt Eden's introduction to the wider isthmus cone field for those arriving in Auckland via the Waitemata Harbour.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  The very clearly articulated, profile of Mt Hobson / Ōhinerau becomes clearly apparent on the immediate eastern skyline as motorists traverse the Newmarket Viaduct. Although cone's maunga profile is marred by the insertion of its reservoir, its layering of topographic elements – cascading down from the summit – is clearly exposed to passing motorway traffic on the approach to Market Rd. In particular, a broad phalanx of open space open out above the Remuera Racquet Club, totally dominating the skyline.  The linear nature of this View's 'origin point' – first curving towards Newmarket and the Waitemata Harbour, then realigning to pass Mt Hobson – reinforces this quite emphatic focus on the cone. Stretching across much of the horizon immediately left (east) of the Newmarket Viaduct and the run-off lanes to Market Rd, the maunga's amalgam of open space and its distinctive profile has significant visual presence – engendering a strong feeling of counterpoint with the mostly residential development that occupies most of its periphery and Remuera Rd side slopes.  Although the cone's open slopes were once subject to extensive Maori occupation, its slopes facing the Southern Motorway are more notable for modification associated with the current water reservoir.  <b>CUMULATIVE VALUE:</b>  The Southern Motorway also offers views to One Tree Hill, Mt Eden and – more fleetingly – Rangitoto. As a result, the view to Mt Hobson helps to reinforce the sense of passing through a maunga landscape that stretches across, and beyond, much of the Auckland Isthmus. This experience is fundamental to both 'arriving' in Auckland and of appreciating its key landscape 'building blocks'.  <b>OTHERVALUES:</b>  Views from the Southern Motorway are critically important in terms of the identity and character of central Auckland: its sense of place values. The related interplay between views of Mt Hobson and those to both the CBD and Waitemata Harbour help to affirm the motorways' importance as both a conduit and point of introduction to / departure from, Auckland.  <b>DETRACTORS:</b>  The roofing and walling of the Remuera Racquets Club detracts somewhat from the linear view of Mt Hobson as one gets closer to the Market Rd off-ramp.	<b>SINGLE POINT</b>	<b>ROAD CORRIDORS:</b>  The Southern Motorway (SH1) is perhaps the single most important corridor for road traffic into central Auckland (approximately 91,000 vehicle movements south bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – while the volume of use is perhaps only matched by that also found on the North-western (SH16) and Northern (SH1) Motorways.  The elevated nature of the Newmarket Viaduct tends to reinforce the sense of 'prospect' and outlook from this part of the motorway system: of looking out over the City to features like Mt Hobson and the Waitemata Harbour, rather than of being channelised and focused on the motorway itself (as, for example happens between the Penrose interchange and close to Market Rd).  As a result, this origin point is very important in terms of public perceptions of Auckland, impacting on an enormous proportion of the regional community and nationally important, tourist / visitor populations.	Mt Hobson occupies a strategically important location next to a nationally important road corridor that serves as the main conduit in and out of central Auckland. Consequently, H01's linear sequence of views is highly significant in terms of Auckland's character and identity. It also offers a series of close-up view of Mt Hobson that expose its complete form and natural heritage characteristics – helping to visually locate both Market Rd and the Remuera ridgeline.
	The Newmarket Viaduct – south bound	<b>CUMULATIVE VALUE – MULTIPLE CONES</b>	<b>VIEWING DISTANCE TO CONE:</b> 0.6kms				
					<b>EVALUATION:</b>		REGIONALLY SIGNIFICANT





**View H01:** Photo 1 of 1

The Individual Cone (60mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
H02	Tamaki Drive:	<b>NATURAL HERITAGE:</b>  Mt Hobson / Ōhinerau climbs to just over 143m asl and, in combination with Mt Eden, dominates the backdrop to both Hobson Bay and the inner Waitemata Harbour. Erupting less than 20,000 years ago and spilling lava towards Broadway and Great South Rd, the cone has been extensively modified by human use, first by Maori for use as a Pa (fortification) and later by use as quarry and pasture, before finally having a water reservoir installed in its cone.  Named after Captain William Hobson, the first Governor of New Zealand, the cone dominates the prominent Remuera ridgeline and its visual presence is further cemented by its prominence in views from the Southern Motorway (SH1) and Newmarket Viaduct.  <b>CULTURAL HERITAGE:</b>  Ōhinerau means the dwelling place of Hinerangi and the visible terracing and pits across its flanks reflect the cone's cultural / historical significance as a former pa site that appears to have last been occupied after the defeat of the Ngaoho by the Ngapuhi under Hongika in 1822.  <b>OTHER VALUES:</b>  The cone's particularly close proximity to the Southern Motorway means that it registers as a significant feature in relation to this key introductory route in and out of Auckland, while exposure to other cones from the motorway – notably Mt Eden and One Tree Hill – reinforces the concept of passing through a <b>maunga</b> network and landscape.  Mt Hobson also enjoys close associations with Remuera and, to a certain extent, Newmarket / Epsom. Like Mt Eden, it is also strongly linked to parts of the Waitemata Harbour, especially in the vicinity of Hobson Bay and Orakei Basin: it complements and affirms Mt Eden's introduction to the wider isthmus cone field for those arriving in Auckland via the Waitemata Harbour.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  As road users on Tamaki Drive approach or pass Point Resolution at the western end of Hobson Bay, Mt Hobson / Ōhinerau comes into views on the far side of the Bay's water area. It stretches across much of the Remuera ridgeline – above a mosaic of housing and vegetation – and dominates the southern skyline. The profile of Mt Hobson is clearly articulated on the horizon above the fore/mid ground bay, providing a clear point of reference within the coastal landscape at the edge of the Waitemata Harbour. Its open space and vegetation cover clearly differentiate it from the surrounding matrix of mostly suburban development stretched across the surrounding ridgeline and Remuera's 'northern slopes'. Although the maunga's finer features are not readily apparent in this view due to viewing distance, its distinctive profile and juxtaposition with the urban environment around it, give rise to Mt Hobson emerging as a signature feature in views from this quarter.  Although a line of pohutukawa and the railway line next to Tamaki Drive restrict views beyond the road corridor, passing motorists are still able to see the cone – subject to the 'picket fence' effect, where movement blurs the foreground but more distant objects remain in focus. At the same time, the attention of those walking along the road corridor is often drawn between the roadside trees to both Hobson Bay and its cone backdrop.  <b>CUMULATIVE VALUE:</b>  The cone is offset to the main line of views from Tamaki Drive – following the axis of the road – but H02 still encompasses a broad cross-section of other quintessentially 'Auckland' features, including the inner Waitemata Harbour, the water area of Hobson Bay, and a very prominent Mt Hobson.  H02 is also part of wider chain of views experienced as one also travels along Ngapipi Rd and Kepa Rd – in conjunction with H03 to H07; E11, E12 and E13 to Mt Eden; O01 to One Tree Hill; and W19 to Mt Wellington. These expose road users to other views of Mt Hobson, Mt Eden, One Tree Hill, Mt Wellington and the Orakei Basin, which are all key features of Auckland's central / eastern isthmus.  <b>OTHER VALUES:</b>  The cone acts a 'way finding' landmark that highlights the location of Remuera. In addition, its juxtaposition with a broad patina of surrounding housing serves to reinforce create a positive tension between the city's natural and man-made elements, emphasising the maunga's role as key structuring element and landmark within the Hobson Bay and Auckland's urban landscapes.  <b>DETRACTORS:</b>  The roadside pohutukawas and railway line – including fencing and other infrastructure – restrict, and detract from, some views to Mt Hobson.	<b>LINEAR VIEWPOINT</b>	<b>ROAD CORRIDORS:</b>  Tamaki Drive is identified by Auckland Transport as a Primary Arterial Route (approximately 16,800 vehicle movements east bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> It serves a very large commuter catchment, linked via both Ngapipi Rd and Kepa Rd, and the rest of Tamaki Drive to much of the commuter belt within Auckland's eastern suburbs.  In addition, it is part of a network of arterial roads and cycleways / walkways that sequentially exposes the Auckland community and visitors to Mt Eden, Mt Hobson, One Tree Hill, Hobson Bay, Orakei Basin and Mt Wellington. E11 is a critical vantage point within this chain that makes the interaction between these <b>maunga</b> and other landscape features such a critical component of Auckland's character and identity. There is a very pronounced concentration of related vantage points around Hobson Bay, which reinforces this accumulative exposure to cones and other <b>maunga</b> remnants – both sequentially and simultaneously.  Of note, the main trunk railway line crossing Hobson Bay is exposed to views very similar to those ascribed to Tamaki Drive and E11.  <b>RECREATIONAL FOCAL POINTS:</b>  For many locals and visitors alike, Tamaki Drive is also Auckland's premier waterfront promenade: a nationally significant magnet for tourists, walkers, cyclists and motor vehicle users that is frequently closed over the Summer to facilitate its use for sporting and cultural events that make the most of Auckland's coastal landscapes.	H02 captures the view to Mt Hobson as it emerges on the far aide of Hobson Bay. Combining two of Auckland's signature landscape elements – it <b>maunga</b> field and harbours / estuaries – this view is also important as the first (or last) in a sequence of views to Mt Hobson, Mt Eden, One Tree Hill, Mt Wellington and the Orakei Basin – that emerge in the course of travelling along Tamaki Drive, Ngapipi Rd and Kepa Rd to a regionally significant audience.
					VIEWING DISTANCE TO CONE: 3.0kms		
					EVALUATION:		REGIONALLY SIGNIFICANT





**View H02: Photo 1 of 1**

**The Individual Cone (68mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)







**View H03: Photo 1 of 2**

**The Individual Cone (80mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)





**View H03: Photo 2 of 2**

**Cumulative Values – Mt Hobson Viewed In Conjunction With Mt Eden (45mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
H04	Kepa Rd:	<b>NATURAL HERITAGE:</b>  Mt Hobson / Ōhinerau climbs to just over 143m asl and, in combination with Mt Eden, dominates the backdrop to both Hobson Bay and the inner Waitemata Harbour. Erupting less than 20,000 years ago and spilling lava towards Broadway and Great South Rd, the cone has been extensively modified by human use, first by Maori for use as a Pa (fortification) and later by use as quarry and pasture, before finally having a water reservoir installed in its cone.  Named after Captain William Hobson, the first Governor of New Zealand, the cone dominates the prominent Remuera ridgeline and its visual presence is further cemented by its prominence in views from the Southern Motorway (SH1) and Newmarket Viaduct.  <b>CULTURAL HERITAGE:</b>  Ōhinerau means the dwelling place of Hinerangi and the visible terracing and pits across its flanks reflect the cone's cultural / historical significance as a former pa site that appears to have last been occupied after the defeat of the Ngaoho by the Ngapuhi under Hongika in 1822.  <b>OTHERVALUES:</b>  The cone's particularly close proximity to the Southern Motorway means that it registers as a significant feature in relation to this key introductory route in and out of Auckland, while exposure to other cones from the motorway – notably Mt Eden and One Tree Hill – reinforces the concept of passing through a <b>maunga</b> network and landscape.  Mt Hobson also enjoys close associations with Remuera and, to a certain extent, Newmarket / Epsom. Like Mt Eden, it is also strongly linked to parts of the Waitemata Harbour, especially in the vicinity of Hobson Bay and Orakei Basin: it complements and affirms Mt Eden's introduction to the wider isthmus cone field for those arriving in Auckland via the Waitemata Harbour.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  Mt Hobson / Ōhinerau rises above the Remuera Rd ridgeline and the mixture of housing and mostly garden vegetation spread across it on the far (south-western) side of the <b>maunga</b> crater of the Orakei Basin. Its vegetated margins are topped by the open slopes of the crater rim and even though its profile is less well expressed and articulated than in some other views, it nevertheless terminates and retains primacy on the western skyline. Views from this quarter also capture the direct interplay between Mt Hobson and the water-filled tuff crater of Orakei Basin in the foreground, highlighting the close interaction of different <b>maunga</b> features / remnants close to Kepa Rd.  While the cone's profile is reasonably well expressed, it is too distant for its more finely wrought terracing and other such features to be legible. Consequently, it is important primarily because of its <b>maunga</b> form.  The growth of poplars, privet and even recently planted pohutukawas within the road berm now limits View H04 to fleeting views / glimpses from either the southern roadside berm or the centre of the road, and this has contributed to the <b>maunga</b> being much less legible and well articulated than when evaluated in the early 2000s.  <b>CUMULATIVE VALUE:</b>  Together with Views H02, H03, H05 and H07; E11 and E12 to Mt Eden; O01 to One Tree Hill, and W19 to Mt Wellington, this view is part of an important sequence of views to Auckland's inner main cones. Kepa Rd's descent towards Orakei Rd also reveals views / glimpses to the water area and tuff ring of Orakei Basin – between the recently planted pohutukawas and mass of privet beyond. As a result, H04 is part of a chain of views that sequentially expose Auckland's motoring and cycling public to an array of <b>maunga</b> features. Indeed, the proliferation of views to <b>maunga</b> cones and other features within the road corridor from Kepa Rd to Tamaki Drive (and vice versa) is unparalleled elsewhere in Auckland, emphasising the conglomeration of <b>maunga</b> remnants close to the eastern side of the central city.  Although H04 is less dramatic and iconic <i>per se</i> than some other views of Mt Hobson – primarily because of encroaching vegetation – it nevertheless remains an important link in the sequence of views already described and lays bare the fuller array of <b>maunga</b> remnants visible from Kepa Rd.  <b>OTHERVALUES:</b>  As a result, it also contributes to the concept of a <b>maunga</b> field or network, and the identity of both nearby suburbs – Remuera and Orakei especially – and the city as a whole.  <b>DETRACTORS:</b>  The current view is significantly impaired by planting both within the road-side berm and around the margins of Orakei Basin.	<b>LINEAR VIEWPOINT</b>	<b>ROAD CORRIDORS:</b>  Kepa Rd is described by Auckland Transport as a Primary Arterial Route (approximately 9,800 vehicle movements west bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> It is a major thoroughfare for commuters accessing and leaving the central city, for a commuter audience and road users that stretch from nearby Orakei and Mission Bay to inland St Heliers, Glendowie and Panmure / Mt Wellington. It also serves as an important conduit to the central city via Orakei and Shore Roads, as well as to and from Tamaki Drive for the thousands of Aucklanders who clamour to both the waterfront drive and its beaches / reserves on fine evenings and weekends. As a result, it caters for a large and diverse, regional audience of motorists, bus users, cyclists and pedestrians.	Currently, the view offered by H04 is appreciably impaired by vegetation that has foreclosed much of the road-based outlook to Mt Hobson / Ōhinerau. More active management of roadside planting and trees within Orakei Basin would re-establish this important view of Mt Hobson's <b>maunga</b> profile and flanks. It would also re-establish an important link in the sequence of views that expose Auckland's regional community to a range of <b>maunga</b> cones and Orakei Basin when progressing from Kepa Rd to Tamaki Drive, or <i>vice versa</i> .
	Descending towards the Orakei Basin west of Coates Ave and Nehu St				VIEWING DISTANCE TO CONE: 3.3kms		
					EVALUATION:		REGIONALLY SIGNIFICANT



**View H04:** Photo 1 of 2  
The Individual Cone (68mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)





**View H04: Photo 2 of 2**

**Cumulative Values – Mt Hobson Viewed In Conjunction With Mt Eden, One Tree Hill & The Orakei Basin (38mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
H05	Kepa Rd:  From east of Kurahaupo St to the intersection with Kupe St	<p><b>NATURAL HERITAGE:</b></p> <p>Mt Hobson / Ōhinerau climbs to just over 143m asl and, in combination with Mt Eden, dominates the backdrop to both Hobson Bay and the inner Waitemata Harbour. Erupting less than 20,000 years ago and spilling lava towards Broadway and Great South Rd, the cone has been extensively modified by human use, first by Maori for use as a Pa (fortification) and later by use as quarry and pasture, before finally having a water reservoir installed in its cone.</p> <p>Named after Captain William Hobson, the first Governor of New Zealand, the cone dominates the prominent Remuera ridgeline and its visual presence is further cemented by its prominence in views from the Southern Motorway (SH1) and Newmarket Viaduct.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>Ōhinerau means the dwelling place of Hinerangi and the visible terracing and pits across its flanks reflect the cone's cultural / historical significance as a former pa site that appears to have last been occupied after the defeat of the Ngaoho by the Ngapuhi under Hongika in 1822.</p> <p><b>OTHER VALUES:</b></p> <p>The cone's particularly close proximity to the Southern Motorway means that it registers as a significant feature in relation to this key introductory route in and out of Auckland, while exposure to other cones from the motorway – notably Mt Eden and One Tree Hill – reinforces the concept of passing through a <b>maunga</b> network and landscape.</p> <p>Mt Hobson also enjoys close associations with Remuera and, to a certain extent, Newmarket / Epsom. Like Mt Eden, it is also strongly linked to parts of the Waitemata Harbour, especially in the vicinity of Hobson Bay and Orakei Basin: it complements and affirms Mt Eden's introduction to the wider isthmus cone field for those arriving in Auckland via the Waitemata Harbour.</p>	INDIVIDUAL FEATURE	<p><b>INDIVIDUAL CONE:</b></p> <p>View H05 is similar to H04, although its linear vantage point is more elevated and offers more expansive views over the Auckland Isthmus and its cone field. Mt Hobson / Ōhinerau rises atop the Remuera Rd ridgeline on the far (south-western) side of the Orakei Basin's water-filled, tuff crater. Its <b>maunga</b> profile is well articulated and clearly visible on the south-western horizon, but its more finely wrought terracing and other such features are too distant to be clearly legible.</p> <p><b>CUMULATIVE VALUE:</b></p> <p>Together with Views H02 - H04 and H07: E11 and E12 to Mt Eden (Kepa Rd / Ngapipi Rd and Tamaki Drive); O01 to One Tree Hill, and W19 to Mt Wellington, this view is part of an important sequence of views to Auckland's inner main cones. Located on the highest part of Kepa Rd, it offers sweeping views across the southern and central Auckland Isthmus with Mt Wellington, One Tree Hill and Mt Eden all clearly apparent beyond the paddocks and pony club facilities in the foreground. Much of Orakei Basin's tuff ring is also visible. Consequently, H05 is part of a very significant sequence of views that exposes Auckland's motoring and cycling public to an array of <b>maunga</b> features. Indeed, the proliferation of views to <b>maunga</b> cones and other features within the road corridor from Kepa Rd to Tamaki Drive (and <i>vice versa</i>) is unparalleled elsewhere in Auckland, emphasising the conglomeration of <b>maunga</b> remnants close to the eastern side of the central city.</p> <p>While H05 reveals Mt Hobson in a slightly less dramatic and explicit manner than some other views of the <b>maunga</b> – primarily because of the intervening paddocks and some vegetation – it nevertheless captures an important view of the wider cone field and remains an important link in the sequence of views already described.</p> <p><b>OTHER VALUES:</b></p> <p>As a result, it also contributes to the concept of a <b>maunga</b> field or network, and the identity of both nearby suburbs – Remuera and Orakei especially – and the city as a whole.</p> <p><b>DETRACTORS:</b></p> <p>The current view is very impaired to varying degrees by planting both within the road-side berm and across the paddocks that house the pony club.</p>	LINEAR VIEWPOINT	<p><b>ROAD CORRIDORS:</b></p> <p>Kepa Rd is described by Auckland Transport as a Primary Arterial Route (approximately 9,800 vehicle movements west bound per day to September 2015) whose main functions are to:</p> <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> <p>It is a major thoroughfare for commuters accessing and leaving the central city, for a commuter audience and road users that stretch from nearby Orakei and Mission Bay to inland St Heliers, Glendowie and Panmure / Mt Wellington. It also serves as an important conduit to the central city via Orakei and Shore Roads, as well as to and from Tamaki Drive for the thousands of Aucklanders who clamour to both the waterfront drive and its beaches / reserves on fine evenings and weekends. As a result, it caters for a large and diverse, regional audience of motorists, bus users, cyclists and pedestrians.</p> <p>The elevated section of Kepa Rd next to the St Heliers Bay Pony Club paddocks affords a sequence of views over central to southern parts of the Auckland Isthmus, including those parts of the city around One Tree Hill, the Remuera Rd ridgeline and Mt Eden.</p>	H05 offers elevated views to Mt Hobson / Ōhinerau – in conjunction with Mt Wellington, One Tree Hill, Mt Eden and the Orakei Basin. It is also part of an important sequence of views (from different parts of Kepa Rd, Ngapipi Rd and Tamaki Drive) to Auckland's wider cone field. As such, H05 is important because of its views to Mt Hobson, but is perhaps even more significant because of its exposure of a wider array of cones and <b>maunga</b> features to the regional community.
			CUMULATIVE VALUE – MULTIPLE CONES/ FEATURES		VIEWING DISTANCE TO CONE: 3.9kms		
					EVALUATION:		REGIONALLY SIGNIFICANT





**View H05: Photo 1 of 1**

**The Individual Cone (80mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)





**View H05:** Photo 2 of 2

Cumulative Values – Mt Hobson Viewed In Conjunction With Mt Eden, One Tree Hill & The Orakei Basin (32mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
H06	King Edward Parade / Devonport Beachfront	<p><b>NATURAL HERITAGE:</b></p> <p>Mt Hobson / Ohinerau climbs to just over 143m asl and, in combination with Mt Eden, dominates the backdrop to both Hobson Bay and the inner Waitemata Harbour. Erupting less than 20,000 years ago and spilling lava towards Broadway and Great South Rd, the cone has been extensively modified by human use, first by Maori for use as a Pa (fortification) and later by use as quarry and pasture, before finally having a water reservoir installed in its cone.</p> <p>Named after Captain William Hobson, the first Governor of New Zealand, the cone dominates the prominent Remuera ridgeline and its visual presence is further cemented by its prominence in views from the Southern Motorway (SH1) and Newmarket Viaduct.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>Ōhinerau means the dwelling place of Hinerangi and the visible terracing and pits across its flanks reflect the cone's cultural / historical significance as a former pa site that appears to have last been occupied after the defeat of the Ngaoho by the Ngapuhi under Hongika in 1822.</p> <p><b>OTHERVALUES:</b></p> <p>The cone's particularly close proximity to the Southern Motorway means that it registers as a significant feature in relation to this key introductory route in and out of Auckland, while exposure to other cones from the motorway – notably Mt Eden and One Tree Hill – reinforces the concept of passing through a maunga network and landscape.</p> <p>Mt Hobson also enjoys close associations with Remuera and, to a certain extent, Newmarket / Epsom. Like Mt Eden, it is also strongly linked to parts of the Waitemata Harbour, especially in the vicinity of Hobson Bay and Orakei Basin: it complements and affirms Mt Eden's introduction to the wider isthmus cone field for those arriving in Auckland via the Waitemata Harbour.</p>	INDIVIDUAL FEATURE	<p><b>INDIVIDUAL CONE:</b></p> <p>Mt Hobson / Ohinerau rises above the left-hand edge of Point Resolution, well to the left of both the iconic profile of the Auckland War Memorial Museum and the main cluster of towers that denote Auckland's CBD. The maunga's flat-topped profile is clearly visible, rising above the horizontal form of the Remuera ridgeline stretching away to the east. As with View H02 from Tamaki Drive, its open space and vegetation cover clearly differentiate it from the surrounding patina of suburban development following the Remuera ridgeline and slopes, but the maunga's finer features are not readily apparent due to the viewing distance of some 5kms.</p> <p>Even so, it still registers as a clearly visible focal-point on the southern skyline, contrasting with both the broad expanse of the Waitemata Harbour in the foreground and massed buildings and structures of the central city and port area that are also clearly apparent. This contrast – between the cone's open crest and greenery, and the massed city forms to its right – contributes to an appealing tension between Auckland's key natural heritage features and its built elements.</p> <p>The linear origin point of both the road corridor and promenade offers a sequence of clear views to Mt Hobson under, and through, a colonnade of pohutukawa that 'frames' views to the cone, while the presence of the Waitemata Harbour in the immediate foreground helps to draw attention towards both the far shoreline, its backdrop of headlands and housing-clad ridges and the maunga. As a result, Mt Hobson remains a highly significant feature on the far horizon.</p> <p><b>CUMULATIVE VALUE:</b></p> <p>Together with clear views of Mt Eden, the profile of Mt Hobson helps to promote the feeling of the Auckland Isthmus's skyline being anchored by maunga features – affording a dramatic backdrop to the harbour, waterfront / port and Auckland CBD.</p> <p>Of just as much importance, there is also an acute awareness of North Head and Mt Victoria in other views along the Devonport coastline and over the town centre. This interaction, together with views across the Waitemata Harbour to Mounts Hobson and Eden, creates the strong feeling of being within the wider reaches of that maunga landscape: of it permeating, and providing the physical foundation for much of metropolitan Auckland both sides of the harbour.</p> <p><b>OTHERVALUES:</b></p> <p>Mt Hobson is a clearly identifiable landmark on the Remuera Rd ridgeline and, together with Mt Eden, it helps to draw together some of Auckland's most powerful and iconic features – both natural and man-made.</p> <p><b>DETRACTORS:</b></p> <p>The pohutukawas next to King Edward Parade intrude into, and partly impede, views across the harbour.</p>	SINGLE POINT	<p><b>ROAD CORRIDORS:</b></p> <p>King Edward Parade is a local road of no identified significance. However, it also serves as the main beachfront for the visitor / tourist focused centre that Devonport Town Centre has become, particularly because of its heritage character, prominence as a coastal village on the edge of the Waitemata Harbour, and its association with the nearby cones of Mt Victoria and North Head.</p> <p>The slightly elevated walkway / promenade between the road and beach is a major attractant for locals, visitors and tourists, while on most fine weekends, the walk between Devonport's town centre and an historic North Head also attracts a regional audience from across metropolitan Auckland.</p> <p><b>RECREATIONAL FOCAL POINTS:</b></p> <p>In a similar vein, the Devonport beachfront is extremely popular with locals, visitors and a region-wide populace of beach users. It draws a very large number of users over the Summer, but is also used on fine days at other times of the year.</p>	H06 is an important view that draws together archetypal features of the Auckland landscape – both natural and man-made. Mt Hobson is not quite as central to this 'statement' as Mt Eden, but it nevertheless helps to amplify the sense of interconnection between Auckland's cone field and the Waitemata Harbour with man-made features ranging across the CBD, port area, War Memorial Museum and even Tamaki Drive. The panoramic views from King Edward Parade capture much that is central to the character and identity of Auckland, with Mt Hobson / Ohinerau having key role in that 'image making'.
			VIEWING DISTANCE TO CONE: 5.1kms				
					EVALUATION:		REGIONALLY SIGNIFICANT



**View H06:** Photo 1 of 2

The Individual Cone (80mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)





**View H06:** Photo 2 of 2  
Cumulative Values – Mt Hobson Viewed In Conjunction With Mt Eden (52mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:	
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:		
H07	Ngapipi Rd:	<b>NATURAL HERITAGE:</b>  Mt Hobson / Ōhinerau climbs to just over 143m asl and, in combination with Mt Eden, dominates the backdrop to both Hobson Bay and the inner Waitemata Harbour. Erupting less than 20,000 years ago and spilling lava towards Broadway and Great South Rd, the cone has been extensively modified by human use, first by Maori for use as a Pa (fortification) and later by use as quarry and pasture, before finally having a water reservoir installed in its cone.  Named after Captain William Hobson, the first Governor of New Zealand, the cone dominates the prominent Remuera ridgeline and its visual presence is further cemented by its prominence in views from the Southern Motorway (SH1) and Newmarket Viaduct.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  Capturing the view over Hobson Bay from Ngapipi Rd, some 400m south-east of Tamaki Drive, this view shares most of the same attributes and characteristics identified in relation to View H03. However, it does not offer the same distant / fleeting views to One Tree Hill and the area of water in the foreground is more open – through to the trunk sewer and eastern railway corridor that bisects Hobson Bay. It is also devoid of the boats and boat moorings that dominate the foreground of H03.  Ngapipi Rd's alignment is perpendicular to the road corridor, so that Mt Hobson is not quite as readily accessible, visually, as when viewed from Tamaki Drive. However, the expanse of water within and beyond Whakatakataka Bay still draws attention the attention of road users to both Mt Hobson and a slightly more distant Mt Eden. Both remain important as clearly legible landmarks on the southern and western skylines. For cyclists and pedestrians this connection is enhanced by the greater length of time that they are exposed to this linear view of Hobson Bay and both cones.	<b>LINEAR VIEWPOINT</b>	<b>ROAD CORRIDORS:</b>  Ngapipi Rd is described by Auckland Transport as a Primary Arterial Route (approximately 6,200 vehicle movements south bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul>  It is a major thoroughfare for commuters accessing and leaving the central city, for a commuter audience and road users that stretch from nearby Orakei and Mission Bay to inland St Heliers, Glendowie and Panmure / Mt Wellington. It also serves as an important conduit to and from Tamaki Drive for the thousands of Aucklanders who clamour to both the waterfront drive and its beaches / reserves on fine evenings and weekends. As a result, it caters for a large and diverse, regional audience of motorists, bus users, cyclists and pedestrians.	As for H03, this view combines iconic views to Mt Hobson, in conjunction with Mt Eden, with a linear viewpoint that highlights Mt Hobson's role as a key Auckland landmark. It is also part of chain of vantage points that expose the regional community to a series of maunga cones and features, which reinforce the formative role of the city's maunga network and the way in which that field continues to structure much of the Auckland landscape.	
	Looking over Whakatakataka Bay and Hobson Bay	<b>CUMULATIVE VALUE – MULTIPLE CONES / FEATURES</b>	<b>CUMULATIVE VALUE:</b>  Again H07 is very similar to View H03, except for the (muted) presence of One Tree Hill. It is also important as a key 'lynch-pin' in the same chain of views to a variety of maunga features and cones captured in the journey from Kapa Rd to Tamaki Drive and vice versa – as discussed in relation to Views H02 – H05.  <b>OTHER VALUES:</b>  See View H03.  <b>DETRACTORS:</b>  The trunk sewer and railway line detract very slightly from the visual aesthetic of Hobson Bay and, to a lesser degree, perception of Mt Hobson and Mt Eden.	<b>VIEWING DISTANCE TO CONE:</b> 3.2kms				
		<b>CULTURAL HERITAGE:</b>  Ōhinerau means the dwelling place of Hinerangi and the visible terracing and pits across its flanks reflect the cone's cultural / historical significance as a former pa site that appears to have last been occupied after the defeat of the Ngaoho by the Ngapuhi under Hongika in 1822.  <b>OTHER VALUES:</b>  The cone's particularly close proximity to the Southern Motorway means that it registers as a significant feature in relation to this key introductory route in and out of Auckland, while exposure to other cones from the motorway – notably Mt Eden and One Tree Hill – reinforces the concept of passing through a maunga network and landscape.  Mt Hobson also enjoys close associations with Remuera and, to a certain extent, Newmarket / Epsom. Like Mt Eden, it is also strongly linked to parts of the Waitemata Harbour, especially in the vicinity of Hobson Bay and Orakei Basin: it complements and affirms Mt Eden's introduction to the wider isthmus cone field for those arriving in Auckland via the Waitemata Harbour.					<b>EVALUATION:</b>	REGIONALLY SIGNIFICANT





**View H07:** Photo 1 of 2

The Individual Cone (80mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)





