

Proposed Plan Change 78 (PC78)

to the Auckland Unitary Plan (Operative in
part)

**SECTION 32 and sec77K / sec 77Q alternative process for existing
qualifying matters
EVALUATION REPORT for qualifying matter s77I(a) and (h) and s77O(a)
and (h)**

Volcanic viewshafts and height sensitive areas

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Executive Summary

The Council considers the scheduled volcanic viewshafts and the height sensitive areas are an existing qualifying matter under sections 77I(a) and (h) and 77O(a) and (h) of the RMA, and Subpart 6: 3.32 (1) (a) and (f) of the National Policy Statement Urban Development (May 2022) (NPS UD).

Plan Change 78 proposes amendments to Chapters D14, E12, E26, Schedule 9, Appendix 20 and other consequential amendments to modify Policy 3 of the NPSUD – updated May 2022 (NPS UD Policy 3) and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 medium density residential standards (MDRS) in accordance with NPS UD Policy 4 and s77I and s77O of the Resource Management Act.

Introduction

This report is prepared as part of the evaluation required by Section 32 and Sections 77K and 77Q of the Resource Management Act 1991 ('the Act') for proposed Plan Change 78 (PC78) to the Auckland Unitary Plan (Operative in Part) (AUP).

The background to and objectives of PC78 are discussed in the overview report, as is the purpose and required content of section 32 and 77K / 77Q evaluations.

This report discusses the implications of applying the Volcanic Viewshafts and Height Sensitive Areas Overlay (Chapter D14) as a qualifying matter to the medium density residential standards (MDRS) of Schedule 3A of the RMA and the implementation of policy 3 of the NPS-UD

An existing qualifying matter is a qualifying matter referred to in section 77 I or 77O (a) to (i) that is operative in the relevant district plan when the IPI is notified.

- Sec 77I relates to relevant residential zones.
- Sec 77O relates to urban non-residential zones.

The Council may make the MDRS and the relevant building height or density requirements under policy 3 less enabling of development in relation to an area within a relevant residential zone or urban non-residential zone only to the extent necessary to accommodate one or more of the qualifying matters listed in 77I or 77O.

Integrated evaluation for existing qualifying matters

For the purposes of PC 78, evaluation of Chapter D14 as an existing qualifying matter has been undertaken in an integrated way that combines sec 32 and 77K / 77Q requirements. The report follows the evaluation approach described in the table below.

Preparation of this report has involved the following:

- review of the AUP to identify all relevant provisions that apply this qualifying matter
- assessment of the identified relevant provisions within the AUP relating to volcanic viewshafts and the height sensitive areas against the Medium Density Residential Standards in accordance with Schedule 3A of the RMA
- development of draft amendments to the operative district plan provisions of the AUP to implement this matter as a Qualifying Matter in accordance with s77
- review of the AUP to identify all relevant provisions that require a consequential amendment to integrate the application of this qualifying matter
- review of the AUP Maps to assess the spatial application of this qualifying matter
- section 32 options analysis for this qualifying matter and related amendments

The scale and significance of the issues is assessed to be medium for the reasons set out below in this report.

This section 32/77K evaluation report will continue to be refined in response to any consultation feedback provided to the Council, and in response to any new information received.

Table 1 Integrated approach

Standard sec 32 steps	Plus sec 77K / 77Q steps for existing qualifying matter
Issue Define the problem- provide overview/summary providing an analysis of the qualifying matter	Sec 77K or 77Q (1) (a) Describe the qualifying matter. Identify by location (for example, by mapping) where an existing qualifying matter applies
Identify and discuss objectives / outcomes	Sec 77K or 77Q(1) (c) Identify relevant RPS objectives and policies. Describe why the Council considers that 1 or more existing qualifying matters apply to these areas and why the qualifying matter is necessary.
Identify and screen response options	Sec 77k or 77Q (1) (b) Consider a range of alternative density standards for those areas having considered the particular MDRS standards and/or Policy 3 intensification requirements
Collect information on the selected option(s)	Sec 77K or Q (1) (d) Describe in general terms for a typical site the level of development that would be prevented by accommodating the qualifying matter, in comparison with the level of development that would have been permitted by the MDRS and policy 3 having regard to the modified zone, with regard to the identified density options
Evaluate option(s) - environmental, social, economic, cultural benefits and costs	Sec 77K or Q (1) (b) Provide a general assessment of the benefits and costs of the options in the light of the new objectives introduced by the NPS-UD and MDRS relating to well-functioning urban environments
Overall judgement as to the better option (taking into account risks of acting or not acting)	Conclusion as to the implications of the qualifying matter for development capacity to be enabled by NPS-UD/MDRS in the areas where the qualifying matter applies

Issues

Background

The Auckland volcanic field covers approximately 100 square kilometres and originally contained 48 explosion craters which gave rise to the landmark scoria cones of urban Auckland. A number of these features are lost through quarrying and development. Many of the remainder are of regional or national significance, while others are of local significance, or contribute cumulatively to the volcanic landscape and character of the region.

The protection of the views to these cones started over 40 years ago through the landmark decision in 1973 by the Planning Appeal Board¹. This decision concluded that Mt Eden was of such value that views to and from the mountain should be protected. The decision considered that the Council was not carrying out its duties under the Town and Country Planning Act by not protecting the visual integrity of Mt Eden.

As a consequence of this decision Council's have sought to impose view protection over multiple volcanic cones throughout the region.

Once established at regional and local levels the viewshafts have been reviewed over time particular in 1996, through Proposed Change 8 - Volcanic Features (Change 8) to the Auckland Council Regional Policy Statement (ACRPS) which was the culmination of almost ten years of research and work by the Auckland Regional Council (ARC) and territorial authorities to jointly review and update their respective ACRPS and District Plans. Then again in 2001-3, 2013, and most recently in the course of the AUP hearings process in 2015 and 2016.

In addition to the viewshafts there are also Height Sensitive Areas (HSA) around the base of some of the cones which protect local public views to the mountains. These also protect the shape (contours) of the flanks of the maunga. The HSAs traditionally restricted built form to a maximum height of 7.3m, 9m, or 12m. This height had been grand-parented from the 1970s when it reflected the underlying zonal height in feet. It was considered 'reasonable' (s85 of the RMA) to allow development up to that height. These heights changed to 9m in the AUP(OP). With the exception of Devonport where permitted development is enabled up to 13m in some places (refer Figure D14.10.1), it is a permitted activity to build to 9m in the HSA but resource consent is required to build above that height. The originally conceived Height Sensitive Areas were also reviewed during 2012 and 2013 and then through the AUP hearing process in 2015-2016.

Description of the Qualifying Matter:

The Council considers the scheduled volcanic viewshafts and the height sensitive areas are an existing qualifying matter under sections 77I(a) and (h) and 77O(a) and (h) of the RMA, and Subpart 6: 3.32 (1) (a) and (f) of the National Policy Statement Urban Development (May 2022) (NPS UD).

The extent of the qualifying matter is set out in the Auckland Council Auckland Unitary Plan