**View H07 Photo 2 of 2**

**Cumulative Values – Mt Hobson Viewed In Conjunction With Mt Eden (42mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
K01	Mt Eden Rd:	<b>NATURAL HERITAGE:</b>  The Big King is the last of the once imposing sequence of three cones near the southern end of Mt Eden Rd. It was the second largest of the three cones but unlike both neighbouring maunga has substantially 'survived' the onslaught of both quarrying and urban development around and partly on it.  The Three Kings volcano erupted some 28,500 years and resulted in a highly complex array of features: five very sizeable cones and ten or more smaller scoria mounds within the main explosion crater. That crater – some 800m wide and 200m deep – originally contained three particularly prominent cones: the Highest King (135m), the Big King (133m) and the East King (120m), of which only the Big King remains. The volcano's lava flows created an extensive network of lava tunnels, many of which have now collapsed, and rainwater falling on Te Tātua-a-Riukiuta is still channelled underground for kilometres, as far as Western Springs Lake.  <b>CULTURAL HERITAGE:</b>  Once called Te Tātua o Mātāaho (the war belt of Mātāaho), the maunga was changed to Te Tātua-a-Riukiuta – referring to Riukiuta, a senior priest of the Tainui tribe (Ngāoho) who resided at The Three Kings. Although The Big King has been subject to extensive quarrying on its eastern side and residential development clambers over its northern, western and southern crater flanks, signs of Māori occupation – primarily terracing and kumara pits – are still clearly evident on its grassed upper slopes. However, it appears that the local iwi may also have built rock wall fortifications – the stone-walled pa of Rauiti - that have since disappeared.  <b>OTHER VALUES:</b>  The remaining cone, topped by its distinctive water storage reservoir, remains a prominent local landmark for southern Mt Eden linked to both Mt Eden and Mt Albert Roads.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  Mt Eden Rd's axis is aligned to the immediate east of The Big King and the cone is clearly etched on the southern horizon. Together with View K02 and a series of other glimpses and views to the maunga – starting near Pencarrow Rd and running through to Duke St – K01 helps to pinpoint The Big King and afford a sense of connection with this arterial road corridor. Transcending a surrounding matrix of vegetation, residential development, and commercial premises down the western side of Mt Eden Rd, the sward of grass ringing the upper cone and reservoir helps to further elevate its profile and visual presence.  Moreover, a finely wrought layering of terracing and storage pits is also partially visible, although such features are less immediately obvious than such remnants on other nearby cones, including nearby One Tree Hill and Mangere Mountain. These factors help reinforce The Big King's role as a visual landmark. Moreover, the water reservoir atop the maunga assumes almost as much significance as the cone itself, helping to reinforce its visual prominence and significance overall.  Even so, it is clear that The Big King does not have the same visual prominence as other nearby cones: Mt Eden, One Tree Hill, Mt Hobson, Mangere Mountain or even Mt Roskill. Its profile is quite limited in extent, and although clearly pyramidal in form, the water reservoir atop The Big King enjoys almost as much prominence as the cone that underlies it. Past quarrying and the encroachment of both housing and domestic vegetation onto the maunga's flanks has eroded both appreciation of its maunga profile and its status as a visual feature. The fact that the cone is visible surmounting the patina of development around it does not connote the sort of significance that is attached to the other cones described above.  <b>OTHER VALUES:</b>  The Big King has strong association with suburban Mt Eden south of Balmoral Rd, the commercial centre on Mt Albert Rd linked to Three Kings Park and the Fickling Convention Centre, and a large residential catchment extending towards and beyond the Sandringham Rd shops, although views from the latter direction mostly pick out the canopy of mature trees within Arthur Rickards Memorial Park (located top outlying remnants of the wider Three Kings crater) and the top of the water reservoir.  <b>DETRACTORS:</b>  Power lines, garden trees, housing and the one to two storey retail premises next to Mt Eden Rd all contribute to a diminution of the cone's profile, but do not directly intrude into the viewshaft. Indeed, the trees lining the eastern (left hand) side of the view actually help to frame the visual axis to The Big King and reinforce the focus on it.	<b>SINGLE POINT</b>	<b>ROAD CORRIDORS:</b>  Mt Eden Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 10,700 vehicle movements north bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic' to provide movement within the district between key nodes; and</li><li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li></ul> It is a major thoroughfare for commuters between the CBD / Newmarket and suburbs that range from Mt Eden itself to Mt Roskill, Hillsborough, Onehunga, perhaps even Blockhouse Bay and parts of Royal Oak. Moreover, it serves as an important conduit to and from Mt Eden village.  As a result, it caters for a complex mix of commuters, local shoppers, those visiting Mt Eden village, as well as those passing through on the way to Royal Oak, the retail cluster and supermarket on Mt Albert Rd near the Fickling centre, St Lukes, Balmoral and other local or nearby 'attractions'. In so doing, it exposes The Big King to a sub-regional audience of motorists, bus users, cyclists and pedestrians.	The Big King is one of Auckland's notable maunga remnants, that retains a degree of prominence and significance as a local landmark. It helps to place the suburb of Three Kings within its wider isthmus context and the cone is firmly linked to the arterial routes of Mt Eden Rd and Mt Albert Rd. However, it does not register as an overtly 'maunga' feature to the same degree as other nearby cones – most notable, Mt Eden and One Tree Hill – nor does it enjoy the degree of visual prominence and attraction that those cones display.  Consequently, the K01 view to The Big King appears to 'sit' at a level below that of most viewshafts to other key volcanoes within Auckland's field. This also reflects the massive impact that quarrying and urbanisation has had on the former Three Kings explosion crater and cones as a whole. Even, so that cone retains a certain degree of visual significance at the local level and is still important as a recognisable, way-finding feature.
	At the intersection with Balmoral Rd travelling southwards	<b>CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE</b>		<b>VIEWING DISTANCE TO CONE:</b> 1.5kms			
					<b>EVALUATION:</b>		REGIONALLY SIGNIFICANT



**View K01: Photo 1 of 1**  
**The Individual Cone (75mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
K02	Mt Eden Rd:	<b>NATURAL HERITAGE:</b>  The Big King is the last of the once imposing sequence of three cones near the southern end of Mt Eden Rd. It was the second largest of the three cones but unlike both neighbouring maunga has substantially 'survived' the onslaught of both quarrying and urban development around and partly on it.  The Three Kings volcano erupted some 28,50 years and resulted in a highly complex array of features: five very sizeable cones and ten or more smaller scoria mounds within the main explosion crater. That crater – some 800m wide and 200m deep – originally contained three particularly prominent cones: the Highest King (135m), the Big King (133m) and the East King (120m), of which only the Big King remains. The volcano's lava flows created an extensive network of lava tunnels, many of which have now collapsed, and rainwater falling on Te Tātua-a-Riukiuta is still channelled underground for kilometres, as far as Western Springs Lake.  <b>CULTURAL HERITAGE:</b>  Once called Te Tatua o Mataaho (the war belt of Mataaho), the maunga was changed to Te Tātua-a-Riukiuta – referring to Riukiuta, a senior priest of the Tainui tribe (Ngaoho) who resided at The Three kings. Although The Big King has been subject to extensive quarrying on its eastern side and residential development clambers overs its northern, western and southern crater flanks, signs of Maori occupation – primarily terracing and kumara pits – are still clearly evident on its grassed upper slopes. However, it appears that the local iwi may also have built rock wall fortifications – the stone-walled pa of Rauiti - that have since disappeared.  <b>OTHER VALUES:</b>  The remaining cone, topped by its distinctive water storage reservoir, remains a prominent local landmark for southern Mt Eden linked to both Mt Eden and Mt Albert Roads.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  Refer to View K01: Mt Eden Rd's axis is aligned to the immediate east of The Big King and the cone is clearly etched on the southern horizon. Together with View K01 and a series of other glimpses and views to the maunga, K02 helps to pinpoint The Big King and afford a sense of connection with this arterial road corridor. As with K01, this view sees The Big King climb above its immediate surrounds, reinforced (visually, if not symbolically) by its grassed upper slopes and the presence of the existing water reservoir on its crest.  Slightly more of the cone's terracing and other occupational earthworks begin to emerge as the viewing distance to the cone decreases and this also helps to slightly 'telescope' views to the maunga's open crest and water reservoir – subtly enhancing its visual presence.  As with View K01, however, it is clear that The Big King does not have the same visual prominence as other nearby cones, and awareness of its maunga form is hampered by the presence of surrounding housing, domestic vegetation and the Edwardian profile of retail premises down the western side of part of Mt Eden Rd. Again, the fact that the cone is visible, emerging from the patina of development around it, does not connote the sort of significance that is attached to the other cones described above.  <b>OTHER VALUES:</b>  The Big King has strong association with suburban Mt Eden south of Balmoral Rd, the commercial centre on Mt Albert Rd linked to Three Kings Park and the Fickling Convention Centre, and a large residential catchment extending towards and beyond the Sandringham Rd shops, although views from the latter direction mostly pick out the canopy of mature trees within Arthur Rickards Memorial Park (located top outlying remnants of the wider Three Kings crater) and the top of the water reservoir.  <b>DETRACTORS:</b>  Power lines, garden trees, housing and retail premises next to Mt Eden Rd all contribute to a diminution of the cone's profile, with some of the retail outlets found between Marsden Ave and Shackleton Rd becoming a more significant impediment to views of the cone both before and after View K02.	<b>SINGLE POINT</b>	<b>ROAD CORRIDORS:</b>  Mt Eden Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 10,700 vehicle movements north bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic' to provide movement within the district between key nodes; and</li><li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li></ul> It is a major thoroughfare for commuters between the CBD / Newmarket and suburbs that range from Mt Eden itself to Mt Roskill, Hillsborough, Onehunga, perhaps even Blockhouse Bay and parts of Royal Oak. Moreover, it serves as an important conduit to and from Mt Eden village.  As a result, it caters for a complex mix of commuters, local shoppers, those visiting Mt Eden village, as well as those passing through on the way to Royal Oak, the retail cluster and supermarket on Mt Albert Rd near the Fickling centre, St Lukes, Balmoral and other local or nearby 'attractions'. In so doing, it exposes The Big King to a sub-regional audience of motorists, bus users, cyclists and pedestrians.	Refer to K01: The Big King is one of Auckland's notable maunga remnants, that retains a degree of prominence and significance as a local landmark. It helps to place the suburb of Three Kings within its wider isthmus context and the cone is firmly linked to the arterial routes of Mt Eden Rd and Mt Albert Rd. However, it does not register as an overtly 'maunga' feature to the same degree as other nearby cones, nor does it enjoy the degree of visual prominence and attraction that those cones display.  Consequently, the K02 view to The Big King (like that of K01) appears to 'sit' at a level below that of most viewshafts to other key volcanoes within Auckland's field. This also reflects the massive impact that quarrying and urbanisation has had on the former Three Kings explosion crater and cones as a whole. Even, so that cone retains a certain degree of visual significance at the local level and is still important as a recognisable, way-finding feature.
	Immediately south of Marsden Rd	<b>VIEWING DISTANCE TO CONE:</b> 1.0kms					
						<b>EVALUATION:</b>	<b>REGIONALLY SIGNIFICANT</b>



**View K02: Photo 1 of 1**  
**The Individual Cone (70mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
M04	South-western Motorway (SH20):	<b>NATURAL HERITAGE:</b>  Mangere Mountain is the best preserved of the South Auckland – Ihumatao – sequence of volcanoes and rises to a height of 106m asl. Its crater form is closely linked, both visually and geophysically, with the explosion crater of Mangere Lagoon and the (now, much reduced) profile of Puketutu Island. Located directly west of SH20, amid a low lying matrix of mostly residential development, the maunga is prominent in views across the inner Manukau Harbour, including from Onehunga Bay and parts of Hillsborough. The cone is unusual insofar as it comprises both a main and secondary crater, with the centre of the main crater revealing a dome remnant of the lava fountaining during its eruption. In addition, its jagged profile, with the main crater wall 'blown out' eastwards – in the direction of SH20 – make its maunga origins very explicit.  As such, it is a highly legible and prominent feature of the inner Manukau Harbour and its suburban hinterland.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  The clearly articulated, profile of Mangere Mountain comes into view as vehicles rise up to climb over SH20A and the highway swings from west to north, carrying motorist's eyes towards then past the cone. With most of the horizon surrounding Mangere Mountain relatively flat and low-lying the cone's cone form is immediately apparent, with its more flat-topped, south facing, crater rim giving way to the open crater that opens out towards SH20 as one gets closer to it.  The crater does not rise exceptionally high above the surrounding terrain and housing, or even low-level planting next to the intersection, but it is sufficiently pronounced that it clearly reveals the maunga's distinctive maunga profile. The open flanks of the cone, combined with stands of vegetation and some visible terracing, help to augment its profile and set Mangere Mountain apart from the surrounding patina of housing – engendering a strong feeling of counterpoint between the natural feature and its man-made setting.  The cone's open slopes were once subject to extensive Maori occupation, and some signs of terracing register in views from this vantage point, although they are not as pronounced as in more close-up views.	<b>LINEAR VIEWPOINT</b>	<b>ROAD CORRIDORS:</b>  The South-western Motorway (SH20) is an increasingly important corridor for road traffic connecting both south Auckland with west Auckland, and Auckland International Airport with the central city (approximately 25,900 vehicle movements north bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – while the volume of use is comparable with, if somewhat less than, that associated with the Southern and Northern Motorways (SH1). Volumes are likely to increase in the future when the motorway connection with SH16 is completed.  The elevated nature of the interchange and of the highway corridor as it crosses, then merges with, SH20A, to and from the international airport, contributes significantly to the views of Mangere Mountain, as it lifts motorists above the surrounding spread of residential development. The curving alignment of the highway also tends to carry the viewer's eye towards, then past the maunga.	Mangere Mountain is the most important maunga remnant within the South Auckland maunga field and View M4 offers a key introductory view of the maunga as motorists travel northwards, towards central Auckland. It affirms the fuller extent of Auckland's maunga field and is key to the identity of Mangere (the suburb).
	Traversing the interchange with SH20A – to and from Auckland International Airport – heading northwards	<b>CUMULATIVE VALUE – MULTIPLE CONES</b>	<b>CUMULATIVE VALUE:</b>  The South-western Motorway also offers views to Crater Hill (near Puhinui Rd) and, more clearly, One Tree Hill as it approaches firstly Mangere's small village centre, then Onehunga. Subsequently, it also passes Mt Roskill / Puketapapa. As a result, the view to Mangere Mountain helps to reinforce the sense of approaching and entering a maunga landscape that stretches towards, and across, the Auckland Isthmus. This experience is fundamental to both 'arriving' in Auckland and understanding / appreciating its formative processes.  <b>OTHER VALUES:</b>  Views from SH20 are critically important in terms of the identity and character of Mangere and the maunga field that extends from McLaughlins Mountain, Crater Hill and Pukaki Crater to Puketutu Island. As such it is important, both as a way-finding landmark in its own right and in terms of Mangere / Ihumatao / Puhinui's broader identity and sense of place. The view to Mangere Mountain, also helps to affirm the motorways' importance as both a conduit and point of introduction to / departure from, Auckland.  <b>DETRACTORS:</b>  The safety barrier and planting next to the motorway partly obscures the maunga and reduces the duration of exposure to it.	<b>VIEWING DISTANCE TO CONE:</b> 2.15kms	<b>As a result, this origin point is very important in terms of public perceptions of Auckland's southern maunga field, cementing Mangere Mountain's place as an important landmark and imparting views of the cone to a very sizeable proportion of the regional community and nationally important, tourist / visitor populations.</b>		
					<b>EVALUATION:</b>		REGIONALLY SIGNIFICANT



**View M04:** Photo 1 of 1

**The Individual Cone (68mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
M05	South-western Motorway (SH20):	Mangere Mountain is the best preserved of the South Auckland – Ihumatao – sequence of volcanoes and rises to a height of 106m asl. Its crater form is closely linked, both visually and geophysically, with the explosion crater of Mangere Lagoon and the (now, much reduced) profile of Puketutu Island. Located directly west of SH20, amid a low lying matrix of mostly residential development, the maunga is prominent in views across the inner Manukau Harbour, including from Onehunga Bay and parts of Hillsborough. The cone is unusual insofar as it comprises both a main and secondary crater, with the centre of the main crater revealing a dome remnant of the lava fountaining during its eruption. In addition, its jagged profile, with the main crater wall 'blown out' eastwards – in the direction of SH20 – make its maunga origins very explicit.	INDIVIDUAL FEATURE	INDIVIDUAL CONE:  As vehicles cross the curving, elevated structure of Mangere Bridge, the serrated form of Mangere Mountain comes clearly into view to the right (west) of the highway corridor. The turning alignment of the bridge concourse, together with its camber, tilts motorists towards the cone, emphasising the focusing on its eastern flank, then the entire cone. Looking from this elevated vantage Point, the old Mangere Bridge, and suburban Mangere spread out 'in front of' and below the cone. Its increasingly jagged, main crater rim becomes more apparent in the course of this journey and the maunga assumes increasing visual prominence as one gets closer to it. Although M5 also reveals part of the inner Manukau Harbour, the mouth of Mangere Inlet and even the distant Manukau Heads, Mangere Mountain is the central feature on the near horizon and SH20's route past its eastern flanks emphasises its key landscape role.  The view also reveals open flanks that are criss-crossed by Maori earthworks, while terraces are visible below the main crater rim. The very openness of the cone's slopes helps to emphasise these historic modifications to the maunga's natural form.  Although the bridge superstructure – railings and light standards, for the most part – together with moving vehicles in north and south bound lanes, detract somewhat from the more distant cone, its remains a visually emphatic feature that clearly 'locates' the suburb of Mangere.	LINEAR VIEWPOINT	ROAD CORRIDORS:  The South-western Motorway (SH20) is an increasingly important corridor for road traffic connecting both south Auckland with west Auckland, and Auckland International Airport with the central city (approximately 55,700 vehicle movements south bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – while the volume of use is comparable with, if somewhat less than, that associated with the Southern and Northern Motorways (SH1). Volumes are likely to increase in the future when the motorway connection with SH16 is completed.  Mangere Bridge is elevated well above the entrance to Mangere Inlet, accommodating views towards Mangere Mountain well above the Onehunga Port facilities, then over both suburban Mangere and its shopping centre. Although the bridge starts off curving away from the maunga, its alignment quickly sweeps back towards the cone's eastern flank, helping to highlight its presence to the right of the main viewing axis down the highway. The cone's profile is elevated well above that of surrounding development.	Mangere Mountain is a highly prominent landmark as motorists travel over Mangere Bridge, heading southwards. It role as a both a maunga feature and important heritage site is clear from the cone's profile and crater margins. Both are clearly apparent from SH20, while the cone's interplay with the adjacent Manukau Harbour exposes some of the key geophysical 'building blocks' that underpin Auckland's landscape.
	Traversing Mangere Bridge, heading southwards	CUMULATIVE VALUE – MULTIPLE CONES	CUMULATIVE VALUE:  Either side of Onehunga and Mangere, the South-western Motorway also offers views to Mt Roskill / Puketapapa, Crater Hill (near Puhinui Rd) and, more peripherally, Puketutu Island within the main body of Manukau Harbour. Consequently, Mangere Mountain is part of a sequence of maunga remnants that contribute to the feeling of passing through part of Auckland's maunga field / system. This progression also helps to inform locals and visitors alike about the formative geophysical processes that underpin much of metropolitan Auckland.  OTHER VALUES:  Views from the South-western Motorway are important in terms of both the identity and character of suburban Mangere and also help to signal the departure from central Auckland for visitors, tourists and locals alike. The juxtaposition of the cone with part of the Manukau Harbour also helps to reinforce the importance of key natural features and processes in the formation of Auckland form a geophysical standpoint.  DETRACTORS:  The railings, light standards and other bridge / highway structures intrude into views of the cone, together with cars, trucks and other vehicles using the bridge – for the most part in a fleeting fashion.	VIEWING DISTANCE TO CONE: 1.3kms	As a result, this origin point is very important in terms of public perceptions of Auckland's southern maunga field, cementing Mangere Mountain's place as an important landmark and imparting views of the cone to a very sizeable proportion of the regional community, as well as nationally important, tourist / visitor populations.		
			CULTURAL HERITAGE:  Occupied as a large scale pa and marae through to at least the end of the 18 <sup>th</sup> century, Mangere Mountain's steep outer slopes show signs of extensive terracing and fortifications on its northern, southern and western sides. Large storage pits are also evident near the secondary crater, while terraces emerge among solid rock outcrops on the southern side of the maunga. Lower down, residual signs of extensive Maori gardens also remain apparent.  OTHER VALUES:  Together with views of One Tree Hill on the northern horizon, Mangere Mountain is a key part of the gateway experience for arrivals to Auckland and New Zealand via the international airport and motorway. Moreover, it remains a signature feature and landmark for local residents both sides of Onehunga Bay and Mangere Inlet.				
EVALUATION:						REGIONALLY SIGNIFICANT	



**View M05: Photo 1 of 1**  
**The Individual Cone (60mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
M06	South-western Motorway (SH20):	<b>NATURAL HERITAGE:</b> Mangere Mountain is the best preserved of the South Auckland – Ihumatao – sequence of volcanoes and rises to a height of 106m asl. Its crater form is closely linked, both visually and geophysically, with the explosion crater of Mangere Lagoon and the (now, much reduced) profile of Puketutu Island. Located directly west of SH20, amid a low lying matrix of mostly residential development, the maunga is prominent in views across the inner Manukau Harbour, including from Onehunga Bay and parts of Hillsborough. The cone is unusual insofar as it comprises both a main and secondary crater, with the centre of the main crater revealing a dome remnant of the lava fountaining during its eruption. In addition, its jagged profile, with the main crater wall 'blown out' eastwards – in the direction of SH20 – make its maunga origins very explicit.  As such, it is a highly legible and prominent feature of the inner Manukau Harbour and its suburban hinterland.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b> Although the view from near the edge of Onehunga Bay to Mangere Mountain is somewhat different to that described in relation to M5, many of the qualities and attributes associated with that view are shared with View M6: in particular, the visual prominence of the cones, its clearly expressed maunga profile, its signs of historic earthworks and terracing and its interplay with the inner Manukau Harbour.  Again, the cone is visually prominent, acting as visual signpost above suburban Mangere, while its open flanks contrast very markedly with the broad patina of housing that otherwise dominates the far shoreline.	<b>LINEAR VIEWPOINT</b>	<b>ROAD CORRIDORS:</b> The South-western Motorway (SH20) is an increasingly important corridor for road traffic connecting both south Auckland with west Auckland, and Auckland International Airport with the central city (approximately 100,5000 vehicle movements both north and south bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – while the volume of use is comparable with, if somewhat less than, that associated with the Southern and Northern Motorways (SH1). Volumes are likely to increase in the future when the motorway connection with SH16 is completed.  This viewpoint covers a stretch of SH20 that runs just next to Onehunga Bay, with both Orpheus Drive and a recently re-developed shoreline – incorporating groynes and 'headlands' (Imbued with a strong maunga theme), a boat ramp, car parking and areas of open spaces – between the motorway and actual shoreline. Views are obtained to the cone from vehicles travelling both towards the central city and away from it, with the waters of the inner harbour and the rising mantle of Mangere Mountain a natural attractant for motorists' attention even though the cone is located at right-angles to the motorway corridor.	As with View M5: Mangere Mountain is a highly prominent landmark as motorists traverse Onehunga Bay. Its role as a both a maunga feature and important heritage site is clearly apparent from the cone's profile and crater margins, while its visual interplay with the Manukau Harbour exposes some of the key geophysical 'building blocks' that underpin Auckland's landscape.
	Traversing Onehunga Bay (both directions)	<b>CUMULATIVE VALUE – MULTIPLE CONES</b>	<b>CUMULATIVE VALUE:</b> The South-western Motorway also offers views to Crater Hill (near Puhinui Rd) and, more clearly, One Tree Hill as it approaches firstly Mangere's small village centre, then Onehunga. Subsequently, it also passes Mt Roskill / Puketapapa. As a result, the view to Mangere Mountain helps to reinforce the sense of approaching and entering a maunga landscape that stretches towards, and across, the Auckland Isthmus. This experience is fundamental to both 'arriving' in Auckland and understanding / appreciating its formative processes.  <b>OTHER VALUES:</b> As with M5, Views from the South-western Motorway are important in respect of the identity and character of suburban Mangere, and also help to signal the point of arrival at, and departure from, central Auckland for those using the highway. The juxtaposition of the cone with part of the Manukau Harbour also helps to reinforce the importance of key natural features and processes in the formation of Auckland form a geophysical standpoint.  <b>DETRACTORS:</b> The highway's safety railings, mesh, light standards and other structures, together with recently developed groynes and 'headlands' next to the Onehunga Bay shoreline, intrude into views of the cone – for the most part, in a sporadic and fleeting fashion. The cone is also located at right-angles to the motorway corridor, although the combination of the cone and harbour still attract significant attention.	<b>VIEWING DISTANCE TO CONE:</b> 2.3kms	<b>ROAD CORRIDORS:</b> This origin point is very important in terms of public perceptions of Auckland's southern maunga field, cementing Mangere Mountain's place as an important landmark and imparting views of the cone to a very sizeable proportion of the regional community and nationally important, tourist / visitor populations.		
			<b>CULTURAL HERITAGE:</b> Occupied as a large scale pa and marae through to at least the end of the 18 <sup>th</sup> century, Mangere Mountain's steep outer slopes show signs of extensive terracing and fortifications on its northern, southern and western sides. Large storage pits are also evident near the secondary crater, while terraces emerge among solid rock outcrops on the southern side of the maunga. Lower down, residual signs of extensive Maori gardens also remain apparent.  <b>OTHER VALUES:</b> Together with views of One Tree Hill on the northern horizon, Mangere Mountain is a key part of the gateway experience for arrivals to Auckland and New Zealand via the international airport and motorway. Moreover, it remains a signature feature and landmark for local residents both sides of Onehunga Bay and Mangere Inlet.				
					<b>EVALUATION:</b>		<b>REGIONALLY SIGNIFICANT</b>



**View M06:** Photo 1 of 1

The Individual Cone (60mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purpose)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
01	<p>Kepa Rd:</p> <p>From east of Kurahaupo St to the intersection with Kupe St</p>	<p><b>NATURAL HERITAGE:</b></p> <p>One Tree Hill / Maungakiekie, topped by the stone obelisk that Sir John Logan Campbell dedicated as a 'memorial' to Maori, is perhaps Auckland's most distinctive volcano. Rising to 187m asl, its narrow, pyramidal form is the product of three eruption craters, only one of which remains intact – the other two having been breached by lava flows. The spire like-obelisk atop the cone emphasises its distinctive profile, with a slender cone and concave sequence of descending crater ridges and slopes spreading out to merge with the sprawling open space of Cornwall Park. As a result, One Tree Hill has a quite different visual signature to the other major Auckland Cones.</p> <p>Maori described the cone as the "<i>mountain of the kiekie vine</i>", but also referred to it as the place where "<i>the totara stands alone</i>" – which has come to underpin both Maori and Pakeha associations with the cone.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The <i>maunga</i> soil on and around the scoria cone was highly fertile, so that signs of terracing and earthworks remain one of the <i>maunga</i>'s highly notable features. Waiohau occupation of the Māori pa ended around 1740-1750AD, when they were defeated in a war against the invading Ngati Whatua-o-Kaipara, and the pa was abandoned in 1795 AD with the death of the Te Taou leader Tuperiri.</p> <p><b>OTHER VALUES:</b></p> <p>The cone is prominent in views from the Southern and South-western Motorways as traffic approaches the Auckland Isthmus, so that it registers as a key introductory or 'gateway' feature for those entering Auckland. This, combined with exposure to other cones from both motorways – notably Mangere Mountain and Mt Eden – reinforces the concept of passing through a <i>maunga</i> network and landscape.</p>	<p><b>INDIVIDUAL FEATURE</b></p> <p><b>CUMULATIVE VALUE – MULTIPLE CONES</b></p>	<p><b>INDIVIDUAL CONE:</b></p> <p>View 01 is similar to View H5, with its linear vantage point atop the highest part of Kepa Rd, offering expansive views over the Auckland Isthmus and its cone field. One Tree Hill / Maungakiekie rises beyond the Remuera Rd ridgeline and between a number of the apartment towers perched on that landform. Although more distant than Mt Hobson and Mt Eden, its <i>maunga</i> profile is well articulated and is clearly visible on the south-western horizon – accentuated by the obelisk on its crest. Its open slopes contrast with the broad matrix of housing and other development spread across the visible landscape, but its more finely wrought terracing and other such features are too distant to be legible.</p> <p><b>CUMULATIVE VALUE:</b></p> <p>Together with Views H02 - H05 and H07 to Mt Hobson (Kepa Rd / Ngapipi Rd and Tamaki Drive); E11 and E12 to Mt Eden; and W19 to Mt Wellington, this view is part of an important sequence of views to Auckland's inner main cones. Located on the highest part of Kepa Rd, its sweeping views across the southern and central Auckland Isthmus clearly reveal Mt Wellington, One Tree Hill and Mt Eden rising above and beyond the pony club paddocks in the foreground. Much of Orakei Basin's tuff ring is also visible. Consequently, 01 is part of a very significant sequence of views that exposes Auckland's motoring and cycling public to an array of <i>maunga</i> features. Indeed, the proliferation of views to <i>maunga</i> cones and other features within the road corridor from Kepa Rd to Tamaki Drive (and <i>vice versa</i>) is unparalleled elsewhere in Auckland, emphasising the conglomeration of <i>maunga</i> remnants close to the eastern side of the central city.</p> <p>While 01 reveals One Tree Hill as the most distant, and least visually prominent, cones on the isthmus skyline, it remains highly distinctive and it captures an important view of the wider cone field. It also remains an important link in the sequence of views revealed during the journey from Kepa Rd to Tamaki Drive and <i>vice versa</i>.</p> <p><b>OTHER VALUES:</b></p> <p>As a result, 01 also contributes to the concept of a <i>maunga</i> field or network, and is a way-finding landmark that helps to visually locate Cornwall Park and surrounding suburbs, including One Tree Hill, Greenlane and Royal Oak.</p> <p><b>DETRACTORS:</b></p> <p>The current view is very impaired to varying degrees by planting both within the road-side berm and across the paddocks that house the pony club.</p>	<p><b>LINEAR VIEWPOINT</b></p> <p><b>VIEWING DISTANCE TO CONE:</b> 5.7kms</p>	<p><b>ROAD CORRIDORS:</b></p> <p>Kepa Rd is described by Auckland Transport as a Primary Arterial Route (approximately 9,800 vehicle movements west bound per day to September 2015) whose main functions are to:</p> <ul style="list-style-type: none"> <li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li> <li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li> </ul> <p>It is a major thoroughfare for commuters accessing and leaving the central city, for a commuter audience and road users that stretch from nearby Orakei and Mission Bay to inland St Heliers, Glendowie and Panmure / Mt Wellington. It also serves as an important conduit to the central city via Orakei and Shore Roads, as well as to and from Tamaki Drive for the thousands of Aucklanders who clamour to both the waterfront drive and its beaches / reserves on fine evenings and weekends. As a result, it caters for a large and diverse, regional audience of motorists, bus users, cyclists and pedestrians.</p> <p>The elevated section of Kepa Rd next to the St Heliers Bay Pony Club paddocks affords a sequence of views over central to southern parts of the Auckland Isthmus, including those parts of the city around One Tree Hill, the Remuera Rd ridgeline and Mt Eden.</p>	<p>View 01 offers elevated views to One Tree Hill / Maungakiekie – in conjunction with Mt Wellington, Mt Hobson, Mt Eden and the Orakei Basin. It is also part of an important sequence of views (from different parts of Kepa Rd, Ngapipi Rd and Tamaki Drive) to Auckland's wider cone field. As such, 01 is important because of its views to One Tree Hill, but is perhaps even more significant because of its exposure of a wider array of cones and <i>maunga</i> features to the regional community.</p>
<b>EVALUATION:</b>						REGIONALLY SIGNIFICANT	



**View O1: Photo 1 of 2**  
**The Individual Cone (80mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)





**View 01: Photo 2 of 2**

Cumulative Values – One Tree Hill Viewed In Conjunction With Mt Hobson, Mt Eden & The Orakei Basin (32mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
02	Greenlane Road East:	<b>NATURAL HERITAGE:</b>  One Tree Hill / Maungakiekie, topped by the stone obelisk that Sir John Logan Campbell dedicated as a 'memorial' to Maori, is perhaps Auckland's most distinctive volcano. Rising to 187m asl, its narrow, pyramidal form is the product of three eruption craters, only one of which remains intact – the other two having been breached by lava flows. The spire like-obelisk atop the cone emphasises its distinctive profile, with a slender cone and concave sequence of descending crater ridges and slopes spreading out to merge with the sprawling open space of Cornwall Park. As a result, One Tree Hill has a quite different visual signature to the other major Auckland Cones.  Maori described the cone as the " <i>mountain of the kiekie vine</i> ", but also referred to it as the place where " <i>the totara stands alone</i> " – which has come to underpin both Maori and Pakeha associations with the cone.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  As road users progress down Greenlane Rd East, heading from Remuera towards the Southern Motorway and Greenlane, the profile of One Tree Hill / Maungakiekie emerges above housing just to the left of the road corridor. The road axis points directly towards the cone's northern flank, with the mature trees either side of Cornwall Park's Pohutukawa Drive visible on the western horizon. One Tree Hill rises to the left-hand side of that vegetative 'colonnade'. When first identified as a 'revised viewpoint' in 2002, O2 offered a clear view of the cone's profile rising to its linear obelisk and a lone pine on the crest of the maunga. That same view remains apparent from the 'wrong' side of Greenlane Rd – in the lanes running away from SH1 and One Tree Hill – but the view that once existed from the west-bound lanes is now largely obscured by a large cedar within a private residential property next to the intersection with Grand View Rd. Like other views – such as E13 and H4 – this intervention is unfortunate, but does not preclude the re-emergence of this view again in the future. There also remains sufficient room on the property containing the cedar for redevelopment to occur while still protecting View O2.  This view is important because of the manner in which One Tree Hill emerges above the broad swathe of residential and other development in the foreground and middle distance, and also because of the way in which it affirms the connection between this strategic road corridor and the cone that it is strongly associated with.  The maunga's open slopes set it apart from the residential matrix and road corridor that otherwise dominate the view down Greenlane Rd; however, it is not close enough for the terracing and other, more fine-grained, sign of Maori occupation and fortification to really register. Trees flanking the cone's lower slopes also obscure some of this detailing.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  Greenlane Rd East is identified by Auckland Transport as a Primary Arterial Route (approximately 6,000 vehicle movements east bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> It is a major thoroughfare for commuters across the Auckland Isthmus – between Remuera / Meadowbank and Greenlane (SH1), extending through to Balmoral and Mt Albert / St Lukes (SH16). It also helps to link nearby suburbs, such as Newmarket, Ellerslie and the eastern suburbs (Orakei, Mission Bay, St Heliers, etc) with both the Southern Motorway and suburbs across it, including Epsom, Mt Eden, Balmoral, and Sandringham. Moreover, it acts as an important conduit to and from nearby Remuera village and the Upland Rd shops.  As a result, it caters for a complex mix of commuters, local shoppers, those visiting Remuera and those passing through on the way to a wide variety of regional centres and suburbs.	View O2 is currently impaired by tree growth on a private property at the junction of Greenlane Rd East and Grand View Drive. Even so, the view – devoid of this interruption – remains important, as it captures a view of One Tree Hill / Maungakiekie rising above the surrounding mantle or most residential development to dominate the western horizon. The cone's profile, accentuated by the obelisk on its crest, is one of Auckland's 'signature' features and View O2 affirms both its landmark role and the cone's association with one of Auckland's strategically important roads.
	Immediately east of the intersection with Grand View Drive	<b>CULTURAL HERITAGE:</b>  Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The maunga soil on and around the scoria cone was highly fertile, so that signs of terracing and earthworks remain one of the maunga's highly notable features. Waiohau occupation of the Māori pa ended around 1740-1750AD, when they were defeated in a war against the invading Ngati Whatua-o-Kaipara, and the pa was abandoned in 1795 AD with the death of the Te Taou leader Tuperiri.  <b>OTHERVALUES:</b>  The cone is prominent in views from the Southern and South-western Motorways as traffic approaches the Auckland Isthmus, so that it registers as a key introductory or 'gateway' feature for those entering Auckland. This, combined with exposure to other cones from both motorways – notably Mangere Mountain and Mt Eden – reinforces the concept of passing through a maunga network and landscape.		<b>VIEWING DISTANCE TO CONE:</b> 2.8kms			
EVALUATION:							REGIONALLY SIGNIFICANT





**View 02: Photo 1 of 2**  
**The Individual Cone (72mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)





**View 02:** Photo 2 of 2

Alternative View – Photo Taken From The ‘Wrong’ Side of Greenlane Rd East (72mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
03	Southern Motorway:	<b>NATURAL HERITAGE:</b>  One Tree Hill / Maungakiekie, topped by the stone obelisk that Sir John Logan Campbell dedicated as a 'memorial' to Maori, is perhaps Auckland's most distinctive volcano. Rising to 187m asl, its narrow, pyramidal form is the product of three eruption craters, only one of which remains intact – the other two having been breached by lava flows. The spire like-obelisk atop the cone emphasises its distinctive profile, with a slender cone and concave sequence of descending crater ridges and slopes spreading out to merge with the sprawling open space of Cornwall Park. As a result, One Tree Hill has a quite different visual signature to the other major Auckland Cones.  Maori described the cone as the " <i>mountain of the kiekie vine</i> ", but also referred to it as the place where " <i>the totara stands alone</i> " – which has come to underpin both Maori and Pakeha associations with the cone.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  As motorists travel along the Southern Motorway approaching the South-eastern Arterial interchange, a view of One Tree Hill / Maungakiekie emerges just to the right of the motorway axis. The highly distinctive profile of the cone is clearly apparent, with both its green flanks and the vegetation just beyond the motorway contrasting very markedly with the broad expanse of asphalt and vehicles within the immediate road corridor. The road axis remains aligned left (west) of the cone, but its iconic profile still dominates the visible horizon – climbing above vegetation and development within Penrose's light industrial sector.  Flanked by the green periphery of both open pasture and trees descending towards Campbell Rd, One Tree Hill is instantly – if somewhat fleetingly – recognisable and the obelisk atop it helps to affirm its role as a key landmark and focal point on the visible horizon.  As with Viewshaft O4, also from the Southern Motorway, the Sir John Logan Campbell obelisk adds a sense of the sculptural, even monumental, to One Tree Hill's silhouette on that skyline. Even so most other cultural remnants – the ditches and pits of Maori occupation and fortification – remain too distant to clearly register.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  The Southern Motorway (SH1) is perhaps the single most important corridor for road traffic into central Auckland (approximately 51,700 vehicle movements north bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – while the volume of use is perhaps only matched by that also found on the North-western (SH16) and Northern (SH1) Motorways.  The motorway's partial cut through the eastern end of Hamilins Hill next to the Mt Wellington interchange reinforces both the reorientation of the road axis towards One Tree Hill and the focus on its silhouetted form.  As a result, this origin point is very important in terms of public perceptions of Auckland, impacting on an enormous proportion of the regional community and nationally important, tourist / visitor populations.	View O3 captures a rather fleeting view of One Tree Hill / Maungakiekie for motorists traveling towards central Auckland. However, the cone is clearly 'etched' on the western skyline and the combination of its distinctive maunga profile and the obelisk atop it results in an important visual statement – alluding to both the city's geomorphic formation and its bicultural heritage.
	South of the South-eastern Arterial Interchange	<b>CULTURAL HERITAGE:</b>  Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The maunga soil on and around the scoria cone was highly fertile, so that signs of terracing and earthworks remain one of the maunga's highly notable features. Waiohua occupation of the Māori pa ended around 1740-1750AD, when they were defeated in a war against the invading Ngati Whatua-o-Kaipara, and the pa was abandoned in 1795 AD with the death of the Te Taou leader Tuperiri.  <b>OTHER VALUES:</b>  The cone is prominent in views from the Southern and South-western Motorways as traffic approaches the Auckland Isthmus, so that it registers as a key introductory or 'gateway' feature for those entering Auckland. This, combined with exposure to other cones from both motorways – notably Mangere Mountain and Mt Eden – reinforces the concept of passing through a maunga network and landscape.	CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE  CUMULATIVE VALUE – MULTIPLE CONES	<b>CUMULATIVE VALUE:</b>  O3 is the second of two sequential views to One Tree Hill from the Southern Motorway, following exposure of the cone to motorway users (Viewshaft O4) near the Mt Wellington interchange. The close proximity of these viewshafts and their co-location within the same stretch of motorway helps to affirm the significance of One Tree Hill in relationship to this key motorway corridor.  View O3 is also part of a wider sequence of views to other cones as vehicles and motorists progress towards and through the Auckland Isthmus: Mt Wellington near the East Tamaki interchange and Otahuhu B power station, and both Mt Eden (E14) and Mt Hobson (H01) on the final approach to the central city. These views help to expose the broad spread of volcanoes across the Auckland Isthmus and reinforce the sense of moving into the midst of its maunga field.  <b>OTHER VALUES:</b>  The combination of this view and O4's introductory view to the maunga – together with other views to a range of isthmus cones, as described above – contributes very appreciably to the sense of arrival in Auckland. The unique profile and silhouette of One Tree Hill, topped by a man-made feature, sets it somewhat apart from the other cones within the Auckland field, while the close proximity of the motorway's axis to One Tree Hill in View O3 helps to highlight its role as a key landmark in relation to this key conduit / gateway – for locals and visitors alike.  <b>DETRACTORS:</b>  Trees, motorway structures and some industrial development intrudes slightly into the view of One Tree Hill, although the blockage associated with trucks and other large vehicles is sometimes more significant.		In conjunction with View O4 and other views from the Southern Motorway to Mt Wellington, Mt Eden and Mt Hobson, it helps to 'introduce' visitors to Auckland and reinforce the concept of a maunga field underpinning the wider Auckland landscape.  As such, this view contributes very appreciably to the sense of 'arriving' in, or returning to, Auckland.	
					EVALUATION:		REGIONALLY SIGNIFICANT



**View O3:** Photo 1 of 1

The Individual Cone (80mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
O4	Southern Motorway:	NATURAL HERITAGE:  One Tree Hill / Maungakiekie, topped by the stone obelisk that Sir John Logan Campbell dedicated as a ‘memorial’ to Maori, is perhaps Auckland’s most distinctive volcano. Rising to 187m asl, its narrow, pyramidal form is the product of three eruption craters, only one of which remains intact – the other two having been breached by lava flows. The spire like-obelisk atop the cone emphasises its distinctive profile, with a slender cone and concave sequence of descending crater ridges and slopes spreading out to merge with the sprawling open space of Cornwall Park. As a result, One Tree Hill has a quite different visual signature to the other major Auckland Cones.  Maori described the cone as the “ <i>mountain of the kiekie vine</i> ”, but also referred to it as the place where “ <i>the totara stands alone</i> ” – which has come to underpin both Maori and Pakeha associations with the cone.	INDIVIDUAL FEATURE	INDIVIDUAL CONE:  As motorists travel along the Southern Motorway towards central Auckland approximately 1km south of the East Tamaki turnoff, a view of One Tree Hill / Maungakiekie emerges, directly on axis with the road corridor. The highly distinctive profile of the cone is clearly apparent, but it is simply too small and distant to register as a major, or important, feature. However, as vehicles traverse the Mt Wellington interchange and a cutting through part of Hamilins Hill / Mutukaroa, the motorway realigns again to point towards, then past – left of – One Tree Hill. The road axis remains aligned left (west) of the cone, but its iconic profile still dominates the visible horizon – climbing above vegetation and housing within southern Mt Wellington and Penrose’s industrial sector. Although View O4 originates at a point that is physically distant from the cone – just over 5kms from it – One Tree Hill is still close enough to be clearly recognisable.  The Sir John Logan Campbell obelisk adds a sense of the sculptural, even monumental, to One Tree Hill’s silhouette on the far skyline, while the swathe of vegetation within Campbell Park ringing its open slopes helps to accentuate its visual separation from surrounding development. Even so, its other man-made features – terracing, ramparts and ditches – are too distant to be clearly discernible.	SINGLE POINT	ROAD CORRIDORS:  The Southern Motorway (SH1) is perhaps the single most important corridor for road traffic into central Auckland (approximately 51,700 vehicle movements north bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – while the volume of use is perhaps only matched by that also found on the North-western (SH16) and Northern (SH1) Motorways.  The motorway’s partial cut through the eastern end of Hamilins Hill next to the Mt Wellington interchange reinforces both the reorientation of the road axis towards One Tree Hill and the focus on its silhouetted form.  As a result, this origin point is very important in terms of public perceptions of Auckland, impacting on an enormous proportion of the regional community and nationally important, tourist / visitor populations.	View O4 captures a somewhat distant view of One Tree Hill / Maungakiekie for motorists traveling towards central Auckland. However, the cone is clearly ‘etched’ on the western skyline and the combination of its distinctive maunga profile and the obelisk atop it results in an important visual statement – alluding to both the city’s geomorphic formation and its bicultural heritage.  In conjunction with View O3 and other views from the Southern Motorway to Mt Wellington, Mt Eden and Mt Hobson, it helps to ‘introduce’ visitors to Auckland and reinforce the concept of a maunga field underpinning the wider Auckland landscape.  As such, this view contributes very appreciably to the sense of ‘arriving’ in, or returning to, Auckland.
	The Mt Wellington Interchange – north bound	CULTURAL HERITAGE:  Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The maunga soil on and around the scoria cone was highly fertile, so that signs of terracing and earthworks remain one of the maunga’s highly notable features. Waiohua occupation of the Māori pa ended around 1740-1750AD, when they were defeated in a war against the invading Ngāti Whatua-o-Kaipara, and the pa was abandoned in 1795 AD with the death of the Te Taou leader Tuperiri.  OTHER VALUES:  The cone is prominent in views from the Southern and South-western Motorways as traffic approaches the Auckland Isthmus, so that it registers as a key introductory or ‘gateway’ feature for those entering Auckland. This, combined with exposure to other cones from both motorways – notably Mangere Mountain and Mt Eden – reinforces the concept of passing through a maunga network and landscape.	CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE  CUMULATIVE VALUE – MULTIPLE CONES	CUMULATIVE VALUE:  O4 is the first of two sequential views to One Tree Hill from the Southern Motorway, providing an introduction to the maunga that is followed by Viewshaft O3 located near the South-eastern Arterial interchange. The close proximity of these viewshafts and their co-location within the same stretch of motorway helps to affirm the significance of One Tree Hill in relationship to this key motorway corridor.  View O4 is also part of a wider sequence of views to other cones as vehicles and motorists progress towards and through the Auckland Isthmus: Mt Wellington near the East Tamaki interchange and Otahuhu B power station, and both Mt Eden (E14) and Mt Hobson (H01) on the final approach to the central city. These views help to reinforce the sense of moving into the midst of a maunga field.  OTHER VALUES:  The combination of this introductory view to the maunga, O3, and other views to a range of isthmus cones contributes to the sense of arrival in Auckland. The unique profile and silhouette of One Tree Hill, topped by a man-made feature, sets it somewhat apart from the other cones within the Auckland field, while the close proximity of the motorway’s axis to One Tree Hill in View O4 helps to highlight its role as a key landmark in relation to this key conduit / gateway – for locals and visitors alike.  DETRACTORS:  Trees, motorway structures and some industrial smokestacks intrude slightly into views as motorists travel towards One Tree Hill.	VIEWING DISTANCE TO CONE: 5.1kms	EVALUATION:	REGIONALLY SIGNIFICANT



**View O4:** Photo 1 of 1  
The Individual Cone (80mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)







**View O5: Photo 1 of 1**

**The Individual Cone (55mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
06	Greenlane Rd West:	<b>NATURAL HERITAGE:</b>  One Tree Hill / Maungakiekie, topped by the stone obelisk that Sir John Logan Campbell dedicated as a 'memorial' to Maori, is perhaps Auckland's most distinctive volcano. Rising to 187m asl, its narrow, pyramidal form is the product of three eruption craters, only one of which remains intact – the other two having been breached by lava flows. The spire like-obelisk atop the cone emphasises its distinctive profile, with a slender cone and concave sequence of descending crater ridges and slopes spreading out to merge with the sprawling open space of Cornwall Park. As a result, One Tree Hill has a quite different visual signature to the other major Auckland Cones.  Maori described the cone as the " <i>mountain of the kiekie vine</i> ", but also referred to it as the place where " <i>the totara stands alone</i> " – which has come to underpin both Maori and Pakeha associations with the cone.  <b>CULTURAL HERITAGE:</b>  Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The maunga soil on and around the scoria cone was highly fertile, so that signs of terracing and earthworks remain one of the maunga's highly notable features. Waiohua occupation of the Māori pa ended around 1740-1750AD, when they were defeated in a war against the invading Ngati Whatua-o-Kaipara, and the pa was abandoned in 1795 AD with the death of the Te Taou leader Tuperiri.  <b>OTHER VALUES:</b>  The cone is prominent in views from the Southern and South-western Motorways as traffic approaches the Auckland Isthmus, so that it registers as a key introductory or 'gateway' feature for those entering Auckland. This, combined with exposure to other cones from both motorways – notably Mangere Mountain and Mt Eden – reinforces the concept of passing through a maunga network and landscape.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  As motorists, cyclists and pedestrians approach Greenlane Rd West's intersection with The Drive, a relatively clear view of One Tree Hill / Maungakiekie again emerges – following on from that presented by O5. At this point, the road corridor turns slightly to focus directly on the main body of the cone, framed by garden and streetside vegetation both sides of the arterial road corridor. While the memorial obelisk draws much of the attention in this view, the profile of the maunga also becomes more evident, including its mixture of open slopes and areas interrupted by pohutukawas and other trees scattered across its slopes. Lower down, the lava ridge extending out from the main craters is mainly denoted by interlocking tree canopies that extend to the right of the cone.  As with View O5, roadside planting remains a clear issue in relation to this view, with most of One Tree Hill's lower slopes and the right-hand side of the cone screened by deciduous planting in the southern road berm for most of each year. However, the degree of incursion is not as marked as with O5: the cone's closer proximity, increased relative height, and the axial alignment of the road corridor all help to maintain a reasonably clear viewshaft to the maunga – left of the greater bulk of street trees.  The cone is also sufficiently close for some – especially pedestrians and cyclists – to be able to see some of the earthworks and terracing associated with Maori occupation and fortification of the maunga. However, it is unlikely that such details would register for motorists, given the relatively brief duration of this view, the natural focus of drivers' attention on the upcoming intersection, and the intervening vegetation, both next to the road corridor and on the cone itself.  <b>CUMULATIVE VALUE:</b>  Together with View O5, this view used to mark the progression towards One Tree Hill, with O5 acting as the point of introduction to the cone and O6 augmenting / reinforcing that link. Now, however, O6, assumes even more importance as the one remaining point of obvious contact with One Tree Hill on Balmoral Rd / Greenlane Rd West.  <b>OTHER VALUES:</b>  View O6 also helps to affirm the strong sense of connection between the surrounding suburban area of Greenlane – in terms of its character and identity – and the cone.  <b>DETRACTORS:</b>  The current view is appreciably affected by street trees within Greenlane Rd West's southern road-side berm.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  Greenlane Rd West is described by Auckland Transport as a Primary Arterial Route (approximately 12,700 vehicle movements east bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> It is a major thoroughfare for commuters across the Auckland Isthmus – between Greenlane (SH1) and Mt Albert / St Lukes (SH16), together with intervening suburbs that include Epsom, Mt Eden, Balmoral, and Sandringham. It also serves a broad swathe of the Isthmus both north and south of this corridor – from Mt Roskill to Newmarket. Moreover, it acts as an important conduit to and from nearby Mt Eden village.  As a result, it caters for a complex mix of commuters, local shoppers, those visiting Mt Eden, and those passing through on the way to a wide variety of regional centres and suburbs.	Although View O6 is also adversely affected by vegetation within the road corridor (albeit, to a lesser degree than O5), it still retains an important connection between both the regional arterial road corridor and adjoining residential areas with One Tree Hill / Maungakiekie. The cone's main cone, obelisk, and lava side-ridge are well articulated and the road corridor's alignment on the cone helps to reinforce its visual presence and stature. As a result, this remains an important view of the cone for traffic traveling towards the Southern Motorway, Greenlane and Cornwall Park.
	West of the intersection with The Drive	<b>CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE</b>		<b>VIEWING DISTANCE TO CONE:</b> 1.6kms			
						EVALUATION:	REGIONALLY SIGNIFICANT



**View O6: Photo 1 of 1**  
The Individual Cone (68mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
07	<p>Onehunga Mall:</p> <p>At the intersection with Mt Smart Rd</p>	<p><b>NATURAL HERITAGE:</b></p> <p>One Tree Hill / Maungakiekie, topped by the stone obelisk that Sir John Logan Campbell dedicated as a 'memorial' to Maori, is perhaps Auckland's most distinctive volcano. Rising to 187m asl, its narrow, pyramidal form is the product of three eruption craters, only one of which remains intact – the other two having been breached by lava flows. The spire like-obelisk atop the cone emphasises its distinctive profile, with a slender cone and concave sequence of descending crater ridges and slopes spreading out to merge with the sprawling open space of Cornwall Park. As a result, One Tree Hill has a quite different visual signature to the other major Auckland Cones.</p> <p>Maori described the cone as the <i>"mountain of the kiekie vine"</i>, but also referred to it as the place where <i>"the totara stands alone"</i> – which has come to underpin both Maori and Pakeha associations with the cone.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The maunga soil on and around the scoria cone was highly fertile, so that signs of terracing and earthworks remain one of the maunga's highly notable features. Waiohau occupation of the Māori pa ended around 1740-1750AD, when they were defeated in a war against the invading Ngati Whatua-o-Kaipara, and the pa was abandoned in 1795 AD with the death of the Te Taou leader Tuperiri.</p> <p><b>OTHERVALUES:</b></p> <p>The cone is prominent in views from the Southern and South-western Motorways as traffic approaches the Auckland Isthmus, so that it registers as a key introductory or 'gateway' feature for those entering Auckland. This, combined with exposure to other cones from both motorways – notably Mangere Mountain and Mt Eden – reinforces the concept of passing through a maunga network and landscape.</p>	<p><b>INDIVIDUAL FEATURE</b></p> <p><b>CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE</b></p>	<p><b>INDIVIDUAL CONE:</b></p> <p>View 07 is the third in a sequence of views to One Tree Hill / Maungakiekie that follow the path of Onehunga Mall directly towards the cone. This sequence starts with View 09 at the intersection with Grey St, followed by 08 at the intersection with Trafalgar St, before culminating with 07 – the closest of the three views (this sequence is the only one that is out of step with other sequences that consistently start at the farthest point from the individual cone before moving towards it, eg. V1, V2 and V3; E1, E2 and E3). Regardless, Views 07, 08 and 09 capture an important progression towards One Tree Hill, with Onehunga Mall directly aligned on the western side of the maunga. Both its main cone / crater rim and memorial obelisk are framed by the roadway, adjoining buildings and vegetation, even power / light poles. This is consistent for all three sequential views, with just the proximity to the cone and its related visual prominence / size, changing as motorists, cyclists and pedestrians progress northwards, up Onehunga Mall.</p> <p>In each case, the cone is firmly etched on the skyline defined by the road corridor: it is the signature feature on that horizon and has considerable visual presence, even when viewed from 09, furthest from the cone – assisted by One Tree Hill's unique profile / silhouette.</p> <p>On the other hand, the cone remains too distant, with too much of its lower slopes screened by the trees of southern Cornwall Park for the terracing and other signs of Maori occupation to be visible. More over, the northward aspect results in much of the cone being lost in shadow for most of each day: its generic silhouette is more important and meaningful than finer-grained detail – apart from the profile of the obelisk.</p> <p><b>CUMULATIVE VALUE:</b></p> <p>As with other view sequences, 09 to 07 captures the 'introduction' to One Tree Hill, followed by reinforcement of the sense of connection between the road corridor – together with surrounding residential areas – and the cone. Although One Tree Hill becomes slightly larger and displays more visual presence as those using Onehunga Mall progress towards it, the content and nature of the view to the maunga is little changed in the journey from 09 to 07.</p> <p><b>OTHERVALUES:</b></p> <p>Onehunga lies on the southern slopes of the One Tree Hill / Maungakiekie volcano and its lava splay, and the alignment of the main north-south road from Onehunga's commercial area towards the cone strongly reinforces the sense of connection between Onehunga – as a suburb and community – and that maunga feature. While parts of Onehunga are also exposed to the Manukau Harbour and Mangere Mountain, this series of views affirms both the geophysical and symbolic linkage of Onehunga with One Tree Hill.</p> <p><b>DETRACTORS:</b></p> <p>Power / light poles and some peripheral trees intrude slightly into the view of One Tree Hill.</p>	<p><b>SINGLE POINT</b></p> <p><b>VIEWING DISTANCE TO CONE:</b> 1.5kms</p>	<p><b>ROAD CORRIDORS:</b></p> <p>Onehunga Mall is described by Auckland Transport as a Secondary Arterial Route (approximately 6,000 vehicle movements north bound per day to September 2015) whose main functions are to:</p> <ul style="list-style-type: none"> <li>For 'Through Traffic' to provide movement within the district between key nodes; and</li> <li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li> </ul> <p>It is a major thoroughfare for commuters between Auckland's central isthmus and CBD and suburbs around the Manukau Harbour that include Onehunga, Mangere, Hillsborough, Penrose and Favona. Moreover, it serves as an important conduit to and from Onehunga's town centre.</p> <p>As a result, it caters for a complex mix of commuters, those visiting Onehunga town centre for its outlet shops and other retailing, and workers commuting to and from the light industrial areas around Neilson and Church Streets. It also acts as a conduit for those going to and from Mt Smart Stadium and provides a secondary route for traffic to and from Auckland International Airport. In so doing, it exposes One Tree Hill to a sub-regional audience of motorists, bus users, cyclists and pedestrians. Among those conveyed along this route are tourists and visitors to Auckland.</p>	<p>View 07 is the last and closest of a sequence of views to One Tree Hill / Maungakiekie from Onehunga Mall. In conjunction with 08 and 09, this sequence is notable for the way in which it consistently focuses on One Tree Hill – down the road axis north of Onehunga's town centre – and as a result, cements the role of the cone as a signature feature of the Onehunga landscape. It highlights the importance of the volcano as a key 'building block' that underpins the southern Isthmus landscape, and is key component of the sub-regional area's identity.</p>
EVALUATION:							REGIONALLY SIGNIFICANT



**View O7: Photo 1 of 1**  
**The Individual Cone (72mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
08	Onehunga Mall:	<b>NATURAL HERITAGE:</b>  One Tree Hill / Maungakiekie, topped by the stone obelisk that Sir John Logan Campbell dedicated as a 'memorial' to Maori, is perhaps Auckland's most distinctive volcano. Rising to 187m asl, its narrow, pyramidal form is the product of three eruption craters, only one of which remains intact – the other two having been breached by lava flows. The spire like-obelisk atop the cone emphasises its distinctive profile, with a slender cone and concave sequence of descending crater ridges and slopes spreading out to merge with the sprawling open space of Cornwall Park. As a result, One Tree Hill has a quite different visual signature to the other major Auckland Cones.  Maori described the cone as the <i>"mountain of the kiekie vine"</i> , but also referred to it as the place where <i>"the totara stands alone"</i> – which has come to underpin both Maori and Pakeha associations with the cone.  <b>CULTURAL HERITAGE:</b>  Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The maunga soil on and around the scoria cone was highly fertile, so that signs of terracing and earthworks remain one of the maunga's highly notable features. Waiohau occupation of the Māori pa ended around 1740-1750AD, when they were defeated in a war against the invading Ngati Whatua-o-Kaipara, and the pa was abandoned in 1795 AD with the death of the Te Taou leader Tuperiri.  <b>OTHER VALUES:</b>  The cone is prominent in views from the Southern and South-western Motorways as traffic approaches the Auckland Isthmus, so that it registers as a key introductory or 'gateway' feature for those entering Auckland. This, combined with exposure to other cones from both motorways – notably Mangere Mountain and Mt Eden – reinforces the concept of passing through a maunga network and landscape.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  See O7: View O8 is the second in a sequence of views to One Tree Hill / Maungakiekie that follow the path of Onehunga Mall directly towards the cone. This sequence starts with View O9 at the intersection with Grey St, followed by O8 at the intersection with Trafalgar St, before culminating with O7 – the closest of the three views.  <b>CUMULATIVE VALUE:</b>  See View O7: as with other view sequences, O9 to O7 captures the 'introduction' to One Tree Hill, followed by reinforcement of the sense of connection between the road corridor – together with surrounding residential areas – and the cone.  <b>OTHER VALUES:</b>  See O7: Onehunga lies on the southern slopes of the One Tree Hill / Maungakiekie volcano and its lava splay, and the alignment of the main north-south road from Onehunga's commercial area towards the cone strongly reinforces the sense of connection between Onehunga – as a suburb and community – and that maunga feature.  <b>DETRACTORS:</b>  Power / light poles and some peripheral trees intrude slightly into the view of One Tree Hill.	<b>SINGLE POINT</b>	<b>ROAD CORRIDORS:</b>  Onehunga Mall is described by Auckland Transport as a Secondary Arterial Route (approximately 6,000 vehicle movements north bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic' to provide movement within the district between key nodes; and</li><li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li></ul> It is a major thoroughfare for commuters between Auckland's central isthmus and CBD and suburbs around the Manukau Harbour that include Onehunga, Mangere, Hillsborough, Penrose and Favona. Moreover, it serves as an important conduit to and from Onehunga's town centre.  As a result, it caters for a complex mix of commuters, those visiting Onehunga town centre for its outlet shops and other retailing, and workers commuting to and from the light industrial areas around Neilson and Church Streets. It also acts as a conduit for those going to and from Mt Smart Stadium and provides a secondary route for traffic to and from Auckland International Airport. In so doing, it exposes One Tree Hill to a sub-regional audience of motorists, bus users, cyclists and pedestrians. Among those conveyed along this route are tourists and visitors to Auckland.	See O7: View O8 is the second in a sequence of views to One Tree Hill / Maungakiekie from Onehunga Mall. In conjunction with O7 and O9, this sequence is notable for the way in which it consistently focuses on One Tree Hill – down the road axis north of Onehunga's town centre – and as a result, cements the role of the cone as a signature feature of the Onehunga landscape. It highlights the importance of the volcano as a key 'building block' that underpins the southern Isthmus landscape, and is key component of the sub-regional area's identity.
	At the intersection with Trafalgar St	<b>VIEWING DISTANCE TO CONE:</b> 1.8kms					
					EVALUATION:		REGIONALLY SIGNIFICANT



**View O8: Photo 1 of 1**  
**The Individual Cone (80mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
09	Onehunga Mall:	<b>NATURAL HERITAGE:</b>  One Tree Hill / Maungakiekie, topped by the stone obelisk that Sir John Logan Campbell dedicated as a 'memorial' to Maori, is perhaps Auckland's most distinctive volcano. Rising to 187m asl, its narrow, pyramidal form is the product of three eruption craters, only one of which remains intact – the other two having been breached by lava flows. The spire like-obelisk atop the cone emphasises its distinctive profile, with a slender cone and concave sequence of descending crater ridges and slopes spreading out to merge with the sprawling open space of Cornwall Park. As a result, One Tree Hill has a quite different visual signature to the other major Auckland Cones.  Maori described the cone as the <i>"mountain of the kiekie vine"</i> , but also referred to it as the place where <i>"the totara stands alone"</i> – which has come to underpin both Maori and Pakeha associations with the cone.  <b>CULTURAL HERITAGE:</b>  Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The maunga soil on and around the scoria cone was highly fertile, so that signs of terracing and earthworks remain one of the maunga's highly notable features. Waiohū occupation of the Māori pa ended around 1740-1750AD, when they were defeated in a war against the invading Ngati Whatua-o-Kaipara, and the pa was abandoned in 1795 AD with the death of the Te Taou leader Tuperiri.  <b>OTHER VALUES:</b>  The cone is prominent in views from the Southern and South-western Motorways as traffic approaches the Auckland Isthmus, so that it registers as a key introductory or 'gateway' feature for those entering Auckland. This, combined with exposure to other cones from both motorways – notably Mangere Mountain and Mt Eden – reinforces the concept of passing through a maunga network and landscape.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  See 07: View 09 is the first in a sequence of views to One Tree Hill / Maungakiekie that follow the path of Onehunga Mall directly towards the cone. This sequence starts with View 09 at the intersection with Grey St, followed by 08 at the intersection with Trafalgar St, before culminating with 07 – the closest of the three views.  <b>CUMULATIVE VALUE:</b>  See View 07: as with other view sequences, 09 to 07 captures the 'introduction' to One Tree Hill, followed by reinforcement of the sense of connection between the road corridor – together with surrounding residential areas – and the cone.  <b>OTHER VALUES:</b>  See 07: Onehunga lies on the southern slopes of the One Tree Hill / Maungakiekie volcano and its lava splay, and the alignment of the main north-south road from Onehunga's commercial area towards the cone strongly reinforces the sense of connection between Onehunga – as a suburb and community – and that maunga feature.  <b>DETRACTORS:</b>  Power / light poles and some peripheral trees intrude slightly into the view of One Tree Hill.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  Onehunga Mall is described by Auckland Transport as a Secondary Arterial Route (approximately 6,000 vehicle movements north bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic' to provide movement within the district between key nodes; and</li><li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li></ul> It is a major thoroughfare for commuters between Auckland's central isthmus and CBD and suburbs around the Manukau Harbour that include Onehunga, Mangere, Hillsborough, Penrose and Favona. Moreover, it serves as an important conduit to and from Onehunga's town centre.  As a result, it caters for a complex mix of commuters, those visiting Onehunga town centre for its outlet shops and other retailing, and workers commuting to and from the light industrial areas around Neilson and Church Streets. It also acts as a conduit for those going to and from Mt Smart Stadium and provides a secondary route for traffic to and from Auckland International Airport. In so doing, it exposes One Tree Hill to a sub-regional audience of motorists, bus users, cyclists and pedestrians. Among those conveyed along this route are tourists and visitors to Auckland.	See 07: View 09 is the first in a sequence of views to One Tree Hill / Maungakiekie from Onehunga Mall. In conjunction with 07 and 08, this sequence is notable for the way in which it consistently focuses on One Tree Hill – down the road axis north of Onehunga's town centre – and as a result, cements the role of the cone as a signature feature of the Onehunga landscape. It highlights the importance of the volcano as a key 'building block' that underpins the southern isthmus landscape, and is key component of the sub-regional area's identity.
	At the intersection with Grey St		CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	VIEWING DISTANCE TO CONE: 2.0kms			
						EVALUATION:	REGIONALLY SIGNIFICANT



**View O9: Photo 1 of 1**  
**The Individual Cone (80mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:	
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:		
O10	College Rd:	<b>NATURAL HERITAGE:</b>  One Tree Hill / Maungakiekie, topped by the stone obelisk that Sir John Logan Campbell dedicated as a 'memorial' to Maori, is perhaps Auckland's most distinctive volcano. Rising to 187m asl, its narrow, pyramidal form is the product of three eruption craters, only one of which remains intact – the other two having been breached by lava flows. The spire like-obelisk atop the cone emphasises its distinctive profile, with a slender cone and concave sequence of descending crater ridges and slopes spreading out to merge with the sprawling open space of Cornwall Park. As a result, One Tree Hill has a quite different visual signature to the other major Auckland Cones.  Maori described the cone as the <i>"mountain of the kiekie vine"</i> , but also referred to it as the place where <i>"the totara stands alone"</i> – which has come to underpin both Maori and Pakeha associations with the cone.  <b>CULTURAL HERITAGE:</b>  Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The maunga soil on and around the scoria cone was highly fertile, so that signs of terracing and earthworks remain one of the maunga's highly notable features. Waiohau occupation of the Māori pa ended around 1740-1750AD, when they were defeated in a war against the invading Ngati Whatua-o-Kaipara, and the pa was abandoned in 1795 AD with the death of the Te Taou leader Tuperiri.  <b>OTHER VALUES:</b>  The cone is prominent in views from the Southern and South-western Motorways as traffic approaches the Auckland Isthmus, so that it registers as a key introductory or 'gateway' feature for those entering Auckland. This, combined with exposure to other cones from both motorways – notably Mangere Mountain and Mt Eden – reinforces the concept of passing through a maunga network and landscape.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  Before the conversion of Winstones Mt Wellington quarry into the Stonefields subdivision, College Rd used to offer a distant view of One Tree Hill / Maungakiekie just to the right of its road corridor (where Donnelly St is now). This view also coincided with the 'T' intersection with Merton Rd, so that motorists turning south into College Rd were also exposed to this view. However, the development of Ngahue Rd, related realignment of College Rd, and location of a roundabout at the intersection with Merton Rd has significantly changed both the road configuration and nature of the view to One Tree Hill. The cone is now offset to a much greater degree from the road corridor and has lost much of its visual presence in relation to both College Rd and Merton Rd: indeed those using Merton Rd have little sense of contact, and engagement, with the cone at present.  One Tree Hill is still visible on the western horizon. However, the combination of a 5.6km viewing distance, intervening vegetation within nearby residential properties as well as across the Remuera Golf Course, and the offset of this view from College Rd's axis – now well to the right of the road corridor for motorists approaching the Merton Rd roundabout from the north (Remuera / Meadowbank) – has appreciably diminished the maunga's visual presence. With the approaching roundabout / intersection undoubtedly drawing many drivers' attention, One Tree Hill is now peripheral to the main angle of viewing associated with College Rd. Although its profile and obelisk are still clearly discernible on the western skyline, it lacks the prominence that it once enjoyed in relation to this view. It is likely to be more significant for local pedestrians and cyclists than the wider, motoring community.  <b>CUMULATIVE VALUE:</b>  As vehicles pass Merton Rd (again, heading southwards), a spectacular view of Mt Wellington opens up to the left of the road corridor (W18). This view exposes the entire cone, together with its explosion crater, lava ridges and layering of earthworks associated with Maori occupation. Together, O10 and W18 offer contrasting views of One Tree Hill and Mt Wellington; one is remote and rather 'symbolic', the other close-up and highly analytical / 'descriptive'. They emphasise the physical extent and 'reach' of Auckland's cone field, but the comparison of both views also perhaps diminishes One Tree Hill slightly – in a comparative sense.  <b>DETRACTORS:</b>  The current view is very impaired to varying degrees by planting within nearby residential properties and mature (to over mature) pines within the Remuera Golf Course.	<b>SINGLE POINT</b>	<b>ROAD CORRIDORS:</b>  College Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 7,100 vehicle movements south bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic' to provide movement within the district between key nodes; and</li><li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li></ul> It is a major thoroughfare for commuters between central Auckland and suburbs that include Glen Innes, Panmure, Mt Wellington and Remuera / St Johns. It also provides an important north-south link from Remuera Rd and Kepa Rd to the Ellerslie Panmure Highway, Pakuranga Rd and SH1 (via Lunn Ave). Moreover, it serves as an important conduit to and from Glen Innes town centre, Panmure's town centre, the Lunn Ave retail corridor, and a broad swathe of commercial and light industrial premises stretching from Sylvia Park and Panmure to Merton Rd.  As a result, it caters for a complex mix of commuters, local shoppers, those visiting various town / retail centres and commercial / industrial premises. In so doing, it exposes Mt Wellington to a sub-regional audience of motorists, bus users, cyclists and pedestrians.	VIEWING DISTANCE TO CONE: 5.6kms	View O10 offers a view over intervening housing and vegetation to the rather remote outline of One Tree Hill and its obelisk on the western horizon. This view is still symbolic of One Tree Hill's visual presence across the Auckland Isthmus, but is diminished somewhat by the offset nature of the view relative to a realigned College Rd, viewing distance, and the intervening elements just described. It is notable that the current view has lost some of the prominence that it once had, largely due to the reconfiguration of College Rd.
	Immediately north of the intersection with Merton Rd	<b>CUMULATIVE VALUE – MULTIPLE CONES</b>						
EVALUATION:						LOCALLY SIGNIFICANT		





**View O10: Photo 1 of 1**  
**The Individual Cone (80mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
O11	South-western Motorway (SH20):	<b>NATURAL HERITAGE:</b>  One Tree Hill / Maungakiekie, topped by the stone obelisk that Sir John Logan Campbell dedicated as a 'memorial' to Maori, is perhaps Auckland's most distinctive volcano. Rising to 187m asl, its narrow, pyramidal form is the product of three eruption craters, only one of which remains intact – the other two having been breached by lava flows. The spire like-obelisk atop the cone emphasises its distinctive profile, with a slender cone and concave sequence of descending crater ridges and slopes spreading out to merge with the sprawling open space of Cornwall Park. As a result, One Tree Hill has a quite different visual signature to the other major Auckland Cones.  Maori described the cone as the <i>‘mountain of the kiekie vine’</i> , but also referred to it as the place where <i>‘the totara stands alone’</i> – which has come to underpin both Maori and Pakeha associations with the cone.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  As the north bound lanes of the South-western Motorway (SH20) pass under the Rimu Rd / Mahunga Drive overbridge and start climbing the arched form of Mangere Bridge, One Tree Hill is revealed on the northern skyline – above a swathe of light industrial development, commercial premises and residential properties flanking the Onehunga town centre. As with View O4, One Tree Hill does not register as an exceptionally prominent or commanding feature on the horizon: nevertheless, the alignment of the bridge and its southern approaches carries motorists' eyes towards the cone, and its distinctive profile – topped by the stone obelisk – lends it a feeling of distinction that belies its scale. It also offers significant respite from the patina or more utilitarian buildings and strictures – including 220kV transmission lines – that blight much of the foreground and closer middle distance. Together with the water area of Mangere Inlet, it is the main focus of attention from the bridge approaches and traverse of the inner harbour – until the bridge lanes start to curve westward and descend towards Onehunga Bay.  Even so, as with Views O7-O9, the cone is commonly seen in silhouette and at too great a distance for any of its finer detailing – related to Maori occupation and the maunga's heritage value – to be apparent.	<b>LINEAR VIEWPOINT</b>	<b>ROAD CORRIDORS:</b>  The South-western Motorway (SH20) is an increasingly important corridor for road traffic connecting both south Auckland with west Auckland, and Auckland International Airport with the central city (approximately 55,700 vehicle movements north bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – while the volume of use is comparable with, if somewhat less than, that associated with the Southern and Northern Motorways (SH1). Volumes are likely to increase in the future when the motorway connection with SH16 is completed.  Although this view commences at a low point passing under the Rimu Rd / Mahunga Dr over-bridge, the motorway's rapid rise up onto, and over, Mangere Bridge helps to project views both towards the cone and over development on the northern margins of Mangere Inlet. Consequently, the motorway journey towards, and over, Mangere Bridge exposes One Tree Hill to a very sizeable and diverse proportion of the regional community.  Perhaps just as important, SH20's role as a major conduit for visitors to Auckland from the city's international airport, means that it is also highly important in terms of initial impressions imparted to tourists and other airport users.	View O11 is not particularly dramatic, nor does it offer an exceptionally detailed view of One Tree Hill / Maungakiekie. However, the South-western Motorway's alignment still helps to draw the motoring public's attention to the cone on the northern horizon, where its maunga silhouette, topped by a tall stone obelisk, sets it apart from the otherwise more utilitarian landscape framing Mangere Bridge and Onehunga town centre.  In addition, the cone is part of an important sequence of maunga remnants that emphasise the extent of Auckland's maunga field, while it contributes to the character and identity of the wider city at an important tourist gateway to the Auckland Isthmus.
	Mahung a Drive & Mangere Bridge	<b>CUMULATIVE VALUE – MULTIPLE CONES</b>	<b>CUMULATIVE VALUE:</b>  For motorists using this part of SH20, sequential exposure to Mangere Mountain, then One Tree Hill (as well as with Crater Hill and Puketutu Island, more briefly) followed by Mt Roskill / Puketapapa, provides an important point of contact with Auckland's maunga field. It affirms the physical extent of the field and provides a reminder of the way in which the cones underpin much of metropolitan Auckland geophysically.  As with View O10, this view captures both cones in quite different ways. Mangere Mountain is viewed at quite close range, with its exploded crest and crater margins reasonably apparent, whereas One Tree Hill / Maungakiekie is a more distant, symbolic, feature. Unlike with O10, though, SH20 still retains a strong sense of focus on, and connection with, One Tree Hill.  <b>OTHERVALUES:</b>  This sequential exposure of Mangere Mountain and One Tree Hill is part of the 'arrival / gateway' experience for tourists and visitors to Auckland – heading towards the central city from the international airport. Moreover, it is a 'way finding' landmark that contributes to the identity of both the motorway and its town centre / suburban surrounds.  <b>DETRACTORS:</b>  Mangere Bridge's safety barriers, together with traffic using the motorways' multiple lanes, impede views to varying degrees, while the 220kV transmission lines and towers following the northern side of Mangere Inlet also intrude into views of the cone. This intrusion is more noticeable as one gets closer to the Onehunga side of the bridge.	<b>VIEWING DISTANCE TO CONE:</b> 3.6kms			
		<b>CULTURAL HERITAGE:</b>  Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The maunga soil on and around the scoria cone was highly fertile, so that signs of terracing and earthworks remain one of the maunga's highly notable features. Waiohau occupation of the Māori pa ended around 1740-1750AD, when they were defeated in a war against the invading Ngati Whatua-o-Kaipara, and the pa was abandoned in 1795 AD with the death of the Te Taou leader Tuperiri.  <b>OTHERVALUES:</b>  The cone is prominent in views from the Southern and South-western Motorways as traffic approaches the Auckland Isthmus, so that it registers as a key introductory or 'gateway' feature for those entering Auckland. This, combined with exposure to other cones from both motorways – notably Mangere Mountain and Mt Eden – reinforces the concept of passing through a maunga network and landscape.			<b>EVALUATION:</b>		REGIONALLY SIGNIFICANT



**View O11:** Photo 1 of 1  
The Individual Cone (80mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)







**View O12: Photo 1 of 3**  
**The Individual Cone (80mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)





**View O12: Photo 2 of 3**  
**One Tree Hill Viewed In Conjunction With Mt Eden & Mt Wellington (Panoramic Image)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



**View O12:** Photo 3 of 3

View From Hillsborough Rd Near The Dominion Rd Extension To Mangere Mountain (80mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)







**View R01:** Photo 1 of 4  
The Individual Cone (75mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)





**View R01: Photo 2 of 4**  
On SH20 south of Viewpoint R01, Approaching Mt Roskill (70mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)



**View R01:** Photo 3 of 4

Looking From The Maoro Rd Overbridge Towards Mt Eden (75mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)





**View R01:** Photo 4 of 4

Looking From The Maoro Rd Overbridge Towards Mt Albert (55mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)







**View R02:** Photo 1 of 1  
The Individual Cone (75mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
T01	The Auckland Domain:	<b>NATURAL HERITAGE:</b>  Rangitoto is Auckland's youngest volcano, estimated at just over 550 years old, and its Auckland's only polygenetic volcano. Together with Browns Island, it is also notable for its location facing towards Auckland City from the waters of the Inner Hauraki Gulf.  The maunga's symmetrical 'shield' form is the result of two successive eruptions over a 10-50 year period that first laid ash over neighbouring Motutapu Island, then created the main cone that lies at the apex of Rangitoto today. With that central cone descending quite rapidly before starting to level off and then gradually spread out over some 5.5km, Rangitoto has a unique profile. Its scale is also quite different to that of Auckland's land-based volcanoes, with its main cone attaining an elevation of some 260m above the surrounding sea. It's very distinctive form is augmented by the volcano's layers of black clinker scoria – lava from the last eruption – and extensive, pohutukawa dominated, forest. Although DoC retains 30 baches on the island and Islington Bay is a popular boat mooring area, Rangitoto is notable for the marked absence of human structures and activities that otherwise impact on nearly all of Auckland's cones. Signs of past quarrying and modification to create munition storage areas during WWII are largely lost amid the cone's lava terrain and wealth of re-emergent coastal forest.  <b>CULTURAL HERITAGE:</b>  Rangitoto is Māori for 'Bloody Sky', with the name coming from the full phrase: " <i>The days of the bleeding of Tama Te Kapua</i> " referring to Tama Te Kapua, the captain of the Arawa waka who was badly wounded on the island, in a battle with Tainui at Islington Bay. Ngai Tai inhabited Motutapu Island at the time of Rangitoto's last eruption and Ngati Paoa also has connections with the island.  <b>OTHER VALUES:</b>  Rangitoto is the most visually impressive of Auckland City's cones and also, in all likelihood, the most symbolic– whether for tourists arriving by sea, visitors in general, or the local regional community. It is a truly iconic feature.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  Pohutukawas and other trees flanking the museum and cenotaph frequently obstruct views to much of the Waitemata Harbour and encroach into the view towards both North Head and Rangitoto. Furthermore, Rangitoto lies well to the right of the main viewing axis from the museum steps. Even so, the highly distinctive profile of Rangitoto – interwoven with Devonport and the waters of the Waitemata Harbour – draws the eye of those leaving the museum or standing in front of it. Rangitoto is clearly legible, and even though the view from the museum is slightly downwards, it is still a commanding presence on the northern horizon.  Its visual presence is enhanced by the largely unbroken, swathe of dark khaki forest spread across its rounded profile – contrasting very markedly with the geometry, angularity and colours found amid the development matrix otherwise visible across most of Devonport and among those CBD towers that rise above the Domain's margin of tree canopies.  <b>CUMULATIVE VALUES:</b>  Although Rangitoto stands largely apart from the rest of the Auckland cone field (albeit physically connected to the non-maunga Motutapu Island), T01 reveals it partly overlapped – visually – by the much smaller, highly modified volcano of North Head / Maungauika, which marks the entrance to the main body of the Waitemata Harbour facing central Auckland. Its sentinel like presence commands attention in its own right, but T01 places North Head in a position where its 'maunga plug'-like profile, remnant fortifications and Defence / DoC buildings, together with walking tracks and open slopes, contrast very markedly with a heavily vegetated Rangitoto.  Further to the left, Mt Victoria / Takarunga is also visible from the western end of The Cenotaph – rising above the commercial centre and residential surrounds of Devonport – so that a sequence of cones is apparent from the general vicinity of T01. They reinforce the geological progression of cones across the Auckland landscape and provide points of reference on the horizon, that – together with the Waitemata Harbour – affirms the way in which natural elements still structure, and in places, dominate the Auckland landscape.  <b>OTHER VALUES:</b>  Of note, T01 goes beyond simply presenting Rangitoto as a visual focal point: it also forges an important link between Auckland's natural heritage and its cultural heritage by creating a sense of association between the island maunga and the War Memorial Museum – two of Auckland's most important features in quite different ways. Consequently, even though this viewshaft lacks some of the singular focus upon a cone that is apparent in other views, it remains critically important in terms of Auckland's sense of place.	SINGLE POINT	<b>OTHER VANTAGE POINTS:</b>  The Auckland Domain is one of Auckland Council's 'premier parks'; in fact, it is almost certainly Auckland's premier park (singular) while the Auckland War Memorial Museum is undoubtedly Auckland's single most important architectural and heritage attraction – for locals and tourists / visitors alike. This importance is exacerbated by the presence of The Cenotaph and consecrated ground around it at the foot of the museum steps. Each ANZAC day, it is the focus for the annual commemorations of those killed in past wars, but it remains a place of reverence and significance throughout the year.  Symbolically, therefore, the area around T01's origin point is conceivably the single most important location in Auckland, while the high levels of use by both the regional community and visitors mean that it is also highly important in terms of Auckland's identity and presentation to the rest of the World.	T01 establishes a strong connection between two of Auckland's most iconic landmarks: the Auckland War Memorial Museum and Rangitoto - the largest and most intact / coherent of Auckland's maunga features. In conjunction with North Head and Mt Victoria, the cone also highlights the spread of Auckland's maunga field at its northernmost extremities. This view is critically important for tourists and visitors to Auckland, highlighting the city's multiple layers of natural and cultural history.
	On the front steps of the Auckland War Memorial Museum above The Cenotaph	<b>CUMULATIVE VALUE – MULTIPLE CONES</b>	<b>VIEWING DISTANCE TO CONE:</b> 10.7kms				
EVALUATION:						REGIONALLY SIGNIFICANT	





**View T01: Photo 1 of 1**

**The Individual Cone (68mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
T02	Tamaki Drive:	<b>NATURAL HERITAGE:</b>  Rangitoto is Auckland's youngest volcano, estimated at just over 550 years old, and its Auckland's only polygenetic volcano. Together with Browns Island, it is also notable for its location facing towards Auckland City from the waters of the Inner Hauraki Gulf.  The maunga's symmetrical 'shield' form is the result of two successive eruptions over a 10-50 year period that first laid ash over neighbouring Motutapu Island, then created the main cone that lies at the apex of Rangitoto today. With that central cone descending quite rapidly before starting to level off and then gradually spread out over some 5.5km, Rangitoto has a unique profile. Its scale is also quite different to that of Auckland's land-based volcanoes, with its main cone attaining an elevation of some 260m above the surrounding sea. It's very distinctive form is augmented by the volcano's layers of black clinker scoria – lava from the last eruption – and extensive, pohutukawa dominated, forest. Although DoC retains 30 baches on the island and Islington Bay is a popular boat mooring area, Rangitoto is notable for the marked absence of human structures and activities that otherwise impact on nearly all of Auckland's cones. Signs of past quarrying and modification to create munition storage areas during WWII are largely lost amid the cone's lava terrain and wealth of re-emergent coastal forest.  <b>CULTURAL HERITAGE:</b>  Rangitoto is Māori for 'Bloody Sky', with the name coming from the full phrase: " <i>The days of the bleeding of Tama Te Kapua</i> " referring to Tama Te Kapua, the captain of the Arawa waka who was badly wounded on the island, in a battle with Tainui at Islington Bay. Ngai Tai inhabited Motutapu Island at the time of Rangitoto's last eruption and Ngati Paoa also has connections with the island.  <b>OTHER VALUES:</b>  Rangitoto is the most visually impressive of Auckland City's cones and also, in all likelihood, the most symbolic– whether for tourists arriving by sea, visitors in general, or the local regional community. It is a truly iconic feature.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  Successive stretches of Tamaki Drive offer clear views out over the Waitemata Harbour to Rangitoto, including the popular recreation / swimming beaches of Okahu Bay, Mission Bay, Kohimarama and St Heliers, together with the causeway over Hobson Bay. This sequence of linear vantage points capture might well be regarded as quintessential views of the cone: with its expansive, forest covered, lava shield rising from the waters of the outer harbour and Inner Hauraki Gulf to climb slowly towards its central cone apex. Rangitoto symbolically 'captures' the northern horizon, with its maunga profile and dark khaki forest framed by the waters around it and the sky above.  Visually, it is entirely coherent and highly expressive; reminding Aucklanders and visitors alike of the tectonic forces that underpin Auckland physically and, to a significant extent, visually.  <b>CUMULATIVE VALUES:</b>  As with T01, most views from Tamaki Drive reveal Rangitoto standing largely apart from the rest of the Auckland cone field. However, views from around Hobson Bay and Orakei Point also reveal Mt Eden and Mt Hobson to the south and display North Head and Mt Victoria on the Devonport skyline. For much of the journey over Hobson Bay North Head is juxtaposed directly 'in front of Rangitoto', so that the contrast of North Head's modified maunga form (by past fortifications, buildings and roading) with the forest clad profile of Rangitoto could hardly be more stark. Subsequently, from Bastion Point eastwards, Browns Island forms an important part of the local seascape, with its very open, explicitly rendered crater and other maunga features contrasting quite starkly with Rangitoto's forest-clad profile.  Again, this sequence of cones reinforces the geological progression of cones across the Auckland landscape and provides points of interest and reference on various parts of the Auckland skyline. This exposure – in conjunction with open views across the Waitemata Harbour – affirms the way in which natural elements still structure, and in places, dominate the Auckland landscape.  <b>OTHER VALUES:</b>  Rangitoto is truly iconic symbol of Auckland – the most intact, legible, natural and tactile of the City's volcanoes.	LINEAR VIEWPOINT	<b>ROAD CORRIDORS:</b>  Tamaki Drive is identified by Auckland Transport as a Primary Arterial Route (approximately 17,900 vehicle movements west bound per day to September 2015) whose main functions are to:  ▪ For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and  ▪ In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).  It serves a very large commuter catchment spread across Auckland's eastern suburbs – from Orakei to St Heliers, together with a layer of additional suburbs behind the 'eastern bays', including Remuera, Meadowbank, St Johns and Glendowie.  In addition, it is part of a network of arterial roads and cycleways / walkways that sequentially exposes the Auckland community and visitors to a range of cones, including Mt Eden, Mt Hobson, Mt Victoria, North Head and Rangitoto. T02 is a critical component of this chain.  <b>RECREATIONAL FOCAL POINTS:</b>  For many locals and visitors alike, Tamaki Drive is also Auckland's premier waterfront promenade: a nationally significant magnet for tourists, walkers, cyclists and motor vehicle users that is frequently closed over the Summer to facilitate its use for sporting and cultural events that make the most of Auckland's coastal landscapes.	T02 is a critically important view of Rangitoto that enhances both the character of Auckland and the experience of using its 'eastern bays' waterfront – from the CBD to St Heliers. It is fundamental to the landscape character of Auckland, the City's identity and its sense of place. In addition, views from Tamaki Drive reinforce Rangitoto's role as a key 'gateway' feature at the point of entry to Auckland from the outer Hauraki Gulf and Pacific Ocean.
	Segments of Tamaki Drive stretching from Hobson Bay and Orakei Point to St Heliers	CUMULATIVE VALUE – MULTIPLE CONES		VIEWING DISTANCE TO CONE: 7.0kms			
EVALUATION:						REGIONALLY SIGNIFICANT	





**View T02: Photo 1 of 4**

The Individual Cone Viewed From Origin Point (38mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)



**View T02:** Photo 2 of 4

Cumulative Value – Rangitoto & North Head (70mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)





**View T02:** Photo 3 of 4

Cumulative Value – North Head & Mt Victoria To The West Of Rangitoto (52mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)



**View T02:** Photo 4 of 4

Cumulative Value – Browns Island Within The Motukorea Channel (62mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)



[illegible]



**View T03: Photo 1 of 1**

The Individual Cone Viewed From Origin Point (70mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
T04	East Coast Rd:	<b>NATURAL HERITAGE:</b>  Rangitoto is Auckland's youngest volcano, estimated at just over 550 years old, and its Auckland's only polygenetic volcano. Together with Browns Island, it is also notable for its location facing towards Auckland City from the waters of the Inner Hauraki Gulf.  The maunga's symmetrical 'shield' form is the result of two successive eruptions over a 10-50 year period that first laid ash over neighbouring Motutapu Island, then created the main cone that lies at the apex of Rangitoto today. With that central cone descending quite rapidly before starting to level off and then gradually spread out over some 5.5km, Rangitoto has a unique profile. Its scale is also quite different to that of Auckland's land-based volcanoes, with its main cone attaining an elevation of some 260m above the surrounding sea. It's very distinctive form is augmented by the volcano's layers of black clinker scoria – lava from the last eruption – and extensive, pohutukawa dominated, forest. Although DoC retains 30 baches on the island and Islington Bay is a popular boat mooring area, Rangitoto is notable for the marked absence of human structures and activities that otherwise impact on nearly all of Auckland's cones. Signs of past quarrying and modification to create munition storage areas during WWII are largely lost amid the cone's lava terrain and wealth of re-emergent coastal forest.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  At the point where East Coast Rd passes Rangitoto College, its road axis is directly aligned on Rangitoto: with the island cone's crater rim and lava ridges framed by street trees on one side of the road way and a retaining wall with school buildings on the other. Residential development sits at the foot of the view straight down the roadway, but its patina of rooftops and vegetation sits just below the waters of the inner Hauraki Gulf, which provide a platform for its broad mantle of coastal forest. As a result, the volcano's very distinctive profile dominates views down the road – for south-bound motorists, cyclists, pedestrians and college students alike. Although both ends of the volcano and its sea surrounds are truncated by the vegetation and development both sides of the roadway, this framing enhances the already strong sense of focus on the cone, appearing to slightly 'telescope' it towards the viewer.  As a result, Rangitoto is the sole point of focus and interest when looking down East Coast Rd, its natural, maunga, profile and forest contrasting very markedly with the suburban development that encloses T04. This creates a strong sense of engagement between the volcano and the main entrance to the school that bears its name.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  East Coast Rd is described by Auckland Transport as a Primary Arterial Route (approximately 11,600 vehicle movements both ways per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul>	T04 reveals Rangitoto as the sole feature of the view down East Coast Rd, firmly linking the maunga island to the college that bears its name. This view is exposed to thousands of Aucklanders who commute and otherwise travel via East Coast Rd each day, and it emphasises the importance of Auckland as both a regionally / nationally important landmark and symbol of Auckland.
	Outside Rangitoto College north of the college entrance and intersection with Sunrise Ave	<b>OTHER VALUES:</b>  Rangitoto's role as a gateway feature or 'sentinel' standing at the seaward entry to the Waitemata Harbour and Auckland starts to emerge in this view, but is not as pronounced as in other views eg. from T02. However, its function as a regionally, even nationally, significant landmark and symbol of Auckland is abundantly clear.		<b>VIEWING DISTANCE TO CONE:</b> 12.2kms		<p>It is a major thoroughfare for commuters traveling down the North Shore's East Coast Bays, running roughly parallel with SH1 / Northern Motorway further inland and the series of suburbs and settlements that hug Auckland's eastern coastline – from Browns Bay to Milford. As a result, East Coast Rd carries a large number of commuters each day – many of whom connect with the motorway corridor to and from the harbour bridge and central Auckland – together with local road users, commercial traffic and school pupils.</p> <p>Bus stops and car parking outside Rangitoto College cater for daily school use, while this arterial route also serves as a conduit to and from Browns Bay town centre and a series of local coastal centres. In addition, it affords connections with the larger centres of Milford and Takapuna, together with Wairau Park and Albany across the motorway. During the summer, it also caters for a large proportion of the regional population that descends on local beaches – from Milford to Long Bay.</p> <p>As a result, East Coast Bay accommodates a very large and diverse array of road users, from car drivers to bus passengers, cyclists and pedestrians.</p>	
					EVALUATION:		REGIONALLY SIGNIFICANT



**View T04:** Photo 1 of 1

The Individual Cone (66mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
T08	St Heliers Bay Rd:	<b>NATURAL HERITAGE:</b>  Rangitoto is Auckland's youngest volcano, estimated at just over 550 years old, and its Auckland's only polygenetic volcano. Together with Browns Island, it is also notable for tis location facing towards Auckland City from the waters of the Inner Hauraki Gulf.  The maunga's symmetrical 'shield' form is the result of two successive eruptions over a 10-50 year period that first laid ash over neighbouring Motutapu Island, then created the main cone that lies at the apex of Rangitoto today. With that central cone descending quite rapidly before starting to level off and then gradually spread out over some 5.5km, Rangitoto has a unique profile. Its scale is also quite different to that of Auckland's land-based volcanoes, with its main cone attaining an elevation of some 260m above the surrounding sea. It's very distinctive form is augmented by the volcano's layers of black clinker scoria – lava from the last eruption – and extensive, pohutukawa dominated, forest. Although DoC retains 30 baches on the island and Islington Bay is a popular boat mooring area, Rangitoto is notable for the marked absence of human structures and activities that otherwise impact on nearly all of Auckland's cones. Signs of past quarrying and modification to create munition storage areas during WWII are largely lost amid the cone's lava terrain and wealth of re-emergent coastal forest.  <b>CULTURAL HERITAGE:</b>  Rangitoto is Māori for 'Bloody Sky', with the name coming from the full phrase: " <i>The days of the bleeding of Tama Te Kapua</i> " referring to Tama Te Kapua, the captain of the Arawa waka who was badly wounded on the island, in a battle with Tainui at Islington Bay. Ngai Tai inhabited Motutapu Island at the time of Rangitoto's last eruption and Ngati Paoa also has connections with the island.  <b>OTHER VALUES:</b>  Rangitoto is the most visually impressive of Auckland City's cones and also, in all likelihood, the most symbolic– whether for tourists arriving by sea, visitors in general, or the local regional community. It is a truly iconic feature.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  As motorists approach, then pass Woodside Cres, the axis of St Heliers Bay Rd carries their eyes directly to the clearly articulated form of Rangitoto and its layering of coastal forest. A thin strip of sea – part of the Motukorea Channel – is also visible below the island volcano, emphasising its 'place' within the sea, at the junction of the outer Waitemata Harbour with the inner Hauraki Gulf.  The view is constrained by housing and trees within private garden both sides of the roadway, so just the central cone, side ridges and parts of its gently descending side-slopes are visible. However, this channelling of the view emphasises the focus on Rangitoto, appearing to 'telescope' the cone that much closer to those driving, cycling or walking down St Heliers Bay Rd, and the resulting image is clear and powerful: Rangitoto's iconic profile is instantly recognisable.  On the other hand, this view does not reveal as much of the volcano's setting as other views – notably T02, but even T04. It tends to hang at the end of the road space without offering a clear understanding or impression of the cone's wider landscape context.  <b>OTHER VALUES:</b>  T08 helps to create a strong sense of connection between the road corridor, adjoining residential areas, and even St Heliers Primary School (directly adjacent to this vantage point), and Rangitoto. There is very strong sense of symbolic engagement with the cone. This connection is further enhanced for motorists using Tamaki Drive as Rangitoto again comes into view at the 'front' of St Heliers village and then from a variety of vantage points along Tamaki Drive (T02).  <b>DETRACTORS:</b>  Domestic vegetation and some houses encroach marginally into this view both sides of the road corridor.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  St Heliers Bay Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 3,700 vehicle movements north bound per day to September 2015), whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic' to provide movement within the district between key nodes; and</li><li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li></ul> It is a significant thoroughfare for commuters accessing and leaving the central city via Tamaki Drive, for a commuter audience and road users that stretch from St Heliers itself to Glendowie, Meadowbank, Glen Innes and Panmure / Mt Wellington. It also serves as an important conduit to and from Tamaki Drive for the thousands of Aucklanders who clamour to both the waterfront drive and its beaches / reserves on fine evenings and weekends, and it provides the access for local traffic to and from St Heliers village. As a result, it caters for a relatively large and diverse, sub-regional audience of motorists, bus users, cyclists and pedestrians.	T08 offers a clear view of the centre of Rangitoto, framed by both residential development and trees within local gardens. While this enclosure and 'framing' of the view helps to sharpen the focus on Rangitoto, it also means that the significance of this view is diminished by the lack of 'context' – of seeing the island cone in relation to its wider landscape setting and other key landscape elements / features – including most of the Waitemata Harbour.
	At the intersection with Woodside Crescent			<b>VIEWING DISTANCE TO CONE:</b> 7.7kms			
					EVALUATION:		LOCALLY SIGNIFICANT



**View T08: Photo 1 of 1**  
**The Individual Cone (60mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
T09	Bucklands Beach Rd :	<b>NATURAL HERITAGE:</b>  Rangitoto is Auckland's youngest volcano, estimated at just over 550 years old, and its Auckland's only polygenetic volcano. Together with Browns Island, it is also notable for tis location facing towards Auckland City from the waters of the Inner Hauraki Gulf.  The maunga's symmetrical 'shield' form is the result of two successive eruptions over a 10-50 year period that first laid ash over neighbouring Motutapu Island, then created the main cone that lies at the apex of Rangitoto today. With that central cone descending quite rapidly before starting to level off and then gradually spread out over some 5.5km, Rangitoto has a unique profile. Its scale is also quite different to that of Auckland's land-based volcanoes, with its main cone attaining an elevation of some 260m above the surrounding sea. It's very distinctive form is augmented by the volcano's layers of black clinker scoria – lava from the last eruption – and extensive, pohutukawa dominated, forest. Although DoC retains 30 baches on the island and Islington Bay is a popular boat mooring area, Rangitoto is notable for the marked absence of human structures and activities that otherwise impact on nearly all of Auckland's cones. Signs of past quarrying and modification to create munition storage areas during WWII are largely lost amid the cone's lava terrain and wealth of re-emergent coastal forest.  <b>CULTURAL HERITAGE:</b>  Rangitoto is Māori for 'Bloody Sky', with the name coming from the full phrase: " <i>The days of the bleeding of Tama Te Kapua</i> " referring to Tama Te Kapua, the captain of the Arawa waka who was badly wounded on the island, in a battle with Tainui at Islington Bay. Ngai Tai inhabited Motutapu Island at the time of Rangitoto's last eruption and Ngati Paoa also has connections with the island.  <b>OTHER VALUES:</b>  Rangitoto is the most visually impressive of Auckland City's cones and also, in all likelihood, the most symbolic– whether for tourists arriving by sea, visitors in general, or the local regional community. It is a truly iconic feature.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  The view form Bucklands Beach Rd to Rangitoto shares some of the characteristics described in relation to T08, also being constrained by both residential development and trees within private gardens either side of the road corridor. Again, this view mainly focuses on the central crater crest / rim and lava ridges close by. The gently descending mantle of the rest of the island is partly visible, but – as with T08 – there is limited appreciation of the island's wider landscape setting and context.  However, the view is also more expansive, with more 'breathing space around the cone's central features. As a result, more of the cone's western flanks and the intervening sea area of the Motukorea Channel are visible. Rangitoto dominates the outlook down the road corridor and its iconic profile is both clear and instantly recognisable. In addition the presence of a slightly larger sea body in this view helps to affirm the volcano's 'location' at the outer edge of the Waitemata Harbour.  <b>OTHER VALUES:</b>  T09 provides an important introductory view from Bucklands Beach Rd on the approach to that suburb and beach. It creates a strong feeling of visual engagement and interaction with the island volcano, contributing very appreciably to the landscape character and identity of the Bucklands Beach area. This is further reinforced by subsequent views from the actual beach and its esplanade to Rangitoto (T10).  <b>DETRACTORS:</b>  Domestic vegetation and housing limit the extent of this view, while power lines still intrude into the profile of the cone and the water area that is an important part of its visual 'frame' and setting.	<b>SINGLE POINT</b>	<b>ROAD CORRIDORS:</b>  Bucklands Beach Rd is not identified as major thoroughfare by Auckland Transport. However, it still serves a large residential commuter belt that embraces the peninsula south of Musick Point, between Bucklands Beach / Half Moon Bay and Eastern Beach. In addition to accommodating travel by the commuters within this community, its affords local connections with the Howick village, the nearby Highland Park Shopping Centre and Supa Centre, and a number of local primary / intermediate schools and secondary colleges. As a result, this origin point caters for a mixture of daily commuters, locals and school pupils.  Over the Summer, Bucklands Beach Rd also serves as a major conduit for beach-goers to and from both Bucklands Beach and Eastern Beach – drawn from a sub-regional catchment spread across much of south and east Auckland.  Auckland Transport figures indicate 6,100 daily average vehicle movements, north bound, per day (to September 2015). Consequently, Rangitoto is exposed to a sizeable, sub-regional audience of motorists, bus users, cyclists and pedestrians.	Although View T09 shares some of the characteristics of T08, it offers a more expansive view of Rangitoto that reveals more of its signature profile and island landform. As a result, it makes a significant contribution to the character of the Bucklands Beach area that is amplified by subsequent views to the island from the beach area and esplanade – including T10. Bucklands Beach Rd is also a significant thoroughfare that – in addition to serving Bucklands Beach – provides access to Eastern Beach, Musick Point, and associated residential areas. Over each Summer, it affords an important vantage point for the thousands of recreational beach-goers who utilise the local beaches and Musick Point Reserve.
	At the intersection with Sea Spray Drive				<b>VIEWING DISTANCE TO CONE:</b> 11.0kms		
					<b>EVALUATION:</b>		LOCALLY SIGNIFICANT



**View T09: Photo 1 of 1**  
**The Individual Cone (80mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
T10	Bucklands Beach:	<b>NATURAL HERITAGE:</b>  Rangitoto is Auckland's youngest volcano, estimated at just over 550 years old, and its Auckland's only polygenetic volcano. Together with Browns Island, it is also notable for its location facing towards Auckland City from the waters of the Inner Hauraki Gulf.  The maunga's symmetrical 'shield' form is the result of two successive eruptions over a 10-50 year period that first laid ash over neighbouring Motutapu Island, then created the main cone that lies at the apex of Rangitoto today. With that central cone descending quite rapidly before starting to level off and then gradually spread out over some 5.5km, Rangitoto has a unique profile. Its scale is also quite different to that of Auckland's land-based volcanoes, with its main cone attaining an elevation of some 260m above the surrounding sea. It's very distinctive form is augmented by the volcano's layers of black clinker scoria – lava from the last eruption – and extensive, pohutukawa dominated, forest. Although DoC retains 30 baches on the island and Islington Bay is a popular boat mooring area, Rangitoto is notable for the marked absence of human structures and activities that otherwise impact on nearly all of Auckland's cones. Signs of past quarrying and modification to create munition storage areas during WWII are largely lost amid the cone's lava terrain and wealth of re-emergent coastal forest.  <b>CULTURAL HERITAGE:</b>  Rangitoto is Māori for 'Bloody Sky', with the name coming from the full phrase: " <i>The days of the bleeding of Tama Te Kapua</i> " referring to Tama Te Kapua, the captain of the Arawa waka who was badly wounded on the island, in a battle with Tainui at Islington Bay. Ngai Tai inhabited Motutapu Island at the time of Rangitoto's last eruption and Ngati Paoa also has connections with the island.  <b>OTHER VALUES:</b>  Rangitoto is the most visually impressive of Auckland City's cones and also, in all likelihood, the most symbolic– whether for tourists arriving by sea, visitors in general, or the local regional community. It is a truly iconic feature.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  See T02: as with Tamaki Drive, the combination of Buckland Beach's foreshore, beach reserve and adjoining roadway – The Drive – provides a clear view of both Rangitoto and the open waters of the Motukorea Channel. The highly iconic / symbolic profile of Rangitoto is clearly, and almost fully, revealed on the northern horizon, while the expansive water era of the Motukorea Channel provides an appealing foundation for the sequence of views to the island cone. Even when viewed from further south, as both the beachfront and The Drive meander down the eastern side of the Tamaki River, Rangitoto's signature profile and broad expanse of coastal forest remain clearly apparent.  The resulting contrast of the cone's natural form and vegetative cover with the sedimentary cliffs and patina of housing both sides of the Tamaki River is very marked, while the course of the river tends to carry the eyes of those using the beachfront, its esplanade reserve and The Drive towards both its mouth and Rangitoto.  <b>CUMULATIVE VALUE:</b>  Viewed from the near the mouth of the Tamaki River, Rangitoto is viewed in conjunction with Browns Island / Motukorea. While Rangitoto remains draped in a deep khaki layer of regenerating forest, Brown Island – the smaller, but also closer, of the two volcanoes – is virtually shorn of vegetation cover, so that its remarkable crater landform and surrounding lava flats are clearly exposed. This results in a dramatic juxtaposition of two quite different, but also highly evocative and aesthetically appealing, maunga features.  In addition, views across the Tamaki River reveal Mt Wellington (W12) in conjunction with a distant One Tree Hill. Again, even though Rangitoto has a quite different physical profile, character and scale from those of both Mt Wellington and One Tree Hill, this series of views to different cones emphasises the broad spread of Auckland's maunga field and the variations in the scale and type (monogenetic versus polygenetic) of past activity that it is notable for. Few locations offer a better appreciation of the maunga forces that underpin the development of Auckland's geophysical landscape.  <b>OTHER VALUES:</b>  All of these cones are critical to the character and identity of Bucklands Beach. Although most visitors undoubtedly focus on its beachfront and river access, it is impossible to ignore the major contribution that Rangitoto – in conjunction with Browns Island and other visible cones – makes to the landscape and sense of place exhibited by Bucklands Beach.	<b>LINEAR VIEWPOINT</b>	<b>RECREATIONAL FOCAL POINTS:</b>  Bucklands Beach comprises two gently curving beach areas that are linked by a small promontory that is used to accommodate a parking area and small yacht club. Grass berms wither side of this promontory provide ample room from picnicking over the summer months, while the extensive beachfronts and road behind – The Parade – provide public frontage to some 1.9kms of river estuary. As a result, T10's linear origin point provides the focus for a wide range of activities, with a strong bias towards maritime and beachfront recreation: swimming, boating, picnicking, walking, etc.  Although it lacks the regional status that is attributed to other origin points, such as roads, it nevertheless remains a highly attractive part of Auckland's coastal environment that attracts thousands of beach users over summer and autumn. Even over winter, it can be ideal for strolling along.  In addition, Viewpoint T10 enjoys exposure to, and use by, a very sizeable residential catchment in its immediate vicinity – stretching across the Music Point isthmus to Eastern Beach and it lies close to a broad swathe of suburbs that include Pakuranga, Panmure, Howick and Botany Downs.	T10 offers an exceptionally clear and ionic view of Rangitoto – across the open waters of the Motukorea Channel. Its signature profile dominates the mouth of the Tamaki River while, in conjunction with Browns Island and – over the Tamaki River – both Mt Wellington and One Tree Hill, it provides a dramatic reminder of both the broad extent of Auckland's maunga field and the way in which it has shaped both the City's terrestrial and coastal landscapes.  View T10 offers among the most direct and important land-based views of Rangitoto, together with a contrasting, but also highly evocative and significant, Browns Island
	The beach reserve and esplanade, and the northern half of The Parade		<b>CUMULATIVE VALUE – MULTIPLE CONES</b>		<b>VIEWING DISTANCE TO CONE:</b> 8.8kms		
<b>EVALUATION:</b>							REGIONALLY SIGNIFICANT



**View T10:** Photo 1 of 1

The Individual Cone (38mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
V01	Lake Rd:	<b>NATURAL HERITAGE:</b>  Although Mt Victoria / Takarunga only rises to 81m asl, its clean slopes and rapid climb above the low lying matrix of Edwardian and Victorian villas that dominate much of Devonport lends it considerable prominence. In 1840 a flagstaff was erected on the maunga and it was colloquially know as "Flagstaff Hill" for much of the 19 <sup>th</sup> Century. Although a signal station was first erected on the cone's summit in 1841 (now fully automated), the maunga's open slopes retain a distinctive maunga quality, while nearby North Head – with its headland profile and entrenched fortifications – helps to reinforce the maunga origins of Devonport as a whole.  Together, the cones counterbalance Mt Eden and Mt Hobson on the opposite side of the Waitemata Harbour and display a high level of visual presence – relative to both the nearby harbour and key locations (like Tamaki Drive) across it. This serves to reinforce Mt Victoria's value, both as a key feature of the Devonport landscape and, in conjunction with North Head, as outliers of Auckland's wider maunga field / network.  <b>CULTURAL HERITAGE:</b>  Occupied by Maori from approximately 1350 through to the early 1800s, Takarunga or " <i>hill standing above</i> " was fortified and occupied by successive iwi over several centuries. The maunga's northern and north-eastern slopes still reveal terraces and pits associated with both occupation and kumara storage.  <b>OTHER VALUES:</b>  Like North Head, the summit of Mount Victoria contains an hydraulic, 'disappearing gun' – one of very few left in the world', together with a number of artillery emplacements and various concrete bunkers. However, it is more notable as the physical centrepiece to Devonport and as a key reminder of the suburb's formative processes. Visually, it also displays a strong sense of connection with both Devonport's town centre and the inner Waitemata Harbour.	<b>INDIVIDUAL FEATURE</b>  <b>CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE</b>	<b>INDIVIDUAL CONE:</b>  Mt Victoria / Takarunga emerges between the cutting and trees that contain Lake Rd as it turns at the intersection with Clifton Rd to align directly on the form of the cone. Its hummocky profile – fronted by open, slightly striated, slopes – emerges as THE central feature at the end of the road corridor and the distinctive signal station atop its summit helps to affirm the cone's key, landmark role within this road view. The maunga's visual primacy is accentuated by both the road axis leading towards Devonport and the juxtaposition / contrast of its exposed, grassed, slopes with the mixture of road surface, fencing, peripheral vegetation and traffic in the foreground. It marks the 'end' of the Lake Rd journey.  The cone's form clearly expresses its maunga heritage, while the signal station marks its significance in relation to European occupation of Devonport. More symbolically, it is also reflective of Devonport's connection with both the nearby Naval Base and the cone's long standing association with maritime use of the Waitemata Harbour.  <b>CUMULATIVE VALUE:</b>  Together with Views V02 and V03 – located nears intersections with Bayswater Ave, then Aramoana Ave, respectively – V01 creates a sequence of views to Mt Victoria that follow the progression of Lake Rd directly towards the maunga. They serve to introduce Devonport to those using the road corridor and locate the seaside suburb. The three views are located on, and near, high points along the road corridor that present and re-introduce Mt Victoria to those using the road corridor – creating a strong sense of connection and reconnection in the course of this journey. They also reveal the interplay of the cone's iconic form with the lower lying matrix of mostly residential, development that flanks the cone and provides much of the frame for views to it. This sequence creates the strong feeling of a progression towards the cone and of increasing connection with it – culminating in close-up views that increasingly reveal its terraced / striated open space, pohutukawa clad periphery and the signal station. Of these views, V01 is perhaps the most dramatic and iconic, as it is the first to introduce road users to the maunga.  <b>OTHER VALUES:</b>  These factors result in a very strong sense of association between the suburb of Devonport and Mt Victoria. Together with North Head, it is a critical part of the suburb's signature that contributes to its identity and sense of place. View V01 is fundamental to this connection.  <b>DETRACTORS:</b>  Lake Rd's power poles and lines detract from this view's qualities to a limited degree.	<b>SINGLE POINT</b>  <b>VIEWING DISTANCE TO CONE:</b> 3.3kms	<b>ROAD CORRIDORS:</b>  Lake Rd is described by Auckland Transport as a Primary Arterial Route (approximately 14,000 vehicle movements south bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> It is a major thoroughfare for commuters accessing and leaving Devonport, Bayswater and Belmont – on the way to Takapuna and other parts of the North Shore, or to and from the Northern Motorway (SH1). It also accommodates daily traffic to and from the Devonport Naval Base and serves as an important conduit for weekend visitors to Devonport (including its town centre and beaches), as well as to the Bayswater Marina and other attractions, like North Head. As the only arterial road in and out of Devonport, thousands of Aucklanders are channelled down Lake Rd each day.  As a result, it caters for a large and diverse, sub-regional audience of motorists, bus users, cyclists and pedestrians.	V01 is a critical introductory view to Mt Victoria and the start of a sequence that reveals its cultural and natural heritage characteristics.  Moreover, the cone occupies a strategically, and symbolically, important location at the end of Lake Rd, emphasising the cone's importance to the landscape and visual signature of Devonport for a wide range of road users.
	At the intersection with Clifton Rd						
<b>EVALUATION:</b>						REGIONALLY SIGNIFICANT	



**View V01:** Photo 1 of 1  
The Individual Cone (80mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)







**View V02:** Photo 1 of 1

The Individual Cone (68mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)







**View V03: Photo 1 of 1**  
**The Individual Cone (60mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W01	Ellerslie Panmure Highway:	<p><b>NATURAL HERITAGE:</b></p> <p>Although standing somewhat apart from central Auckland and, in some respects, less well known than cones like Mt Eden and One Tree Hill, Mt Wellington is perhaps the most physically impressive and intact of Auckland's Isthmus cones. It rises up from a low-lying periphery of residential, commercial and light industrial mark to stamp an emphatic mark on the landscape around Panmure and the Tamaki River. The cone's dome-like profile, layered by tuff outcrops and ridges, is complemented by an explosion crater on its summit that is widely visible.</p>	INDIVIDUAL FEATURE	<p><b>INDIVIDUAL CONE:</b></p> <p>As road users travel eastwards along the Ellerslie Panmure Highway, Mt Wellington / Maungarei emerges between the vegetation and housing either side of the road corridor. Its angled summit – somewhat truncated and sloping downhill from south to north – is directly in line with the highway's axis. Although the cone's maunga ridges and slopes extending northwards are concealed by roadside planting, its maunga profile remains clearly apparent. Although the southern side of the maunga is partly covered by pine trees and historic quarrying also scars that flank, sings of the cone's striated and terraced landform still emerge.</p> <p>Mt Wellington's visual primacy within the road corridor is accentuated by both the road axis leading straight towards it and the contrast of its exposed, grassed, slopes with the mixture of road surface, fencing, peripheral vegetation and traffic in the foreground. It marks the apparent 'end' to journey down this section of the Ellerslie Panmure Highway.</p> <p>The cone's form clearly expresses its maunga heritage.</p>	SINGLE POINT	<p><b>ROAD CORRIDORS:</b></p> <p>The Ellerslie Panmure Highway is described by Auckland Transport as a Primary Arterial Route (approximately 12,800 vehicle movements east bound per day to September 2015) whose main functions are to:</p> <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> <p>It is a major thoroughfare for commuters across the eastern Auckland Isthmus – connecting suburbs that stretch from Panmure and Mt Wellington and Howick with SH1. It also serves a broad swathe of eastern Auckland both north and south of this corridor – from Glen Innes and Pakuranga to Botany Downs.</p> <p>Moreover, it acts as an important conduit to and from the Panmure town centre, the Lunn Ave retail centre, Sylvia Park and a swathe of surrounding business premises, bulk retailing and light industry.</p> <p>As a result, it caters for a complex mix of commuters, local shoppers, those visiting both retail centres, and commercial / industrial traffic. In so doing, it exposes Mt Wellington to a regionally significant audience of motorists, bus users, cyclists and pedestrians.</p>	W01 is the first of three views from the Ellerslie Panmure Highway that reveal the maunga profile of the maunga. It occupies an important location on a major arterial route and is significant in terms of the character and identity of both the suburban areas that flank the cone and Panmure's commercial / business precincts.
	Near the intersection with Alana Place	<p><b>CULTURAL HERITAGE:</b></p> <p>The cones open summit and flanks, reveal a complex layering of pa ditches, terracing and pits, and Maori settlement patterns across Mt Wellington / Maungarei are among the best preserved and most clearly legible of any in New Zealand. Called the 'Watchful mountain' by the maunga's 18th Century Waiohua inhabitants, the cone is also referred to as Te Maungarei a Potaka, in deference to a prominent tribal leader who lived on the maunga, or Maunga a Reipae with reference to a Tainui ancestress who landed on the mountain in the form of a bird. The western river banks and flats of the Tamaki River were occupied by Ngati Paoa in the late 18th Century and it appears that they gifted the maunga – then unoccupied – to Ngati Whatua some time after that.</p>					
				<p><b>CUMULATIVE VALUE:</b></p> <p>Together with Views W02 and W03 – located near the intersection with Harrison Rd and west of Burt Rd, respectively – W01 creates a sequence of views to Mt Wellington that follow the progression of the Ellerslie Panmure Highway directly towards, then past, the maunga. They serve to help locate Mt Wellington / Panmure for those using the road corridor, with the three views located at points on the highway that turn back to face it after turning slightly away from it. As a result, W01 serves to introduce those using the Ellerslie Panmure Highway to the maunga, while W02 and W03 reintroduce motorists, cyclists and pedestrians to the cone. The resulting sequence also serves to reveal the interplay of the cone's iconic form with the lower lying matrix of mostly residential, development either side of the highway.</p> <p>This progression contributes to a sense of increasing connection with Mt Wellington that culminates in quite close-up views that increasingly reveal more of tis profile and its terraced / striated open space.</p>			
				<p><b>OTHERVALUES:</b></p> <p>These factors result in a very strong sense of association between the suburb of Panmure / Mt Wellington and the maunga. The Ellerslie Panmure Highway is the main conduit to and from both suburbs, as well as to and from the Panmure town centre, so that the cone is a truly signature feature of the area served by the highway. It is critical to the identity and sense of place associated with both surrounding suburbs and the commercial centre of Panmure.</p>			
				<p><b>DETRACTORS:</b></p> <p>Vegetation both sides of the road corridor, but more especially down its northern side, restricts views to the cone as a whole.</p>			
EVALUATION:							REGIONALLY SIGNIFICANT



**View W01: Photo 1 of 1**  
**The Individual Cone (80mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:	
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:		
W02	Ellerslie Panmure Highway:	<b>NATURAL HERITAGE:</b>  Although standing somewhat apart from central Auckland and, in some respects, less well known than cones like Mt Eden and One Tree Hill, Mt Wellington is perhaps the most physically impressive and intact of Auckland's Isthmus cones. It rises up from a low-lying periphery of residential, commercial and light industrial mark to stamp an emphatic mark on the landscape around Panmure and the Tamaki River. The cone's dome-like profile, layered by tuff outcrops and ridges is complemented by an explosion crater on its summit that is widely visible.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  Similar to W01: the second in the sequence of views to Mt Wellington / Maungarei from the Ellerslie Panmure Highway, W02 is the 'lynch-pin' in a sequence of views, and displays many of the characteristics already identified in relation to View W01.  As a result, it reveals some of the cone's characteristics and qualities that are clearly linked to both its natural and cultural / heritage value.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  The Ellerslie Panmure Highway is described by Auckland Transport as a Primary Arterial Route (approximately 12,800 vehicle movements east bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul>	View W02 is, perhaps less significant as a view in its own right than as a key 'lynch pin' in the sequence of views that emerges for those using the Ellerslie Panmure Highway. Nevertheless, it reinforces the sense of connection between the highway and cone, and with its strategic location on that major arterial route, it makes a significant cumulative contribution to the character and identity of both the suburban areas flanking the cone and Panmure's commercial / business precincts.	
	Near the intersection with Harrison Rd & McDonald Cres	<b>CULTURAL HERITAGE:</b>  The cones open summit and flanks, reveal a complex layering of pa ditches, terracing and pits, and Maori settlement patterns across Mt Wellington / Maungarei are among the best preserved and most clearly legible of any in New Zealand. Called the 'Watchful mountain' by the maunga's 18th Century Waiohau inhabitants, the cone is also referred to as Te Maungarei a Potaka, in deference to a prominent tribal leader who lived on the maunga, or Maunga a Reipae with reference to a Tainui ancestress who landed on the mountain in the form of a bird. The western river banks and flats of the Tamaki River were occupied by Ngati Paoa in the late 18th Century and it appears that they gifted the maunga – then unoccupied – to Ngati Whatua some time after that.		<b>CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE</b>		<b>CUMULATIVE VALUE:</b>  Together with Views W01 and W03 – located near the intersection with Alana Place and west of Burt Rd, respectively – W02 contributes to the sequence of views to Mt Wellington that emerge between Ellerslie and the major Lunn Ave intersection. The three views follow the progression of the highway seemingly towards the maunga and also serve to locate the suburb of Mt Wellington / Panmure, together with the Panmure shopping centre and adjoining business precincts. As explained in relation to W01, the three views help to create a symbolic sense of progression towards, and connection with, Mt Wellington. They culminate in quite close-up views that increasingly reveal more of the cone's profile and its terraced / striated open space.		It is a major thoroughfare for commuters across the eastern Auckland Isthmus – connecting suburbs that stretch from Panmure and Mt Wellington and Howick with SH1. It also serves a broad swathe of eastern Auckland both north and south of this corridor – from Glen Innes and Pakuranga to Botany Downs.  Moreover, it acts as an important conduit to and from the Panmure town centre, the Lunn Ave retail centre, Sylvia Park and a swathe of surrounding business premises, bulk retailing and light industry.  As a result, it caters for a complex mix of commuters, local shoppers, those visiting both retail centres, and commercial / industrial traffic. In so doing, it exposes Mt Wellington to a regionally significant audience of motorists, bus users, cyclists and pedestrians.
				<b>OTHER VALUES:</b>  Mt Wellington is an iconic feature for the area around Mt Wellington, Panmure, the Tamaki River and Stonefields. It is directly linked to the sunken crater of the nearby Panmure Basin, and various views also link it to other key maunga remnants, including Mt Eden, One Tree Hill and Pigeon Mountain. It forms part of the introductory chain of cones visible from Pakuranga Rd as motorists approach central Auckland, and it is a key landmark for eastern Auckland in general.		<b>OTHER VALUES:</b>  As is explained in relation to W01, these factors result in a very strong sense of association between the suburb of Panmure / Mt Wellington and the maunga. The Ellerslie Panmure Highway is the main conduit to and from both suburbs, as well as to and from the Panmure town centre, so that the cone is a truly signature feature of the area served by the highway. It is critical to the identity and sense of place associated with both surrounding suburbs and the commercial centre of Panmure.		<b>VIEWING DISTANCE TO CONE:</b> 1.9kms
						EVALUATION:	REGIONALLY SIGNIFICANT	



**View W02: Photo 1 of 1**  
**The Individual Cone (75mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W03	Ellerslie Panmure Highway:	<b>NATURAL HERITAGE:</b>  Although standing somewhat apart from central Auckland and, in some respects, less well known than cones like Mt Eden and One Tree Hill, Mt Wellington is perhaps the most physically impressive and intact of Auckland's Isthmus cones. It rises up from a low-lying periphery of residential, commercial and light industrial mark to stamp an emphatic mark on the landscape around Panmure and the Tamaki River. The cone's dome-like profile, layered by tuff outcrops and ridges is complemented by an explosion crater on its summit that is widely visible.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  Similar to W01 and W02: the third in the sequence of views to Mt Wellington / Maungarei from the Ellerslie Panmure Highway.  View W03 is less directly axial than W01 and W02, with the view to Mt Wellington deviating from the road corridor to traverse residential properties down its northern side. Nevertheless, it offers a slightly more close up perspective of the cone, that also reveals more of its maunga profile and surface striations / terracing. It also offers a slightly stronger feeling of connection with the cone due to its closer perceived proximity and greater visual presence.  Consequently, W03 is the important 'terminus' for the W01-W03 series of views from the Ellerslie Panmure Highway, and it makes a significant contribution to appreciation of the cone's visual characteristics that are clearly linked to both its natural heritage and cultural heritage values.	<b>SINGLE POINT</b>	<b>ROAD CORRIDORS:</b>  The Ellerslie Panmure Highway is described by Auckland Transport as a Primary Arterial Route (approximately 12,800 vehicle movements east bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> It is a major thoroughfare for commuters across the eastern Auckland Isthmus – connecting suburbs that stretch from Panmure and Mt Wellington and Howick with SH1. It also serves a broad swathe of eastern Auckland both north and south of this corridor – from Glen Innes and Pakuranga to Botany Downs.  Moreover, it acts as an important conduit to and from the Panmure town centre, the Lunn Ave retail centre, Sylvia Park and a swathe of surrounding business premises, bulk retailing and light industry.  As a result, it caters for a complex mix of commuters, local shoppers, those visiting both retail centres, and commercial / industrial traffic. In so doing, it exposes Mt Wellington to a regionally significant audience of motorists, bus users, cyclists and pedestrians.	View W03 is the important 'final view' from the Ellerslie Panmure Highway. It reveals more of both the cone's profile and the surficial features that are associated with Maungarei's maunga heritage and occupation by Maori. Consequently, it makes an important contribution to the sense of connection between the highway and cone. Because of its strategic location on a highly important arterial route, View W03 also helps to link the cone with both the suburban areas flanking Mt Wellington and the nearby Panmure town centre and adjoining business precincts.
	West of Burt Rd	<b>CULTURAL HERITAGE:</b>  The cones open summit and flanks, reveal a complex layering of pa ditches, terracing and pits, and Maori settlement patterns across Mt Wellington / Maungarei are among the best preserved and most clearly legible of any in New Zealand. Called the 'Watchful mountain' by the maunga's 18th Century Waiohau inhabitants, the cone is also referred to as Te Maungarei a Potaka, in deference to a prominent tribal leader who lived on the maunga, or Maunga a Reipae with reference to a Tainui ancestress who landed on the mountain in the form of a bird. The western river banks and flats of the Tamaki River were occupied by Ngati Paoa in the late 18th Century and it appears that they gifted the maunga – then unoccupied – to Ngati Whatua some time after that.	<b>CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE</b>	<b>CUMULATIVE VALUE:</b>  Together with Views W01 and W02 – located nears intersections with Alana Place and Harrison Rd, respectively – W03 contributes to the sequence of views to Mt Wellington that emerge between Ellerslie and the major Lunn Ave intersection. The three views follow the progression of the highway seemingly towards the maunga and also serve to locate the suburb of Mt Wellington / Panmure, together with the Panmure shopping centre and adjoining business precincts. As explained in relation to W01 and W02, the three views help to create a symbolic sense of progression towards, and connection with, Mt Wellington. They culminate in views from the vicinity of W03 that appear 'closer' than those from W01 and W02, revealing more of the summit's stepping and areas of occupational / defensive terracing.	<b>VIEWING DISTANCE TO CONE:</b> 1.0kms		
		<b>OTHER VALUES:</b>  Mt Wellington is an iconic feature for the area around Mt Wellington, Panmure, the Tamaki River and Stonefields. It is directly linked to the sunken crater of the nearby Panmure Basin, and various views also link it to other key maunga remnants, including Mt Eden, One Tree Hill and Pigeon Mountain. It forms part of the introductory chain of cones visible from Pakuranga Rd as motorists approach central Auckland, and it is a key landmark for eastern Auckland in general.	<b>OTHER VALUES:</b>  As is explained in relation to W01 and W02, these factors result in a very strong sense of association between the suburb of Panmure / Mt Wellington and the maunga. The Ellerslie Panmure Highway is the main conduit to and from both suburbs, as well as to and from the Panmure town centre, so that the cone is a truly signature feature of the area served by the highway. It is critical to the identity and sense of place associated with both surrounding suburbs and the commercial centre of Panmure.				
			<b>DETRACTORS:</b>  Vegetation within private properties down the northern side of the road corridor restricts views to the maunga's lower slopes.				
					<b>EVALUATION:</b>		REGIONALLY SIGNIFICANT



**View W03: Photo 1 of 1**  
**The Individual Cone (62m lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W04	<p>Mt Wellington Highway:</p> <p>At the intersection with Rowlands Ave</p>	<p><b>NATURAL HERITAGE:</b></p> <p>Although standing somewhat apart from central Auckland and, in some respects, less well known than cones like Mt Eden and One Tree Hill, Mt Wellington is perhaps the most physically impressive and intact of Auckland's Isthmus cones. It rises up from a low-lying periphery of residential, commercial and light industrial mark to stamp an emphatic mark on the landscape around Panmure and the Tamaki River. The cone's dome-like profile, layered by tuff outcrops and ridges, is complemented by an explosion crater on its summit that is widely visible.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>The cones open summit and flanks, reveal a complex layering of pa ditches, terracing and pits, and Maori settlement patterns across Mt Wellington / Maungarei are among the best preserved and most clearly legible of any in New Zealand. Called the 'Watchful mountain' by the maunga's 18th Century Waiohau inhabitants, the cone is also referred to as Te Maungarei a Potaka, in deference to a prominent tribal leader who lived on the maunga, or Maunga a Reipae with reference to a Tainui ancestress who landed on the mountain in the form of a bird. The western river banks and flats of the Tamaki River were occupied by Ngati Paoa in the late 18th Century and it appears that they gifted the maunga – then unoccupied – to Ngati Whatua some time after that.</p> <p><b>OTHERVALUES:</b></p> <p>Mt Wellington is an iconic feature for the area around Mt Wellington, Panmure, the Tamaki River and Stonefields. It is directly linked to the sunken crater of the nearby Panmure Basin, and various views also link it to other key maunga remnants, including Mt Eden, One Tree Hill and Pigeon Mountain. It forms part of the introductory chain of cones visible from Pakuranga Rd as motorists approach central Auckland, and it is a key landmark for eastern Auckland in general.</p>	<p><b>INDIVIDUAL FEATURE</b></p> <p><b>CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE</b></p>	<p><b>INDIVIDUAL CONE:</b></p> <p>When approaching Panmure from the Southern Motorway (SH1) or Sylvia Park, the axis of Mt Wellington Highway is aligned directly on the maunga profile of Mt Wellington / Maungarei. It sits at the end of the road corridor and totally dominates the skyline at the end of the road. The maunga's conical form and truncated summit – so typical of maunga cones – is clearly articulated, with stepping down the slopes either side of the cone suggestive of the earthworks terracing and tuff features that are more prominent in other views.</p> <p>The near side of the cone is largely covered by an old pine woodlot, which, in turn, covers, an old quarry site on the south side of the cone. Even so, the natural profile and layering' of the cone's mantle remains evident and intact.</p> <p>Although the cone is directly abutted by both commercial development – spreading either side of Mt Wellington Highway – and a broader matrix of one and two storey residential development, it climbs dramatically above that development. As a result, it has considerable visual presence and the maunga nature of its profile is very clearly expressed – moreso than the majority of other cones found within and around the Auckland Isthmus.</p> <p>While the pine woodlot down the southern side of Mt Wellington also limits exposure to the terracing, pits and other signs of Maori occupation that are so clearly apparent in views from other quarters, the 'stepping' described above remains indicative of past iwi occupation and defensive structures.</p> <p><b>CUMULATIVE VALUE:</b></p> <p>Although W04 is identified as a Viewpoint with a single origin point, the road corridor actually carries motorists and other road users directly towards both W05 and the cone. As a result, it is the starting point for a continuum of views that are experienced as one moves towards Mt Wellington. In the course of that movement, some of the cone's peripheral steeping / terracing becomes more apparent, but trees in properties to the left of the roadway also intrude more noticeably into the cone's profiles and lower slopes.</p> <p><b>OTHERVALUES:</b></p> <p>This view captures Mt Wellington as a key landmark in the approach to Panmure. As such, it forges a very close symbolic link between the town centre and Mt Wellington. It also affirms the association between the cone and the broader spread of suburbs that surround it. As a result, this view of Mt Wellington is fundamental to the character and identity of Panmure and Mt Wellington as a whole.</p> <p><b>DETRACTORS:</b></p> <p>The 220kV transmission corridor immediately north of Rowlands Ave, together with power lines following the road corridor degrade the general view, and intrude into profile of the cone.</p>	<p><b>SINGLE POINT</b></p> <p><b>VIEWING DISTANCE TO CONE:</b> 1.7kms</p>	<p><b>ROAD CORRIDORS:</b></p> <p>Mt Wellington Highway is described by Auckland Transport as a Primary Arterial Route (approximately 17,500 vehicle movements north bound per day to September 2015) whose main functions are to:</p> <ul style="list-style-type: none"> <li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li> <li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li> </ul> <p>It is a major thoroughfare for commuters across the eastern Auckland Isthmus – connecting suburbs that stretch from Remuera to Panmure and Glen Innes with SH1. It also serves a broad swathe of eastern Auckland both east and west of this corridor, from Mt Wellington to Howick and Botany Downs – the latter via the South-eastern Highway.</p> <p>Moreover, it acts as an important conduit between Sylvia Park and SH1 at the southern end of the highway with the Panmure town centre at its northern end, and it provides connections to and from a broad swathe of surrounding business premises, bulk retailing and light industry.</p> <p>As a result, it caters for a complex mix of commuters, local shoppers, those visiting both retail centres and commercial / industrial traffic. In so doing, it exposes Mt Wellington to a regionally significant audience of motorists, bus users, cyclists and pedestrians.</p>	<p>View W04 captures an archetypal view of Mt Wellington / Maungarei that directly links the cone to Panmure town centre and the suburban area around it. The current view is degraded, to some extent, by the power lines crossing Mt Wellington Highway and following its path towards the maunga. However, this does not ultimately undermine a view in which Mt Wellington assumes the role of an important landmark. The cone makes an important statement in W04, both as a way-finding feature on the east Auckland skyline and as part of the 'gateway' to Panmure and the suburbs around that centre.</p>
						EVALUATION:	REGIONALLY SIGNIFICANT



**View W04: Photo 1 of 1**  
**The Individual Cone (66mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W05	Mt Wellington Highway:	<b>NATURAL HERITAGE:</b>  Although standing somewhat apart from central Auckland and, in some respects, less well known than cones like Mt Eden and One Tree Hill, Mt Wellington is perhaps the most physically impressive and intact of Auckland's Isthmus cones. It rises up from a low-lying periphery of residential, commercial and light industrial mark to stamp an emphatic mark on the landscape around Panmure and the Tamaki River. The cone's dome-like profile, layered by tuff outcrops and ridges is complemented by an explosion crater on its summit that is widely visible.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  Close to the Mt Wellington Highway's intersection with the Ellerslie Panmure Highway, View W05 reveals the centre and right-hand (eastern) side of Mt Wellington / Maungarei dominating the view ahead. Its mixture of open side-slopes and pine-covered quarry area loom over the intersection, making an unavoidable 'statement' on the far side of the Ellerslie Panmure Highway.  Even though commercial development traverses the foot of the cone, and trees obscure a sizeable part of its profile, the cone's terraced slopes also emerge to the right of the woodlot, commanding attention from the motorist, cyclists and pedestrians approaching, or stopped at, the intersection. Consequently, this view of the maunga doesn't capture its form as clearly as some views from other quarters and it offers quite limited exposure to the terracing associated with past Maori occupation. Nevertheless, the viewpoint's close physical proximity to the cone still results in it having a commanding presence when viewed from close to the Ellerslie Panmure Highway: it remains a key landmark is important in terms of both way-finding and arrival at Panmure.  It is also important to note that even though the trees in the small reserve at the junction of Mt Wellington Highway with the Ellerslie Panmure Highway currently screen the left-hand side of Mt Wellington, the removal or eventual die-off of those trees would reveal almost all of the cone's profile.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  Mt Wellington Highway is described by Auckland Transport as a Primary Arterial Route (approximately 17,500 vehicle movements north bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> It is a major thoroughfare for commuters across the eastern Auckland Isthmus – connecting suburbs that stretch from Remuera to Panmure and Glen Innes with SH1. It also serves a broad swathe of eastern Auckland both east and west of this corridor, from Mt Wellington to Howick and Botany Downs – the latter via the South-eastern Highway.  Moreover, it acts as an important conduit between Sylvia Park and SH1 at the southern end of the highway with the Panmure town centre at its northern end, and it provides connections to and from a broad swathe of surrounding business premises, bulk retailing and light industry.  As a result, it caters for a complex mix of commuters, local shoppers, those visiting both retail centres and commercial / industrial traffic. In so doing, it exposes Mt Wellington to a regionally significant audience of motorists, bus users, cyclists and pedestrians.	W05 offers a close-up view of Mt Wellington / Maungarei, that dominates the outlook from Mt Wellington Highway close to it its intersection with the Ellerslie Panmure Highway. Although this view is less 'distinct' and perhaps also less memorable than others that reveal more of the cone's complete profile and key maunga / cultural artefacts, it remains the terminus for an important sequence of views to the cone as one travels northwards down Mt Wellington Highway – starting with W04. It therefore remains important as a true landmark at the gateway to Panmure, firmly linking the cone to both the town centre and surrounding suburbs.
	South of the Intersection with the Ellerslie Panmure Highway	<b>CULTURAL HERITAGE:</b>  The cones open summit and flanks, reveal a complex layering of pa ditches, terracing and pits, and Maori settlement patterns across Mt Wellington / Maungarei are among the best preserved and most clearly legible of any in New Zealand. Called the 'Watchful mountain' by the maunga's 18th Century Waiohau inhabitants, the cone is also referred to as Te Maungarei a Potaka, in deference to a prominent tribal leader who lived on the maunga, or Maunga a Reipae with reference to a Tainui ancestress who landed on the mountain in the form of a bird. The western river banks and flats of the Tamaki River were occupied by Ngati Paoa in the late 18th Century and it appears that they gifted the maunga – then unoccupied – to Ngati Whatua some time after that.  <b>OTHER VALUES:</b>  Mt Wellington is an iconic feature for the area around Mt Wellington, Panmure, the Tamaki River and Stonefields. It is directly linked to the sunken crater of the nearby Panmure Basin, and various views also link it to other key maunga remnants, including Mt Eden, One Tree Hill and Pigeon Mountain. It forms part of the introductory chain of cones visible from Pakuranga Rd as motorists approach central Auckland, and it is a key landmark for eastern Auckland in general.	CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	<b>CUMULATIVE VALUE:</b>  Together with W04 and the unfolding view between these two vantage points, W05, reinforces the close association between Mt Wellington and the town centre at its foot. The approach to W05 also shows the profile of the cone changing: becoming more visually dominant, but perhaps less well articulated as both a maunga remnant and a cultural / heritage 'statement'.  <b>OTHER VALUES:</b>  Similar to View W04: this view captures Mt Wellington as a key landmark in the approach to Panmure and forges a very close symbolic link between the town centre and Mt Wellington. It also affirms the association between the cone and the broader spread of suburbs that surround it. As a result, this view of Mt Wellington is fundamental to the character and identity of Panmure and Mt Wellington as a whole.  <b>DETRACTORS:</b>  Street tree planting next to the intersection with the Ellerslie Panmure Highway, and the pine woodlot down the cone's south-facing slopes diminish the maunga nature of the cone somewhat and restrict views to its left-hand (western) flanks.	VIEWING DISTANCE TO CONE: 0.5kms		
EVALUATION:						REGIONALLY SIGNIFICANT	



**View W05: Photo 1 of 1**  
**The Individual Cone (47mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W06	Waipuna Rd:	<b>NATURAL HERITAGE:</b>  Although standing somewhat apart from central Auckland and, in some respects, less well known than cones like Mt Eden and One Tree Hill, Mt Wellington is perhaps the most physically impressive and intact of Auckland's Isthmus cones. It rises up from a low-lying periphery of residential, commercial and light industrial mark to stamp an emphatic mark on the landscape around Panmure and the Tamaki River. The cone's dome-like profile, layered by tuff outcrops and ridges is complemented by an explosion crater on its summit that is widely visible.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  From 1976 through to the late 1990s, W06 offered a view over the Waipuna Conference Centre and Panmure Basin to Mt Wellington / Maungarei. However, the conference centre has been redeveloped and its building height lifted to the point where only the crest of the cone and some of its upper slopes remain visible. This, together with the right-angle offset of the view from Waipuna Rd to the maunga, has greatly diminished the visual signature and presence of the cone.  This view is too distant and too dominated by the pine woodlot on the south side of Mt Wellington to reveal the terracing and other features associated with Maori occupation of the maunga.	<b>SINGLE POINT</b>	<b>OTHER VANTAGE POINTS:</b>  Waipuna Rd was until 1997 a major arterial route that linked much of eastern Auckland with the Isthmus and central city. However, with the opening of the South-eastern Highway in 1997 Waipuna Rd was relegated to the lesser role of a link road or local road, carrying significantly less traffic than was previously the case (approximately 800 vehicle movements both ways per day to September 2015).	W06 once offered a valuable view of both Mt Wellington / Maungarei in its own right and in tandem with the Panmure Basin. However, redevelopment of the Waipuna Conference Centre, the maturation of vegetation within its grounds, and the 'downgrading' of Waipuna Rd within the city road hierarchy (due to the development of the South-eastern Highway) have all adversely affected this view. These factors, together with the offset of the view to Waipuna Rd's corridor, now significantly limit the value of this view.
	Outside the Waipuna Convention Centre	<b>CUMULATIVE VALUE – OTHER MAUNGA FEATURES</b>	<b>CUMULATIVE VALUES:</b>  In the past, the W06 view displayed the interplay between two of eastern Auckland's most visible and dramatic maunga remnants: Mt Wellington / Maungarei and the Panmure Basin explosion crater (or "maar") and lagoon. However, the conference centre, combined with mature vegetation near its main buildings and across its car park, now obscures much of the basin / lagoon, together with the lower to middle slopes of Mt Wellington. As a result, little of the original interaction captured by View W06 remains intact.  <b>DETRACTORS:</b>  The conference centre buildings and mature trees / vegetation now obscure much of the Mt Wellington and the Panmure Basin / lagoon. As a result, much the value and meaning originally attached to this view has been lost.	<b>VIEWING DISTANCE TO CONE:</b> 1.8kms			
	<b>EVALUATION:</b>						



**View W06:** Photo 1 of 1  
The Individual Cone (50mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W08	The Ellerslie Panmure Highway / Panmure Roundabout:	<b>NATURAL HERITAGE:</b>  Although standing somewhat apart from central Auckland and, in some respects, less well known than cones like Mt Eden and One Tree Hill, Mt Wellington is perhaps the most physically impressive and intact of Auckland's Isthmus cones. It rises up from a low-lying periphery of residential, commercial and light industrial mark to stamp an emphatic mark on the landscape around Panmure and the Tamaki River. The cone's dome-like profile, layered by tuff outcrops and ridges is complemented by an explosion crater on its summit that is widely visible.	<b>INDIVIDUAL FEATURE</b>  <b>CUMULATIVE VALUE – OTHER MAUNGA FEATURES</b>	<b>INDIVIDUAL CONE:</b>  Like the other suburban villages of Mt Eden, Mangere and Devonport that have a close association with nearby cones, the Panmure town centre is strongly linked to Mt Wellington / Maungarei – no moreso than at its well known roundabout which manages high level traffic flows from the Ellerslie Panmure Highway, Queens Rd, Pilkington Rd, Lagoon Drive and Ireland Rd. The view from the western end of the town centre and Queens Rd, across the roundabout to Mt Wellington firmly affirms the connection between Panmure and the cone.  Mt Wellington's conical, flat-topped profile – very redolent of maunga features – dominates the near horizon and its terraced / striated slopes are clearly visible. Its visual primacy is enhanced by the relatively low 'base' of development that flanks the cone, so that it rises up in stark fashion as a true landmark.  The closeness of this view reveals a layering of terracing and striations that are associated with Maori occupation of the maunga, while the relative openness of much of the cone – to the right of its south-facing pine woodlot – accentuates these qualities. This openness, which becomes even more apparent in views from the east to north-west contrasts quite markedly with the much more vegetated flanks of most other Auckland cones (Mangere Mountain and One Tree Hill being the other exceptions to this 'rule').	<b>SINGLE POINT</b>  <b>VIEWING DISTANCE TO CONE:</b> 0.8kms	<b>ROAD CORRIDORS:</b>  The Ellerslie Panmure Highway is described by Auckland Transport as a Primary Arterial Route (unknown composite number of traffic movements for the Ellerslie Panmure Highway, Ireland Rd, Lagoon Drive and Jellicoe Rd: likely to exceed 15,000 vehicle movements per day) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li></ul> It is a major thoroughfare for commuters across the eastern Auckland Isthmus – connecting suburbs that stretch from Panmure and Mt Wellington and Howick with SH1. It also serves a broad swathe of eastern Auckland both north and south of this corridor – from Glen Innes and Pakuranga to Botany Downs.  Moreover, it acts as an important conduit to and from the Panmure town centre, the Lunn Ave retail centre, Sylvia Park and a swathe of surrounding business premises, bulk retailing and light industry.  The Panmure roundabout is a major hub on the Ellerslie Panmure Highway that serves as both a gateway to and from the local town centre and also as a major distribution point for traffic arriving from multiple directions, via multiple arterial roads: Lagoon Drive (connected with Pakuranga Rd), Pilkington Rd and the Ellerslie Panmure Highway.  As a result, it caters for a complex mix of commuters, local shoppers, those visiting both retail centres and commercial / industrial traffic. In so doing, it exposes Mt Wellington to a regionally significant audience of motorists, bus users, cyclists and pedestrians.	W08 reveals Mt Wellington as a powerful landmark that both locates Panmure and contributes very strongly to its imagery and identity. Together with the nearby Panmure Basin it is emblematic of the forces and processes that have shaped that the local landscape, and View W08 forges a powerful connection between a key maunga feature and the Panmure town centre. It also reveals the more finely wrought terracing and other features that are associated with pre-European occupation and use of the cone.
	At the intersection with Queens Rd	<b>CULTURAL HERITAGE:</b>  The cones open summit and flanks, reveal a complex layering of pa ditches, terracing and pits, and Maori settlement patterns across Mt Wellington / Maungarei are among the best preserved and most clearly legible of any in New Zealand. Called the 'Watchful mountain' by the maunga's 18th Century Waiohua inhabitants, the cone is also referred to as Te Maungarei a Potaka, in deference to a prominent tribal leader who lived on the maunga, or Maunga a Reipae with reference to a Tainui ancestress who landed on the mountain in the form of a bird. The western river banks and flats of the Tamaki River were occupied by Ngati Paoa in the late 18th Century and it appears that they gifted the maunga – then unoccupied – to Ngati Whatua some time after that.  <b>OTHER VALUES:</b>  Mt Wellington is an iconic feature for the area around Mt Wellington, Panmure, the Tamaki River and Stonefields. It is directly linked to the sunken crater of the nearby Panmure Basin, and various views also link it to other key maunga remnants, including Mt Eden, One Tree Hill and Pigeon Mountain. It forms part of the introductory chain of cones visible from Pakuranga Rd as motorists approach central Auckland, and it is a key landmark for eastern Auckland in general.		<b>CUMULATIVE VALUES:</b>  For motorists and others using Lagoon Drive, Mt Wellington is viewed either before or after the Panmure Basin – a large explosion crater and lagoon. Together, these comprise two of the most expressive and significant maunga features / remnants found within eastern Auckland and the drive through part of the Panmure Basin, combined with views to Mt Wellington – either over the roundabout or in the process of approaching it from the west – cement their importance as features that have dramatically shaped the Panmure landscape.  <b>OTHER VALUES:</b>  W08's visual engagement with Mt Wellington / Maungarei is emblematic of the strong connection that the cone has with the Panmure town centre and, by extension, its commercial and residential margins. This view highlights the importance of Mt Wellington as a way-finding landmark, and as an important component of Panmure's signature. It is critical to the character and identity of the town centre.  <b>DETRACTORS:</b>  The service station on the far (northern) side of the roundabout and the pole sign at its centre – advertising arrival at Panmure – intrude very slightly into views of the cone.			
						<b>EVALUATION:</b>	REGIONALLY SIGNIFICANT



**View W08: Photo 1 of 1**  
**The Individual Cone (55mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)







**View W09: Photo 1 of 1**

**The Individual Cone (67mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W12	Bucklands Beach:	<b>NATURAL HERITAGE:</b>  Although standing somewhat apart from central Auckland and, in some respects, less well known than cones like Mt Eden and One Tree Hill, Mt Wellington is perhaps the most physically impressive and intact of Auckland's Isthmus cones. It rises up from a low-lying periphery of residential, commercial and light industrial mark to stamp an emphatic mark on the landscape around Panmure and the Tamaki River. The cone's dome-like profile, layered by tuff outcrops and ridges is complemented by an explosion crater on its summit that is widely visible.	<b>INDIVIDUAL FEATURE</b>	<b>INDIVIDUAL CONE:</b>  The expanse of the Tamaki River is a constant 'draw card' for those using The Parade and its margins. It provides the obvious focus for ranks of housing stepped back from Bucklands Beach and it is clearly the magnet for recreational use over the summer months and times when the weather draws the Auckland populace outside. The extensive sand bank off Tohuna Torea Reserve also draws attention to the middle and far side of the river, but its is largely backed by a low lying, gently unfolding sequence of ridges that are predominantly covered in housing. However, the hunched profile of Mt Wellington climbs emphatically above this urban matrix, with its layering of exposed terraces and crater margins clearly apparent.	<b>LINEAR VIEWPOINT</b>	<b>RECREATIONAL FOCAL POINTS:</b>  Bucklands Beach comprises two gently curving beach areas that are linked by a small promontory that is used to accommodate a parking area and small yacht club. Grass berms wither side of this promontory provide ample room from picnicking over the summer months, while the extensive beachfronts and road behind – The Parade – provide public frontage to some 1.9kms of river estuary. As a result, W12's linear origin point provides the focus for a wide range of activities, with a strong bias towards maritime and beachfront recreation: swimming, boating, picnicking, walking, etc.	This view combines panoramic views to the Tamaki River and its margins, with the much more focused and directed views to both Mt Wellington and Rangitoto. These views symbolise the broad spread of volcanoes across the Auckland landscape, and remind the regional community of its formative processes. More specifically, W12 reinforces the important contribution that Mt Wellington makes to the character and identity of the Tamaki River landscape.
	The beach reserve, car parking area & The Parade	<b>CULTURAL HERITAGE:</b>  The cones open summit and flanks, reveal a complex layering of pa ditches, terracing and pits, and Maori settlement patterns across Mt Wellington / Maungarei are among the best preserved and most clearly legible of any in New Zealand. Called the 'Watchful mountain' by the maunga's 18th Century Waiohua inhabitants, the cone is also referred to as Te Maungarei a Potaka, in deference to a prominent tribal leader who lived on the maunga, or Maunga a Reipae with reference to a Tainui ancestress who landed on the mountain in the form of a bird. The western river banks and flats of the Tamaki River were occupied by Ngati Paoa in the late 18th Century and it appears that they gifted the maunga – then unoccupied – to Ngati Whatua some time after that.	<b>CUMULATIVE VALUE – MULTIPLE CONES</b>	Although views across and down the Tamaki River therefore have a strongly panoramic quality – stretched out down its meandering channel and framed by low lying terrain on the far side – Mt Wellington is clearly etched on the far skyline. Its form and green slopes contrast with the low-lying patina of residential and light industrial forms that otherwise dominate the far banks – together with a linear strip of coastal vegetation around Point England Reserve and elsewhere – so that it is a constant landmark and point of reference within this coastal landscape.  Together with the more recessive, but still iconic, silhouette of One Tree Hill, it provides a powerful reminder of the presence of the cone field and of the forces that continue to form the Isthmus and its surrounds.	<b>VIEWING DISTANCE TO CONE:</b> 5.5kms	Although it lacks the regional status that is attributed to other origin points, such as roads, it nevertheless remains a highly attractive part of Auckland's coastal environment that attracts thousands of beach users over summer and autumn. Even over winter, it can be ideal for strolling along.  In addition, Viewpoint W12 enjoys exposure to, and use by, a very sizeable residential catchment in its immediate vicinity – stretching across the Music Point isthmus to Eastern Beach and it lies close to a broad swathe of suburbs that include Pakuranga, Panmure, Howick and Botany Downs.	
					<b>EVALUATION:</b>		REGIONALLY SIGNIFICANT



**View W12: Photo 1 of 2**

**The Individual Cone (80mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)





**View W12: Photo 2 of 2**

**Cumulative Values – Rangitoto Also Viewed From W12 (80mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W13	West Tamaki Rd & West Tamaki Reserve	<p><b>NATURAL HERITAGE:</b></p> <p>Although standing somewhat apart from central Auckland and, in some respects, less well known than cones like Mt Eden and One Tree Hill, Mt Wellington is perhaps the most physically impressive and intact of Auckland's Isthmus cones. It rises up from a low-lying periphery of residential, commercial and light industrial mark to stamp an emphatic mark on the landscape around Panmure and the Tamaki River. The cone's dome-like profile, layered by tuff outcrops and ridges is complemented by an explosion crater on its summit that is widely visible.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>The cones open summit and flanks, reveal a complex layering of pa ditches, terracing and pits, and Maori settlement patterns across Mt Wellington / Maungarei are among the best preserved and most clearly legible of any in New Zealand. Called the 'Watchful mountain' by the maunga's 18th Century Waiohau inhabitants, the cone is also referred to as Te Maungarei a Potaka, in deference to a prominent tribal leader who lived on the maunga, or Maunga a Reipae with reference to a Tainui ancestress who landed on the mountain in the form of a bird. The western river banks and flats of the Tamaki River were occupied by Ngati Paoa in the late 18th Century and it appears that they gifted the maunga – then unoccupied – to Ngati Whatua some time after that.</p> <p><b>OTHER VALUES:</b></p> <p>Mt Wellington is an iconic feature for the area around Mt Wellington, Panmure, the Tamaki River and Stonefields. It is directly linked to the sunken crater of the nearby Panmure Basin, and various views also link it to other key maunga remnants, including Mt Eden, One Tree Hill and Pigeon Mountain. It forms part of the introductory chain of cones visible from Pakuranga Rd as motorists approach central Auckland, and it is a key landmark for eastern Auckland in general.</p>	INDIVIDUAL FEATURE	<p><b>INDIVIDUAL CONE:</b></p> <p>Looking from the edge of West Tamaki Rd or the upper reaches of the West Tamaki Reserve, Mt Wellington / Maungarei is clearly visible on the western horizon. Its crater mouth and rim, together with the cone's middle and upper slopes emerge – largely shorn of vegetation – above a mosaic of dwellings, residential gardens and Tamaki Campus buildings (Auckland University) that frame the cone. It is the one landmark on the visible horizon, with the layering of old terraces and pits, the crater mouth and a series of tuff ridges around it, apparent across its open slopes. The cone's form, rising well above the surrounding terrain and development, together with its more fine-grained patina of features, highlight Mt Wellington's maunga nature, while the terracing and other striations running laterally across its slopes emphasise its past occupation by Maori.</p> <p>Despite trees and buildings encroaching into the margins of W13, it still captures Mt Wellington as the centrepiece of the view from this part of West Tamaki Rd and West Tamaki Reserve. The cone is revealed as a clearly legible, well articulated, landmark and this view also conveys a sense of the cone's form and structure, together with its cultural heritage.</p> <p>Consequently, while this view is fleeting for car users and offset to the main road corridor, it offers a more enduring and layered perspective of the cone for park users, students leaving Sacred Heart College, or waiting to be picked up and pedestrians.</p> <p><b>OTHER VALUES:</b></p> <p>View W13 helps to reinforce Mt Wellington's role as a local / suburban landmark that contributes very significantly to the identity of the area around West Tamaki Rd and Reserve.</p> <p><b>DETRACTORS:</b></p> <p>Trees on the eastern side of the reserve, together with housing in the immediate foreground, restricts the scope and extent of this view, without actually intruding into the profile of the cone.</p>	SINGLE POINT	<p><b>ROAD CORRIDORS:</b></p> <p>West Tamaki Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 3,700 vehicle movements west bound per day to September 2015) whose main functions are to:</p> <ul style="list-style-type: none"> <li>For 'Through Traffic' to provide movement within the district between key nodes; and</li> <li>In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.</li> </ul> <p>It is a significant thoroughfare for commuters within the suburban area of southern Glendowie, West Tamaki and northern Glen Innes, and also provides access to Sacred Heart College directly opposite West Tamaki Reserve and the W13 viewpoint.</p> <p>As a result, it caters primarily for local commuters and road users, together with students and parents either dropping off or picking up students. In so doing, it exposes Mt Wellington to a local / sub-regional audience of motorists, bus users, cyclists and pedestrians.</p>	View W13 captures an iconic perspective of Mt Wellington that reveals both its maunga heritage and layers of cultural history. It emphasises the cone's role as a landmark and its contribution to the identity of an array of suburbs that surround the cone, including West Tamaki and northern Glen Innes. However, the view is quite restricted and is offset to the left of views down West Tamaki Rd, so that it is primarily exposed to Sacred Heart College students waiting to be picked up or walking away from the College, together with local pedestrians and park users.
EVALUATION:							LOCALLY SIGNIFICANT





**View W13: Photo 1 of 1**

**The Individual Cone (80mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)









**View W18: Photo 1 of 1**  
**The Individual Cone (80mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)

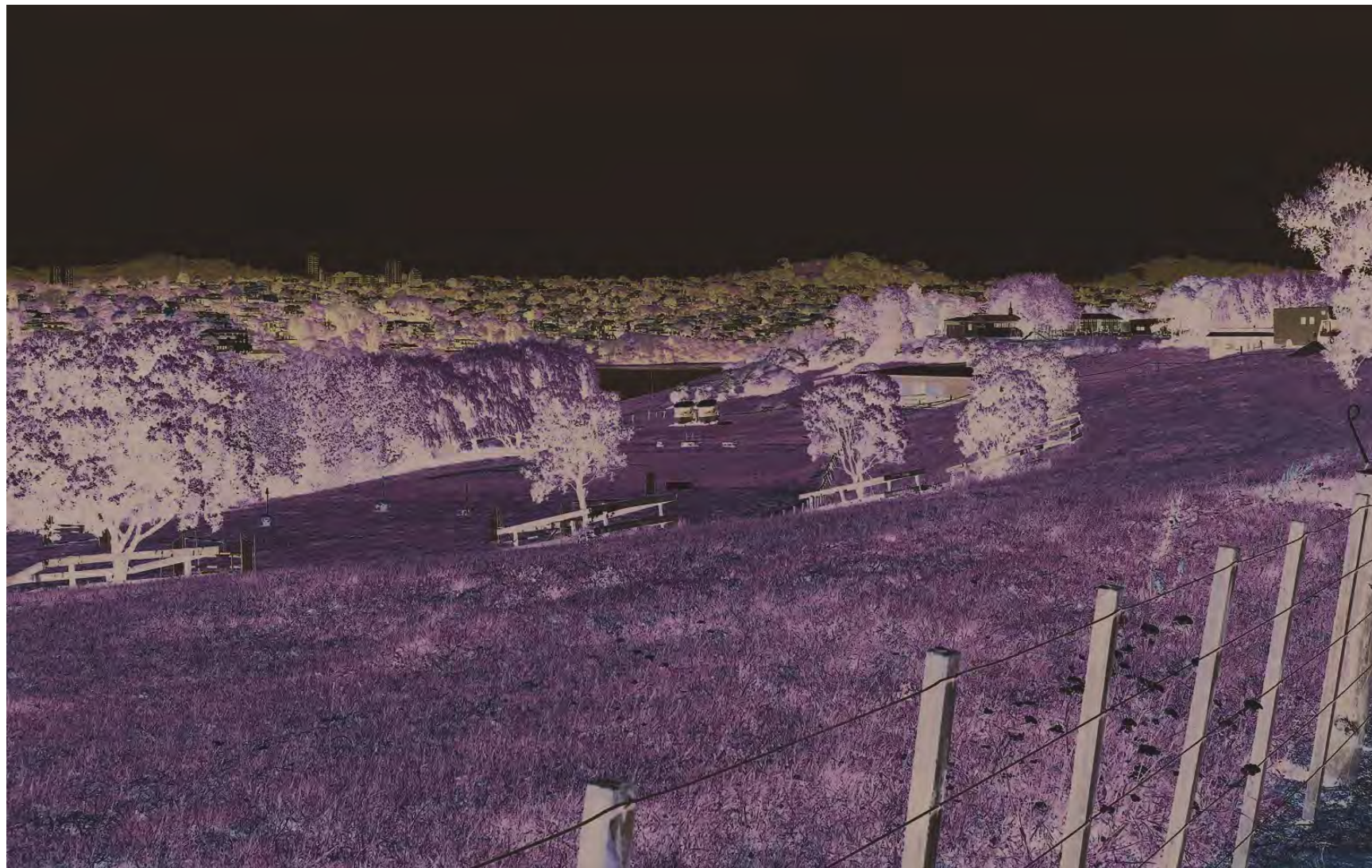
		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W19	<p>Kepa Rd:</p> <p>From east of Kurahaupo St to the intersection with Kupe St</p>	<p><b>NATURAL HERITAGE:</b></p> <p>Although standing somewhat apart from central Auckland and, in some respects, less well known than cones like Mt Eden and One Tree Hill, Mt Wellington is perhaps the most physically impressive and intact of Auckland's Isthmus cones. It rises up from a low-lying periphery of residential, commercial and light industrial mark to stamp an emphatic mark on the landscape around Panmure and the Tamaki River. The cone's dome-like profile, layered by tuff outcrops and ridges is complemented by an explosion crater on its summit that is widely visible.</p> <p><b>CULTURAL HERITAGE:</b></p> <p>The cones open summit and flanks, reveal a complex layering of pa ditches, terracing and pits, and Maori settlement patterns across Mt Wellington / Maungarei are among the best preserved and most clearly legible of any in New Zealand. Called the 'Watchful mountain' by the maunga's 18th Century Waiohau inhabitants, the cone is also referred to as Te Maungarei a Potaka, in deference to a prominent tribal leader who lived on the maunga, or Maunga a Reipae with reference to a Tainui ancestress who landed on the mountain in the form of a bird. The western river banks and flats of the Tamaki River were occupied by Ngati Paoa in the late 18th Century and it appears that they gifted the maunga – then unoccupied – to Ngati Whatua some time after that.</p> <p><b>OTHER VALUES:</b></p> <p>Mt Wellington is an iconic feature for the area around Mt Wellington, Panmure, the Tamaki River and Stonefields. It is directly linked to the sunken crater of the nearby Panmure Basin, and various views also link it to other key maunga remnants, including Mt Eden, One Tree Hill and Pigeon Mountain. It forms part of the introductory chain of cones visible from Pakuranga Rd as motorists approach central Auckland, and it is a key landmark for eastern Auckland in general.</p>	<p><b>INDIVIDUAL FEATURE</b></p> <p><b>CUMULATIVE VALUE – MULTIPLE CONES</b></p>	<p><b>INDIVIDUAL CONE:</b></p> <p>The very distinctive maunga profile of Mt Wellington / Maungarei becomes clearly apparent on the south-eastern horizon as motorists approach, then traverse, the crest of the Kepa Rd ridge. Rising above the intervening 'tail' of the Remuera Rd ridgeline around the Purewa Cemetery, the summit and explosion crater of the cone emerge on the far horizon and, whereas the cemetery grounds, directly in front of the cone, are covered by mature trees, Mt Wellington is notable for the way in which its crater form and undulating terrain are articulated by its sward of pasture.</p> <p>The intervening Remuera Rd ridgeline limits the amount of Mt Wellington that is visible, while distant restricts the amount of topographic detail that is readily apparent. Nevertheless, the maunga form of the cone is still readily apparent and it assumes the role of a solitary landmark on the horizon south-east of Kepa Rd.</p> <p><b>CUMULATIVE VALUE:</b></p> <p>However, it is not the only cone visible from the 'top' of Kepa Rd. Together with Views H02 - H07 to Mt Hobson, E11 and E12 to Mt Eden, and O01 to One Tree Hill, this view is part of an important sequence of views to Auckland's main cones. Located on the highest part of Kepa Rd, W19 offers sweeping views across the southern and central Auckland Isthmus with Mt Wellington, One Tree Hill, Mt Hobson and Mt Eden all clearly apparent beyond the paddocks and pony club facilities in the foreground. Much of Orakei Basin's tuff ring is also visible. Consequently, W19 is part of a very significant sequence of views that exposes Auckland's motoring and cycling public to an array of maunga features. Indeed, the proliferation of views to maunga cones and other features within the road corridor from Kepa Rd to Tamaki Drive (and <i>vice versa</i>) is unparalleled elsewhere in Auckland, emphasising the conglomeration of maunga remnants close to the eastern side of the central city.</p> <p>Although W19 reveals Mt Wellington in a less dramatic and explicit manner than some other views of the maunga – primarily because of the intervening ridgeline and cemetery vegetation – it nevertheless captures an important view of the wider cone field and remains an important link in the sequence of views already described.</p> <p><b>OTHER VALUES:</b></p> <p>As a result, W19 also contributes to the concept of a maunga field or network, the identity of nearby suburbs – Remuera and Orakei especially – and the city as a whole.</p> <p><b>DETRACTORS:</b></p> <p>The current view is very impaired to varying degrees by planting both within the road-side berm and across the paddocks that house the pony club.</p>	<p><b>LINEAR VIEWPOINT</b></p> <p><b>VIEWING DISTANCE TO CONE:</b> 3.8kms</p>	<p><b>ROAD CORRIDORS:</b></p> <p>Kepa Rd is described by Auckland Transport as a Primary Arterial Route (approximately 9,400 vehicle movements west bound per day to September 2015) whose main functions are to:</p> <ul style="list-style-type: none"> <li>For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and</li> <li>In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).</li> </ul> <p>It is a major thoroughfare for commuters accessing and leaving the central city, for a commuter audience and road users that stretch from nearby Orakei and Mission Bay to inland St Heliers, Glendowie and Panmure / Mt Wellington. It also serves as an important conduit to the central city via Orakei and Shore Roads, as well as to and from Tamaki Drive for the thousands of Aucklanders who clamour to both the waterfront drive and its beaches / reserves on fine evenings and weekends. As a result, it caters for a large and diverse, regional audience of motorists, bus users, cyclists and pedestrians.</p> <p>As a result, it exposes Mt Wellington to a regionally significant audience of motorists, bus users, cyclists and pedestrians.</p>	<p>W19 captures an unusual view of Mt Wellington, above and beyond the Remuera Rd ridgeline. Even so, it helps to affirm the landmark function of the cone. Perhaps of more importance, however, it also exposes road users to a broad sweep of maunga cones on the Auckland skyline and reiterates the importance of Mt Wellington as part of a field or network of volcanoes. The fact that four volcanoes, together with the explosion crater of Orakei Basin, are all visible from the one part of Kepa Rd emphasises the degree to which Auckland's landscape has been shaped by its maunga heritage.</p>
						EVALUATION:	REGIONALLY SIGNIFICANT





**View W19: Photo 1 of 2**  
**The Individual Cone (80mm lens equivalent)**  
(This photograph is indicative only; field based analysis is required for assessment purposes)





**View W19:** Photo 2 of 2

Cumulative Values – One Tree Hill, Mt Hobson, Mt Eden, & The Orakei Basin Also Viewed From W19 (32mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)



		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W24	The South-eastern Highway:	<b>NATURAL HERITAGE:</b>  Although standing somewhat apart from central Auckland and, in some respects, less well known than cones like Mt Eden and One Tree Hill, Mt Wellington is perhaps the most physically impressive and intact of Auckland's Isthmus cones. It rises up from a low-lying periphery of residential, commercial and light industrial mark to stamp an emphatic mark on the landscape around Panmure and the Tamaki River. The cone's dome-like profile, layered by tuff outcrops and ridges is complemented by an explosion crater on its summit that is widely visible.	INDIVIDUAL FEATURE	<b>INDIVIDUAL CONE:</b>  As motorists travel westwards along the South-eastern Highway and cross the Tamaki River, Mt Wellington comes into clear view to the right of the bridge's axis. Looking up the line of the Tamaki River and its margins, the cone climbs above a mixture of housing and vegetation-lined river banks on the northern horizon. Its flat-topped, conical form is clearly displayed, and even though the pine woodlot on its southern flanks occupies much of the western half of the cone, its open flanks closer to Panmure are equally apparent. The distinctive, <b>maunga</b> profile of the cone is pronounced, while the course of the Tamaki River – wending its way northwards – helps to carry motorists' eyes towards the maunga, enhancing its visual prominence.  On the other hand, the 'stepped' nature of the cone's eastern slopes is visible, together with some of the terracing and other landform variations down that side of Mt Wellington. However, the degree to which they register as part of the pa terracing across the cone is highly dependant upon the time of day and lighting conditions.	SINGLE POINT	<b>ROAD CORRIDORS:</b>  The South-eastern Highway is described by Auckland Transport as a Strategic Route (approximately 28,000 vehicle movements west bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none"><li>For 'Through Traffic', intended to carry predominantly through traffic (but many also serve adjacent activities); and</li><li>In terms of 'Network Connectivity', connect regions with other regions and connects areas within a region.</li></ul>	W24 captures an unusual view that combined the clearly visible profile of Mt Wellington / Maungarei with the meandering course of the Tamaki River. Although the view is adversely affected by both bridge elements and adjoining transmission lines, it still offers a significant view of the cone etched on the northern skyline – above and beyond the river's course.
	On the Tamaki River bridge	<b>CULTURAL HERITAGE:</b>  The cones open summit and flanks, reveal a complex layering of pa ditches, terracing and pits, and Maori settlement patterns across Mt Wellington / Maungarei are among the best preserved and most clearly legible of any in New Zealand. Called the 'Watchful mountain' by the maunga's 18th Century Waiohau inhabitants, the cone is also referred to as Te Maungarei a Potaka, in deference to a prominent tribal leader who lived on the maunga, or Maunga a Reipae with reference to a Tainui ancestress who landed on the mountain in the form of a bird. The western river banks and flats of the Tamaki River were occupied by Ngati Paoa in the late 18th Century and it appears that they gifted the maunga – then unoccupied – to Ngati Whatua some time after that.		<b>CUMULATIVE VALUE:</b>  Although the river also connects physically with the Panmure Basin and lagoon, that connection is not visible from the arterial bridge. The meandering river course, its banks and a wealth of river-side vegetation screen that junction, so that there is not any real sense of association between the cone and Panmure's sunken explosion crater.		<b>VIEWING DISTANCE TO CONE:</b> 2.2kms	
		<b>OTHERVALUES:</b>  Mt Wellington is an iconic feature for the area around Mt Wellington, Panmure, the Tamaki River and Stonefields. It is directly linked to the sunken crater of the nearby Panmure Basin, and various views also link it to other key <b>maunga</b> remnants, including Mt Eden, One Tree Hill and Pigeon Mountain. It forms part of the introductory chain of cones visible from Pakuranga Rd as motorists approach central Auckland, and it is a key landmark for eastern Auckland in general.		<b>OTHERVALUES:</b>  As with other viewpoints, Mt Wellington registers as an important way-finding landmark, and – in tandem with the river below it – helps to both 'locate' Panmure and impart a strong sense of identity to its town centre and suburban surrounds.			
				<b>DETRACTORS:</b>  The bridge's railings and multiple 220kV transmission lines on the north side of the bridge intrude into this view and reduce some of its aesthetic appeal.			
						EVALUATION:	REGIONALLY SIGNIFICANT



**View W24 Photo 1 of 1**

**The Individual Cone (65mm lens equivalent)**

(This photograph is indicative only; field based analysis is required for assessment purposes)







View W25: Photo 1 of 1  
The Individual Cone (52mm lens equivalent)  
(This photograph is indicative only; field based analysis is required for assessment purposes)







**View W26: Photo 1 of 1**

The Individual Cone Viewed In Conjunction With One Tree Hill, Meden & Mt Hobson (80mm lens equivalent)

(This photograph is indicative only; field based analysis is required for assessment purposes)



# HEIGHT SENSITIVE AREA SUMMARY REPORT

## THE BIG KING / TE TĀTUA-A-RIUKIUTA

January 2016

### INTRODUCTION

Each of Auckland's **maunga** cones has been analysed and evaluated to determine:

- Those parts of each cone / maunga and its surrounds that are considered to be critical to the retention of their **maunga** cone / crater / feature profile – differentiating them from the terrain and other non-**maunga** elements and features that surround them. These areas have been mapped.
- Those areas around each cone that engage with it visually – via local views, both individually and cumulatively – and that derive an appreciable part of their character, identity and sense of place from this interaction. Photos have been included in this assessment that reflect such interaction, and the areas considered to directly benefit from it are mapped.

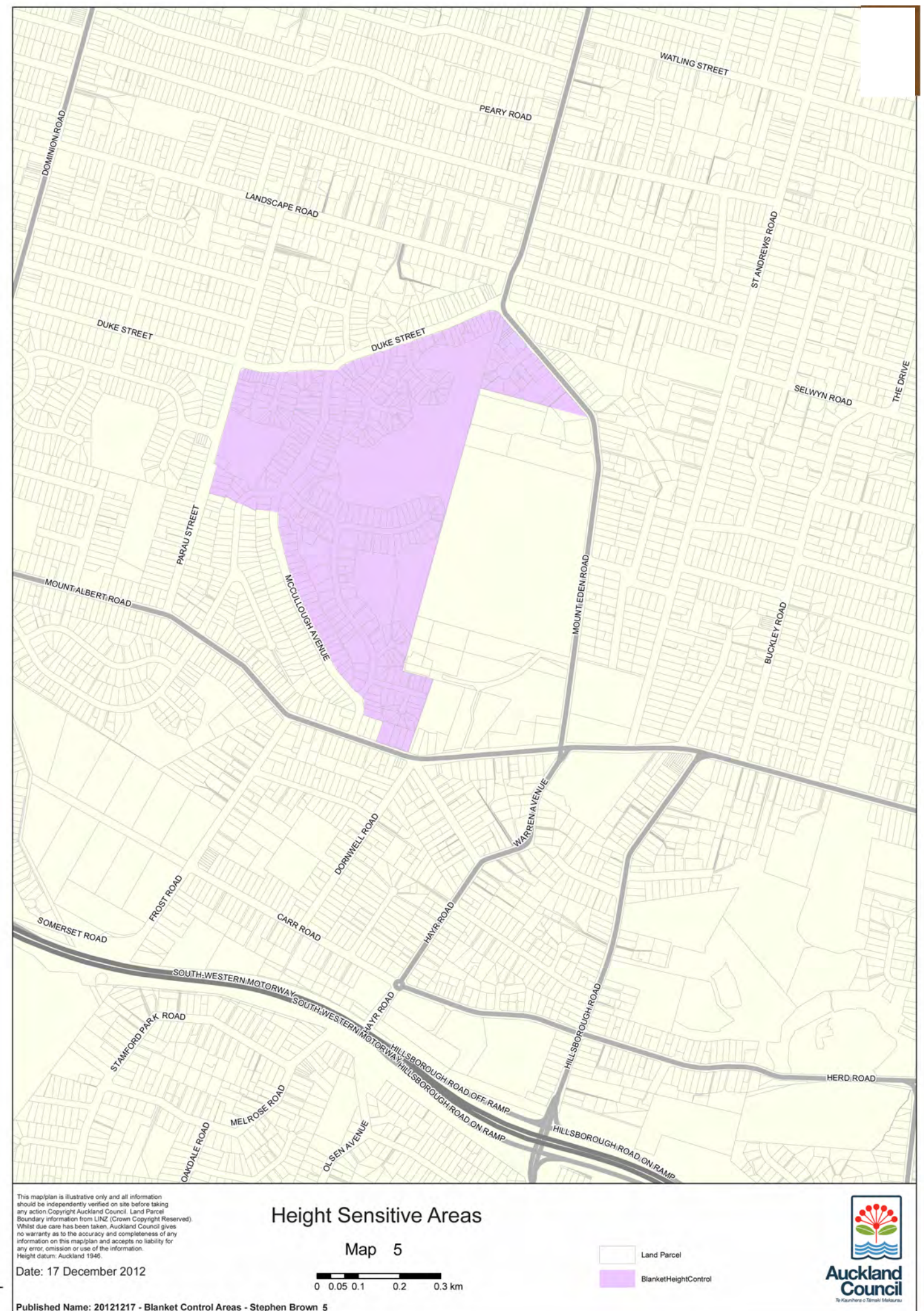
Individual volcanoes / cones have different topography and profiles: some are more visually expressive and enjoy more presence in relation to Auckland's wider metropolitan area and community, whereas others are more subtle, with greater importance attached to local views and their role as a local feature and visual focal-point. In some instances, the nature of the surrounding terrain also strongly influences both the perception of cones' form and the extent of the area that is exposed to them. For example, the physically proximate nature of Mt Victoria / Takarunga and North Head / Maungauika means that the visual interaction between these two cones, and public views of them as joint features, have been taken into account in looking at their **maunga** 'profile'. These factors have been weighed up in determining the proposed boundaries for the Height Sensitive Areas (HSAs) proposed around individual cones. Consequently, this summary explains the key factors that have contributed to delineation of the proposed HSAs for all eleven cones assessed.

### DESCRIPTION

No regionally significant views have been identified to The Big King / Te Tātua-a-Riukiuta, although The Big King remains reasonably prominent in views from Mt Eden Rd, to the north and east, as well as from part of Mt Albert Rd to the south. Local views to the cone are also quite limited, with housing across the flanks of the cone, together with the Winstones Aggregate quarry on its eastern side and pockets of vegetation limiting views to the cone. As a result, the proposed HSA is quite small: it is largely defined by those local streets that offer views to the Big King's crest and for the most part focuses on retaining a sense of connection between the cone and immediately surrounding areas – stretching as far as Mt Eden Rd and Mt Albert Rd. Even so, the proposed HSA boundaries along Parau St and Duke St still largely reflect where the cone remnants can be differentiated from the wider lava ridge created by the original Three Kings volcanoes – especially so in more distant views from the vicinity of Mt Albert Rd, Dominion Rd and when looking up Duke St near Duncumb St.

# Map B3: Big King / Te Tātua o Rīnkiuta

Recommendation







VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Big King Reserve: Images 301 & 302





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Big King Reserve: Images 303 & 304





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Big King Reserve: Images 305 & 306





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Big King Reserve: Images 307 & 308





# HEIGHT SENSITIVE AREA SUMMARY REPORT

## MT ALBERT / OWAIRAKA

January 2016

### INTRODUCTION

Each of Auckland's **maunga** cones has been analysed and evaluated to determine:

- Those parts of each cone / maunga and its surrounds that are considered to be critical to the retention of their **maunga** cone / crater / feature profile – differentiating them from the terrain and other non-**maunga** elements and features that surround them. These areas have been mapped.
- Those areas around each cone that engage with it visually – via local views, both individually and cumulatively – and that derive an appreciable part of their character, identity and sense of place from this interaction. Photos have been included in this assessment that reflect such interaction, and the areas considered to directly benefit from it are mapped.

Individual volcanoes / cones have different topography and profiles: some are more visually expressive and enjoy more presence in relation to Auckland's wider metropolitan area and community, whereas others are more subtle, with greater importance attached to local views and their role as a local feature and visual focal-point. In some instances, the nature of the surrounding terrain also strongly influences both the perception of cones' form and the extent of the area that is exposed to them. For example, the physically proximate nature of Mt Victoria / Takarunga and North Head / Maungauika means that the visual interaction between these two cones, and public views of them as joint features, have been taken into account in looking at their **maunga** 'profile'. These factors have been weighed up in determining the proposed boundaries for the Height Sensitive Areas (HSAs) proposed around individual cones. Consequently, this summary explains the key factors that have contributed to delineation of the proposed HSAs for all ten cones assessed.

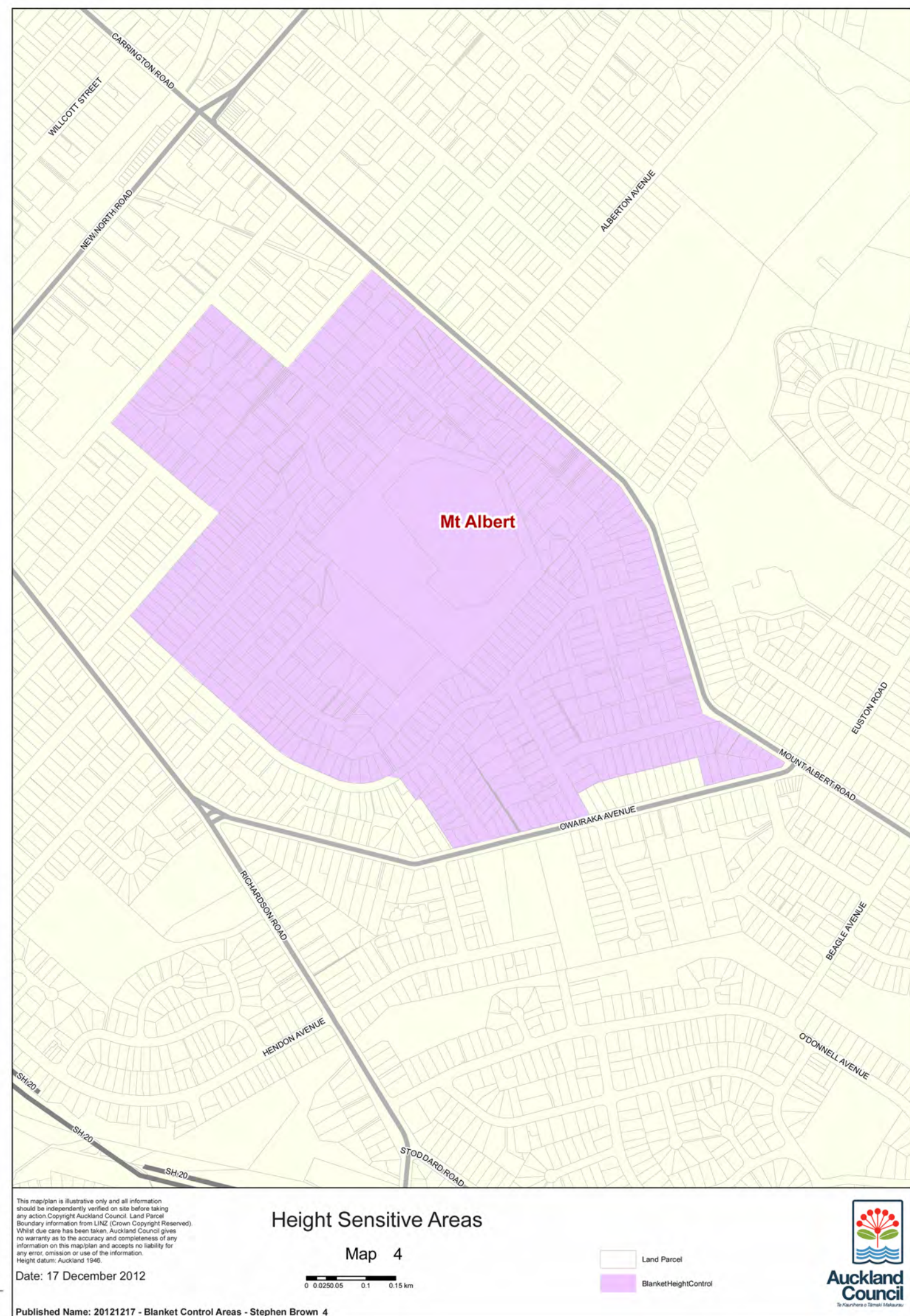
### DESCRIPTION

Multiple regionally significant views have been identified to Mt Albert / Owairaka – addressing it from all points of the compass, including vantage points on SH16, near St Lukes Mall and – unsurprising – Mt Albert Rd. The cone's profile is quite broad but remains quite well defined out as far as Mt Albert Rd and Owairaka Ave. By contrast, the swathe of local housing that clambers up Mt Albert's flanks, especially on its western, northern and southern sides, limits the extent to which the cone is clearly visible from local roads and other public spaces. In many instances, existing housing screen views of the cone and its crest. As a result, Mt Albert's proposed HSA is primarily defined by the cone's topographic profile and its demarcation from surrounding landforms – notably the Mt Albert Rd ridgeline. Local views tend to take 'back seat' to the cone's profile when viewed over greater distance, although there is a general concurrence of those areas within which the cone is more readily visible and well articulated (both physically and visually) around Mt Albert Rd, Owairaka Ave and along much of Allendale Rd.



# Map A3: Mt Albert / Dwairaka

Recommendation







VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Albert: Images 101 & 102





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Albert: Images 103 & 104





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Albert: Images 105 & 106





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Albert: Images 107 & 108





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Albert: Images 109 & 110





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Albert: Images 111 & 112





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Albert: Images 113 & 114





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Albert: Images 115 & 116





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Albert: Images 117 & 118





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Albert: Images 119 & 120





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Albert: Images 121 & 122





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Albert: Images 123 & 124





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Albert: Images 125 & 126





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Albert: Images 127 & 128





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Albert: Image 129



# HEIGHT SENSITIVE AREA SUMMARY REPORT

## MT EDEN / MAUNGAWHAU

January 2016

### INTRODUCTION

Each of Auckland's **maunga** cones has been analysed and evaluated to determine:

- Those parts of each cone / maunga and its surrounds that are considered to be critical to the retention of their **maunga** cone / crater / feature profile – differentiating them from the terrain and other non-**maunga** elements and features that surround them. These areas have been mapped.
- Those areas around each cone that engage with it visually – via local views, both individually and cumulatively – and that derive an appreciable part of their character, identity and sense of place from this interaction. Photos have been included in this assessment that reflect such interaction, and the areas considered to directly benefit from it are mapped.

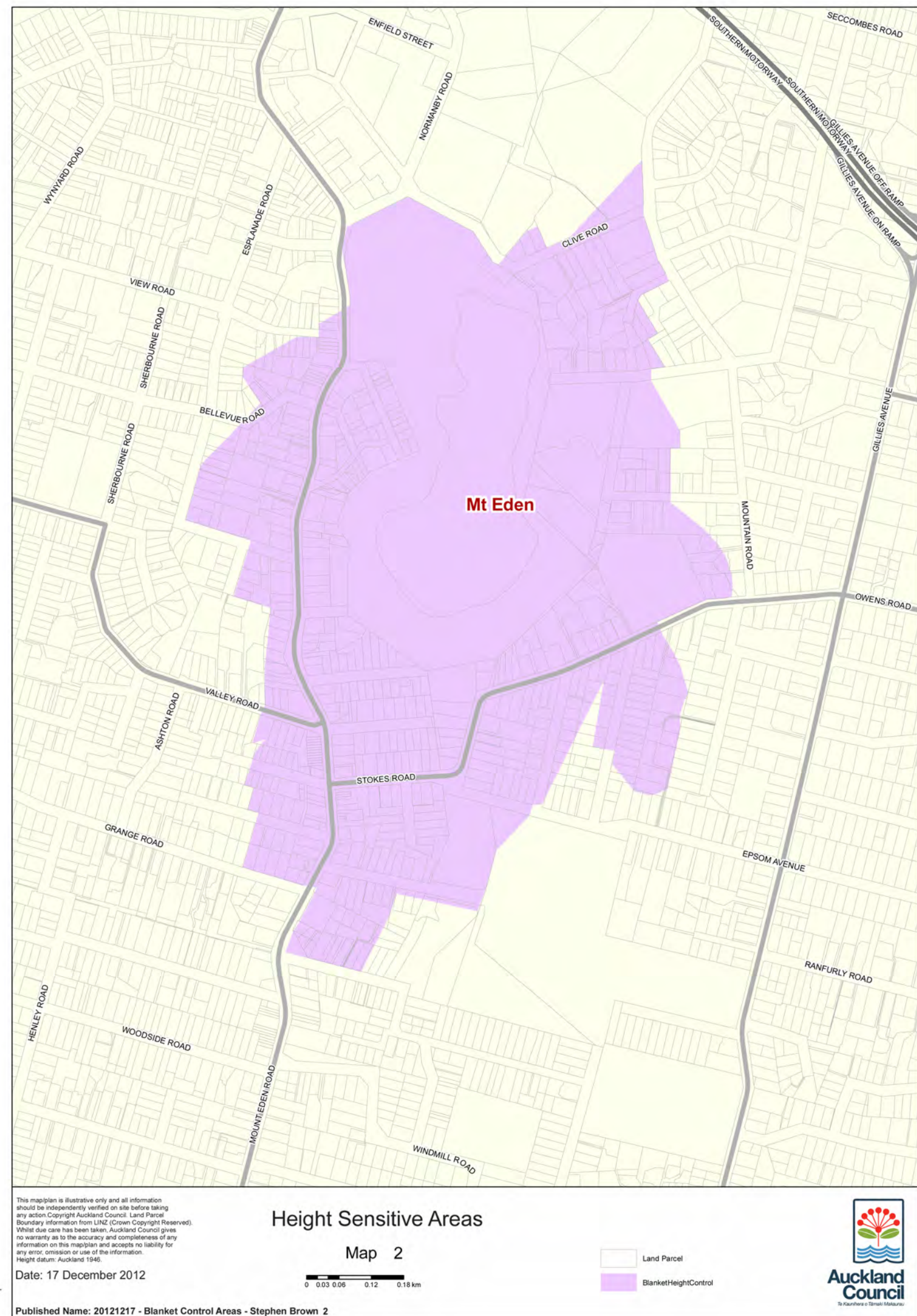
Individual volcanoes / cones have different topography and profiles: some are more visually expressive and enjoy more presence in relation to Auckland's wider metropolitan area and community, whereas others are more subtle, with greater importance attached to local views and their role as a local feature and visual focal-point. In some instances, the nature of the surrounding terrain also strongly influences both the perception of cones' form and the extent of the area that is exposed to them. For example, the physically proximate nature of Mt Victoria / Takarunga and North Head / Maungauika means that the visual interaction between these two cones, and public views of them as joint features, have been taken into account in looking at their **maunga** 'profile'. These factors have been weighed up in determining the proposed boundaries for the Height Sensitive Areas (HSAs) proposed around individual cones. Consequently, this summary explains the key factors that have contributed to delineation of the proposed HSAs for all ten cones assessed.

### DESCRIPTION

Multiple regionally significant views have been identified to Mt Eden / Maungawhau – addressing it from all points of the compass, including vantage points both sides of the Waitemata Harbour, across Hobson Bay and from the Southern Motorway. The cone's form is well defined, although it rapidly merges with a series of ridges around Mountain Rd, and Mt Eden Rd, both north and south of the cone. The same variable terrain restricts many local views of the cone to pockets and localised catchments that consolidate in the vicinity of Mt Eden village, Owens Rd, northern Mountain Rd and Clive Rd through to Mt Eden Rd. By and large, the proposed HSA reflects both the extent of Mt Eden's distinctly **maunga** profile and those areas within which it enjoys some visual prominence. However, around the village and south of it, as far as Disraeli St, the HSA is influenced to a greater degree by local views to the cone and the quite high level of engagement between the village – and its margins – with Mt Eden.

# Map E3: Mt Eden / Maungawhau

Recommendation







VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 401 & 402





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 403 & 404





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 405 & 406





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 407 & 408





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 409 & 410





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 411 & 412





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 413 & 414





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 415 & 416





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 417 & 418





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 419 & 420





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 421 & 422





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 423 & 424





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 425 & 426





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 427 & 428





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Eden: Images 429 & 430



# HEIGHT SENSITIVE AREA SUMMARY REPORT

## MT HOBSON / ŌHINERAU

January 2016

### INTRODUCTION

Each of Auckland's **maunga** cones has been analysed and evaluated to determine:

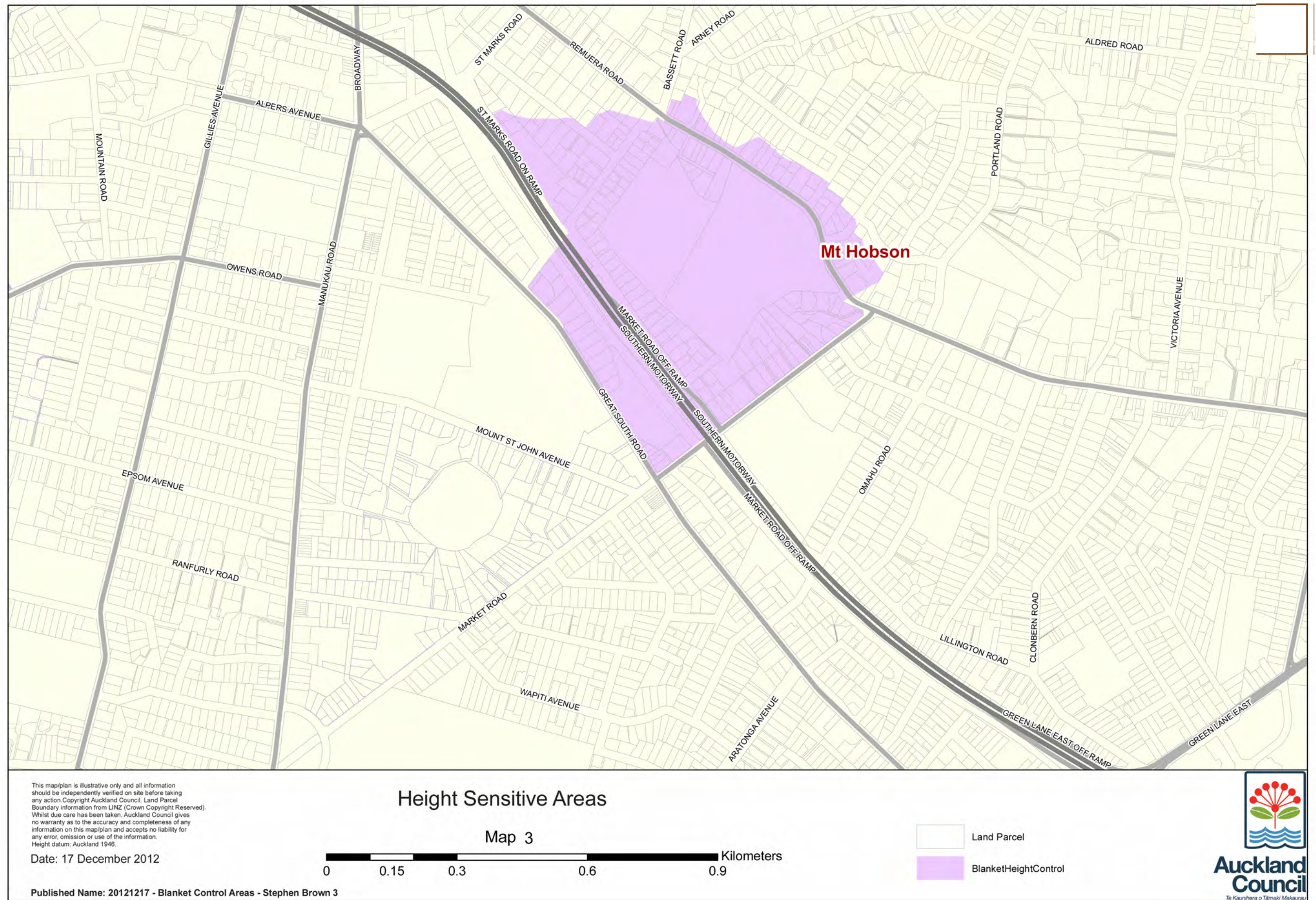
- Those parts of each cone / maunga and its surrounds that are considered to be critical to the retention of their **maunga** cone / crater / feature profile – differentiating them from the terrain and other non-**maunga** elements and features that surround them. These areas have been mapped.
- Those areas around each cone that engage with it visually – via local views, both individually and cumulatively – and that derive an appreciable part of their character, identity and sense of place from this interaction. Photos have been included in this assessment that reflect such interaction, and the areas considered to directly benefit from it are mapped.

Individual volcanoes / cones have different topography and profiles: some are more visually expressive and enjoy more presence in relation to Auckland's wider metropolitan area and community, whereas others are more subtle, with greater importance attached to local views and their role as a local feature and visual focal-point. In some instances, the nature of the surrounding terrain also strongly influences both the perception of cones' form and the extent of the area that is exposed to them. For example, the physically proximate nature of Mt Victoria / Takarunga and North Head / Maungauika means that the visual interaction between these two cones, and public views of them as joint features, have been taken into account in looking at their **maunga** 'profile'. These factors have been weighed up in determining the proposed boundaries for the Height Sensitive Areas (HSAs) proposed around individual cones. Consequently, this summary explains the key factors that have contributed to delineation of the proposed HSAs for all ten cones assessed.

### DESCRIPTION

Multiple regionally significant views have been identified to Mt Hobson/ Ōhinerau – most of which focus on it from the immediate north-west, on the Southern Motorway, as well as from around Kepa Rd and the far side of Hobson Bay – to the north and north-east. However, Mt Hobson is also prominent in views from nearby Remuera Rd and Market Rd. Moreover, a range of views are offered to the cone from local vantage points in the general vicinity of St Marks Rd, Great South Rd and beyond Remuera Rd – to the north. This receiving environment generally accords with the extent of the area considered important in terms of the cone's delineation in more long distance, 'strategic' views. However, it extends slightly further to the north-west, in the direction of Newmarket, to the north over Remuera Rd, and south-westwards, across the Southern Motorway. The proposed HSA takes into account this slightly larger area within which local views to the cone are important.





Map H3: Mt Hobson / Ohineranu

Recommendation





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Hobson: Images 601 & 602





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Hobson: Images 603 & 604





605.



606.

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Hobson: Images 605 & 606





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Hobson: Images 607 & 608





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Hobson: Images 609 & 610





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Hobson: Images 611 & 612





613.



614.

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Hobson: Images 613 & 614





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Hobson: Images 615 & 616





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Hobson: Images 617



# HEIGHT SENSITIVE AREA SUMMARY REPORT

## MANGERE MOUNTAIN

January 2016

### INTRODUCTION

Each of Auckland's **maunga** cones has been analysed and evaluated to determine:

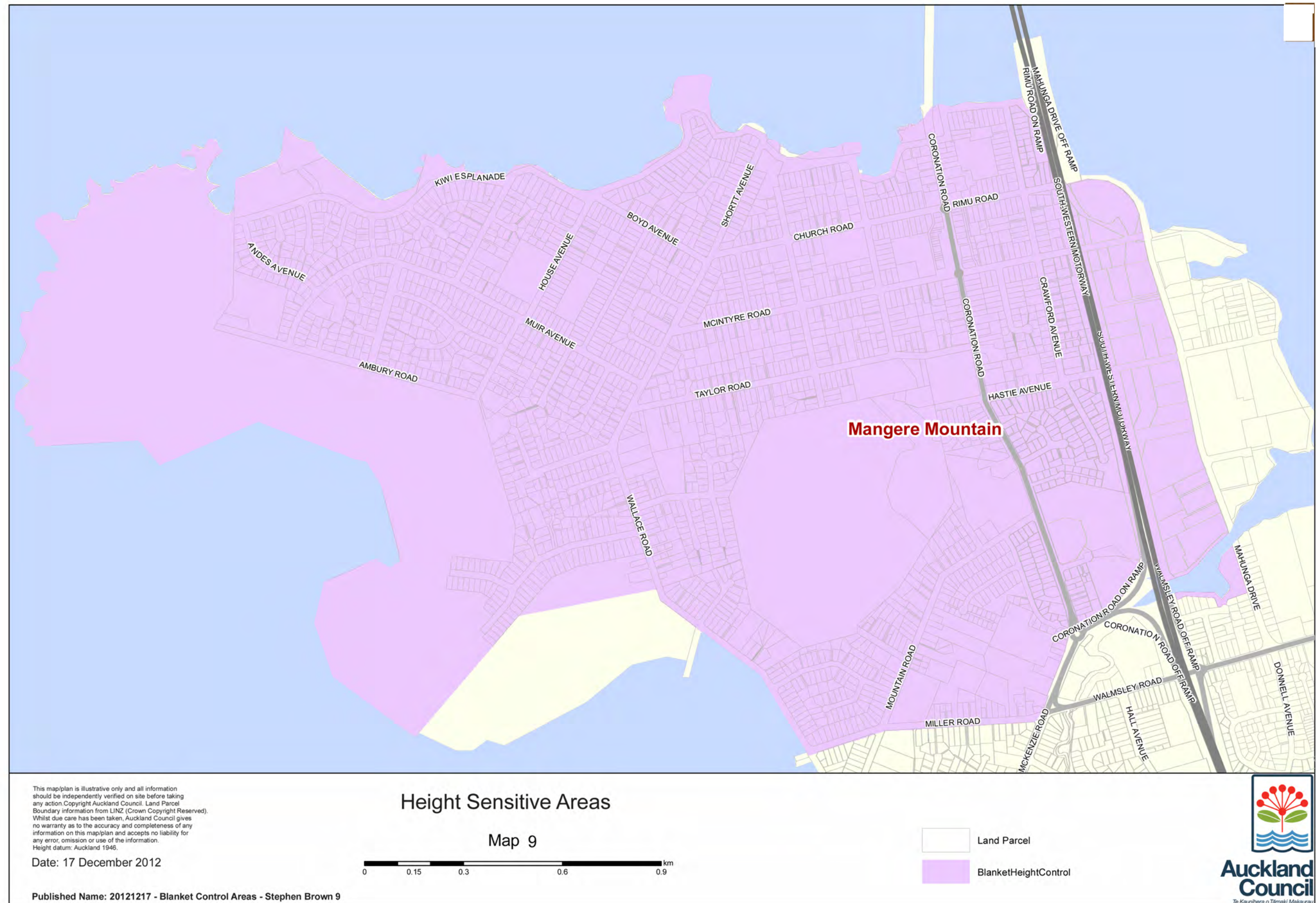
- Those parts of each cone / maunga and its surrounds that are considered to be critical to the retention of their **maunga** cone / crater / feature profile – differentiating them from the terrain and other non-**maunga** elements and features that surround them. These areas have been mapped.
- Those areas around each cone that engage with it visually – via local views, both individually and cumulatively – and that derive an appreciable part of their character, identity and sense of place from this interaction. Photos have been included in this assessment that reflect such interaction, and the areas considered to directly benefit from it are mapped.

Individual volcanoes / cones have different topography and profiles: some are more visually expressive and enjoy more presence in relation to Auckland's wider metropolitan area and community, whereas others are more subtle, with greater importance attached to local views and their role as a local feature and visual focal-point. In some instances, the nature of the surrounding terrain also strongly influences both the perception of cones' form and the extent of the area that is exposed to them. For example, the physically proximate nature of Mt Victoria / Takarunga and North Head / Maungauika means that the visual interaction between these two cones, and public views of them as joint features, have been taken into account in looking at their **maunga** 'profile'. These factors have been weighed up in determining the proposed boundaries for the Height Sensitive Areas (HSAs) proposed around individual cones. Consequently, this summary explains the key factors that have contributed to delineation of the proposed HSAs for all eleven cones assessed.

### DESCRIPTION

Three regionally significant views focus on Mangere Mountain, and all three are from SH20: looking across Onehunga Bay to the cone, from Mangere Bridge and from the interchange where SH20 branches off to Auckland International Airport. At the same time, the cone's very flat, low lying periphery – sitting on lava flows that merge with the Manukau Harbour and Mangere Inlet – combined with the presence of Ambury Regional Park and a predominance of single storey housing, result in a high level of exposure to Mangere Mountain from an extensive, local 'receiving environment'. This extends to the edge of the harbour and inlet, with both local streets and the regional park offering clear views of the cone rising above its largely residential surrounds. This is also the case east of SH20, with views from Mahunga Drive and even the softball grounds at the end of Norana Ave (Favona) revealing the cone rising above intervening development. As a result, the proposed HSA – extending to the frittered lava margins of the regional park and Mahunga Drive – is primarily defined by the extent of this broad catchment.





## Map W3: Mangere Mountain / Te Pane-o-Mataoho

Recommendation





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 901 & 902





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 903 & 904





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 905 & 906





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 907 & 908





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 909 & 910





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 911 & 912





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 913 & 914





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 915 & 916





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 917 & 918





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 919 & 920





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 921 & 922





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 923 & 924





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 925 & 926





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 927 & 928





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mangere Mountain: Images 929 & 930



# HEIGHT SENSITIVE AREA SUMMARY REPORT

## ONE TREE HILL / MAUNGAKIEKIE

January 2016

### INTRODUCTION

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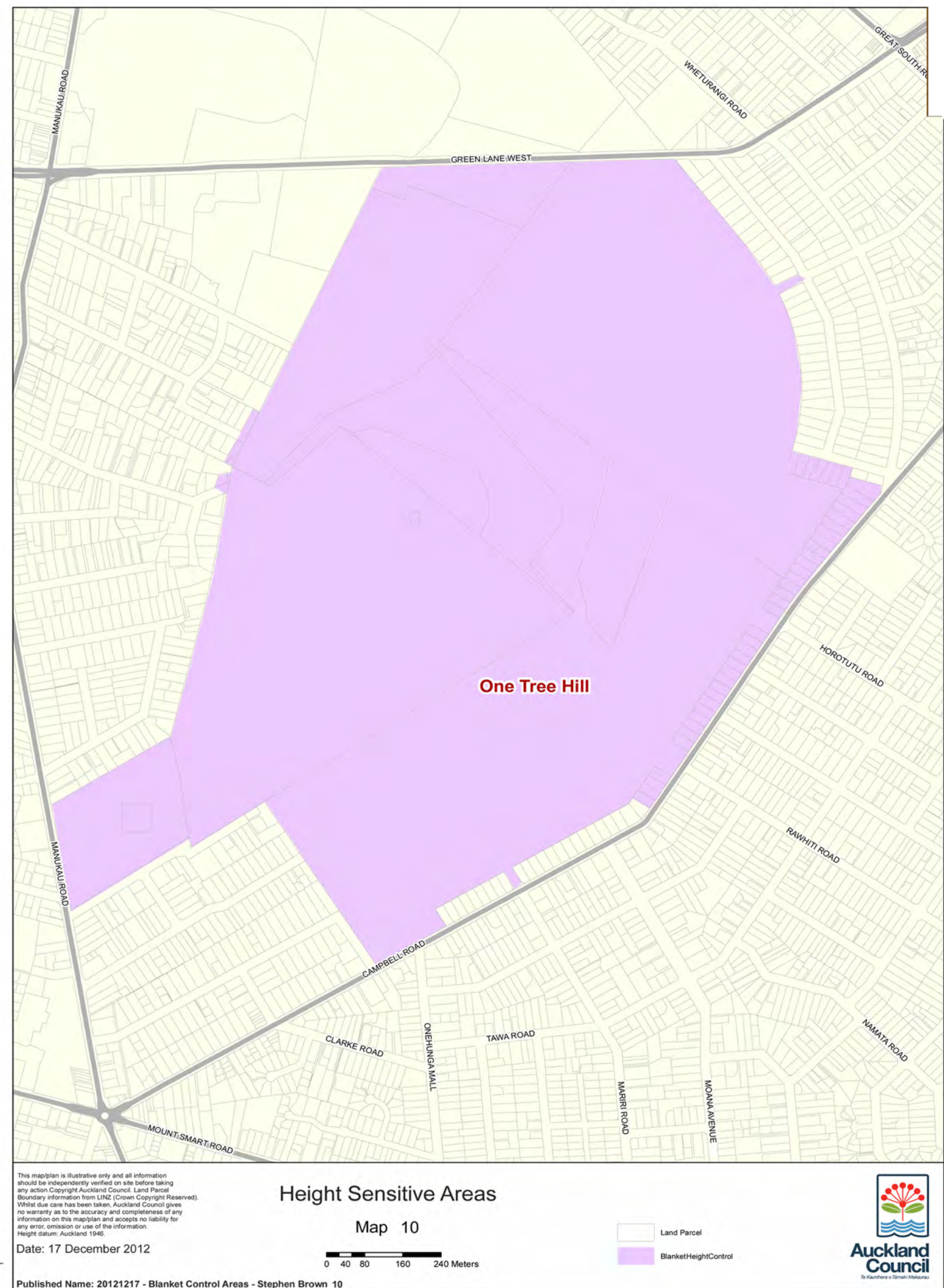
### DESCRIPTION

Multiple regionally significant views have been identified in relation to One Tree Hill / Maungakiekie – from a variety of viewing quadrants. However, closer up, there are relatively few views to the cone from outside of Cornwall Park. In a similar vein, while most of the cone's form is also contained within the bounds of the park, its discernible profile extends very slightly outside the park, to the west, in some longer distance views – around Fern Ave and Crescent Rd. Overall, however, Cornwall Park's boundaries provide a viable limit for the HSA, capturing both the area that is important in terms of longer distance views to the cone and the area within which there is repeated engagement – visually – with One Tree Hill at a more immediate, local level.



# Map 03: One Tree Hill / Maungakiekie

Recommendation







VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
One Tree Hill: Images 701 & 702





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
One Tree Hill: Images 703 & 704





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
One Tree Hill: Images 705 & 706





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
One Tree Hill: Images 707 & 708





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
One Tree Hill: Images 709 & 710





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
One Tree Hill: Images 711 & 712





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
One Tree Hill: Images 713 & 714





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
One Tree Hill: Images 715 & 716



# HEIGHT SENSITIVE AREA SUMMARY REPORT

## MT ROSKILL / PUKETĀPAPA

January 2016

### INTRODUCTION

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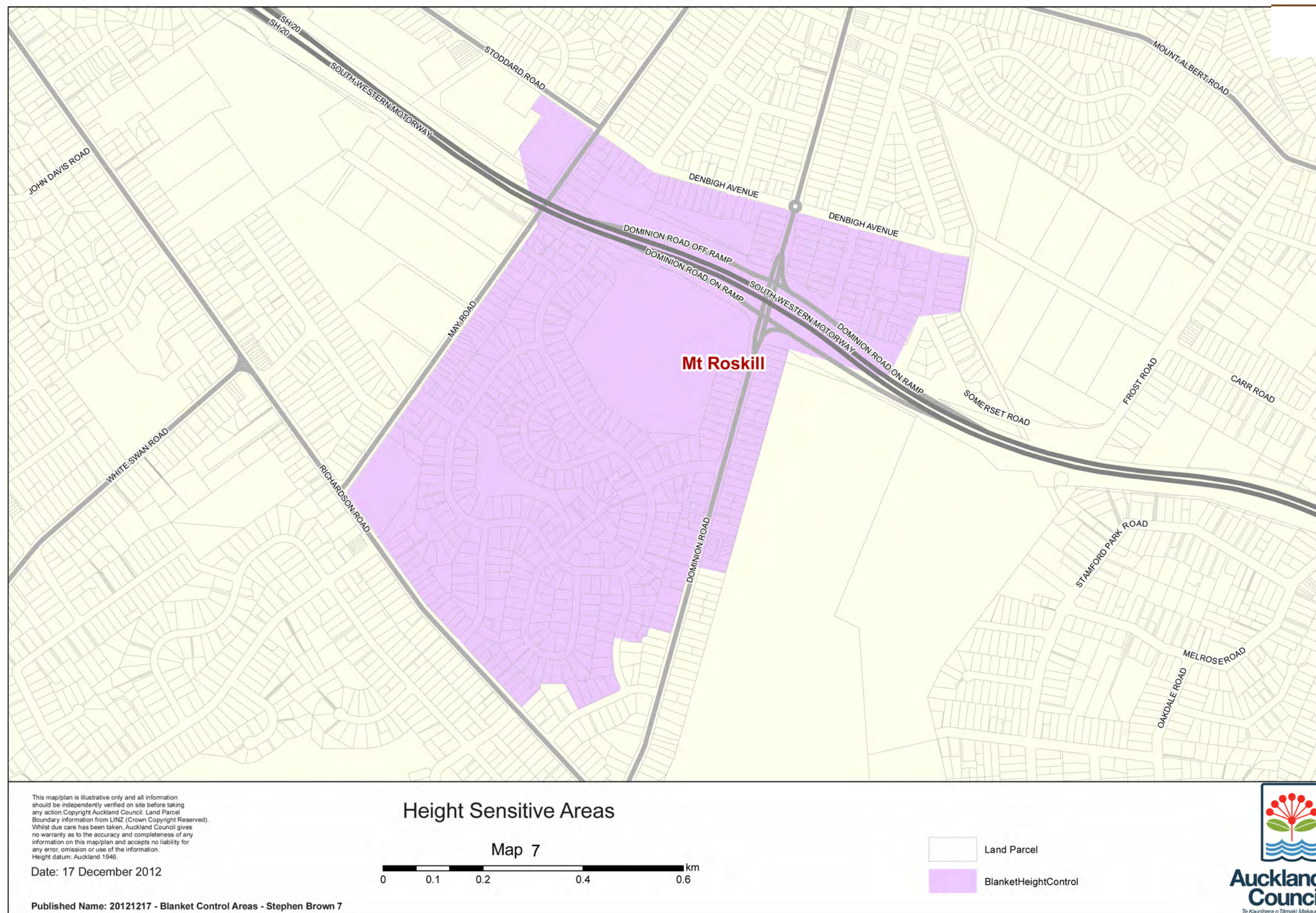
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Individual volcanoes / cones have different topography and profiles: some are more visually expressive and enjoy more presence in relation to Auckland's wider metropolitan area and community, whereas others are more subtle, with greater importance attached to local views and their role as a local feature and visual focal-point. In some instances, the nature of the surrounding terrain also strongly influences both the perception of cones' form and the extent of the area that is exposed to them. For example, the physically proximate nature of Mt Victoria / Takarunga and North Head / Maungauika means that the visual interaction between these two cones, and public views of them as joint features, have been taken into account in looking at their **maunga** 'profile'. These factors have been weighed up in determining the proposed boundaries for the Height Sensitive Areas (HSAs) proposed around individual cones. Consequently, this summary explains the key factors that have contributed to delineation of the proposed HSAs for all ten cones assessed.

### DESCRIPTION

The only regionally significant view to Mt Roskill / Puketāpapa is proposed **maunga** Viewshaft R02, which addresses the north-eastern side of the cone viewed from the vicinity of the Mt Roskill shopping centre and the intersection of Dominion Rd with Mt Albert Rd. However, the cone is also exposed to SH20 and the entire north-eastern flank of the cone – from May Rd to Dominion Rd – is important in that context. In all other respects, the proposed HSA is primarily determined by the cone's exposure to local streets and public spaces. In particular, a large local catchment extends south of the cone, up rising slopes to the ridgeline that Richardson Rd runs along. To the north, more intermittent views are offered from local streets to the cone. These mainly arise because of the close proximity of Mt Roskill, rather than because of the rising terrain further north, in the direction of Mt Albert Rd. The proposed HSA reflects both the extent of the cone's physical profile and, more particularly, its exposure to these areas.





Map R3: Mt Roskill / Puketapapa

Recommendation





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Roskill: Images 201 & 202





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Roskill: Images 203 & 204





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Roskill: Images 205 & 206





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Roskill: Images 207 & 208





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Roskill: Images 209 & 210





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Roskill: Images 211 & 212





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Roskill: Images 213 & 214





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Roskill: Images 215 & 216





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Roskill: Images 217 & 218





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Roskill: Image 219



# HEIGHT SENSITIVE AREA SUMMARY REPORT

## MT SAINT JOHN / TE KŌPUKE

January 2016

### INTRODUCTION

Each of Auckland's **maunga** cones has been analysed and evaluated to determine:

- Those parts of each cone / maunga and its surrounds that are considered to be critical to the retention of their **maunga** cone / crater / feature profile – differentiating them from the terrain and other non-**maunga** elements and features that surround them. These areas have been mapped.
- Those areas around each cone that engage with it visually – via local views, both individually and cumulatively – and that derive an appreciable part of their character, identity and sense of place from this interaction. Photos have been included in this assessment that reflect such interaction, and the areas considered to directly benefit from it are mapped.

Individual volcanoes / cones have different topography and profiles: some are more visually expressive and enjoy more presence in relation to Auckland's wider metropolitan area and community, whereas others are more subtle, with greater importance attached to local views and their role as a local feature and visual focal-point. In some instances, the nature of the surrounding terrain also strongly influences both the perception of cones' form and the extent of the area that is exposed to them. For example, the physically proximate nature of Mt Victoria / Takarunga and North Head / Maungauika means that the visual interaction between these two cones, and public views of them as joint features, have been taken into account in looking at their **maunga** 'profile'. These factors have been weighed up in determining the proposed boundaries for the Height Sensitive Areas (HSAs) proposed around individual cones. Consequently, this summary explains the key factors that have contributed to delineation of the proposed HSAs for all ten cones assessed.

### DESCRIPTION

No regionally significant views have been identified to Mt Saint John / Te Kōpuke. However, the cone is exposed to both Market Rd and Great South Rd, together with a local park and local, residential streets close to Market Rd. Of note, it is visible from the Sir John Logan Campbell monument between St Cuthberts School and Market Rd, while the school's main entrance is also directly exposed to Mt Saint John. This 'visual catchment' remains quite small, but it is still significantly larger than the area identified as being important in terms of the profile of the cone when viewed over greater distance. In reality, there are few such views. As a result, the proposed HSA is almost entirely delineated with reference to the occurrence and extent of local views to Mt Saint John.





Map S3: Mt Saint John / Te Kapuke

Recommendation





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt St John: Images 501& 502





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt St John: Images 503 & 504





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt St John: Images 505 & 506





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt St John: Images 507 & 508





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt St John: Images 509 & 510





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt St John: Images 511& 512





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt St John: Image 513



# HEIGHT SENSITIVE AREA SUMMARY REPORT

## MT VICTORIA / TAKARUNGA & NORTH HEAD / MAUNGAUIKA

January 2016

### INTRODUCTION

Each of Auckland's **maunga** cones has been analysed and evaluated to determine:

- Those parts of each cone / maunga and its surrounds that are considered to be critical to the retention of their **maunga** cone / crater / feature profile – differentiating them from the terrain and other non-**maunga** elements and features that surround them. These areas have been mapped.
- Those areas around each cone that engage with it visually – via local views, both individually and cumulatively – and that derive an appreciable part of their character, identity and sense of place from this interaction. Photos have been included in this assessment that reflect such interaction, and the areas considered to directly benefit from it are mapped.

Individual volcanoes / cones have different topography and profiles: some are more visually expressive and enjoy more presence in relation to Auckland's wider metropolitan area and community, whereas others are more subtle, with greater importance attached to local views and their role as a local feature and visual focal-point. In some instances, the nature of the surrounding terrain also strongly influences both the perception of cones' form and the extent of the area that is exposed to them. For example, the physically proximate nature of Mt Victoria / Takarunga and North Head / Maungauika means that the visual interaction between these two cones, and public views of them as joint features, have been taken into account in looking at their **maunga** 'profile'. These factors have been weighed up in determining the proposed boundaries for the Height Sensitive Areas (HSAs) proposed around individual cones. Consequently, this summary explains the key factors that have contributed to delineation of the proposed HSAs for all ten cones assessed.

### DESCRIPTION

Three regionally significant views address Mt Victoria / Takarunga from Lake Rd, while North Head / Maungauika is not subject to any proposed viewshafts. Nevertheless, both cones are subject to viewing from a wide range of vantage points well beyond the confines of Devonport – most notably, from across the Waitemata Harbour near Tamaki Drive and Bastion Point, and from locations near Auckland's CBD. The 'paired' cones are also visible as such from within parts of Devonport itself. As a result, the analysis of the area that is important in terms of appreciation of both cones' profile – in longer distance viewing – includes both individual cones, and their flanks. But, it also includes the low-lying saddle or ridge between them: the 'gap' that makes their **maunga** profiles that much more pronounced. However, the area within which Mt Victoria (especially) is significant in terms of local views, and therefore Devonport's landscape character and identity, extends well beyond this – towards Stanley Point to the west, towards Ngataranga Bay to the north-west, over Cheltenham to the north-east, and over Devonport's town centre, to the south-west. Within all of this area, Mt Victoria and, to a lesser degree, North Head exert a strong influence over the identity and sense of place associated with Devonport. As a result, the proposed HSA is strongly aligned with this area within which local views are obtained of either one cone or both in tandem.



# Map V3: Mt Victoria & North Head / Takarunga & Maungauika

Recommendation







VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Victoria & North head: Images 001 & 002





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Victoria & North head: Images 003 & 004





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Victoria & North head: Images 005 & 006





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Victoria & North head: Images 007 & 008





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Victoria & North head: Images 009 & 010





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Victoria & North head: Images 011 & 012





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Victoria & North head: Images 013 & 014





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Victoria & North head: Images 015 & 016





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Victoria & North head: Images 017 & 018





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Victoria & North head: Images 019 & 020





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Victoria & North head: Images 021 & 022



# HEIGHT SENSITIVE AREA SUMMARY REPORT

## MT WELLINGTON / MAUNGAREI

January 2016

### INTRODUCTION

Each of Auckland's **maunga** cones has been analysed and evaluated to determine:

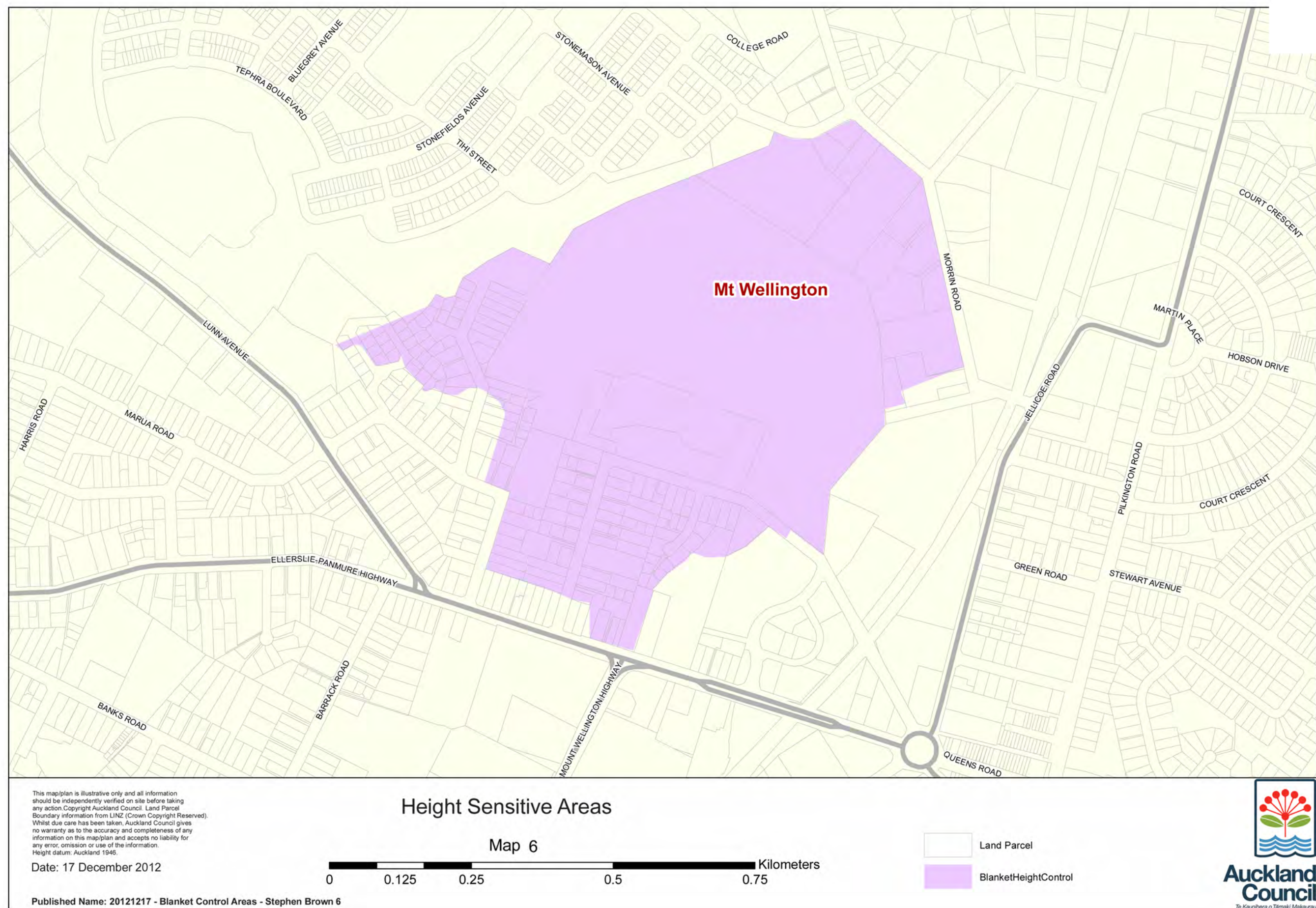
- Those parts of each cone / maunga and its surrounds that are considered to be critical to the retention of their **maunga** cone / crater / feature profile – differentiating them from the terrain and other non-**maunga** elements and features that surround them. These areas have been mapped.
- Those areas around each cone that engage with it visually – via local views, both individually and cumulatively – and that derive an appreciable part of their character, identity and sense of place from this interaction. Photos have been included in this assessment that reflect such interaction, and the areas considered to directly benefit from it are mapped.

Individual volcanoes / cones have different topography and profiles: some are more visually expressive and enjoy more presence in relation to Auckland's wider metropolitan area and community, whereas others are more subtle, with greater importance attached to local views and their role as a local feature and visual focal-point. In some instances, the nature of the surrounding terrain also strongly influences both the perception of cones' form and the extent of the area that is exposed to them. For example, the physically proximate nature of Mt Victoria / Takarunga and North Head / Maungauika means that the visual interaction between these two cones, and public views of them as joint features, have been taken into account in looking at their **maunga** 'profile'. These factors have been weighed up in determining the proposed boundaries for the Height Sensitive Areas (HSAs) proposed around individual cones. Consequently, this summary explains the key factors that have contributed to delineation of the proposed HSAs for all ten cones assessed.

### DESCRIPTION

One of Auckland's most clearly defined cones, both physically and visually, Mt Wellington / Maungarei is the focus for a multiplicity of proposed regionally significant viewshafts that address it from a wide range of viewing quadrants. It rises rapidly up from a relatively low base of both residential and light industrial development on its periphery, including the Stonefields residential community within the deep bowl of the former Winstone quarry on its northern side. The cone is also highly prominent in local views from all directions around it, so that the area visually engaged with Mt Wellington is also well defined. However, this 'catchment' largely excludes the Stonefields site as that development is subject to a previous consent, which over-rides any matters pertaining to local views of the cone. In all other respects, though, the area identified as being important in terms of the cone's visual profile – for longer distance views – largely accords with the area identified as being important in terms of local views and community engagement with the cone. Accordingly, the proposed HSA is closely aligned with both of these areas.





Map W3: Mt Wellington / Maungarei

Recommendation





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Wellington: Images 801 & 802





803.



804.

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Wellington: Images 803 & 804





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Wellington: Images 805 & 806





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Wellington: Images 807 & 808





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Wellington: Images 809 & 810





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Wellington: Images 811 & 812





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Wellington: Images 813 & 814





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Wellington: Images 815 & 816





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Wellington: Images 817 & 818





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Wellington: Images 819 & 820





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Wellington: Images 821 & 822





VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS  
Mt Wellington: Images 823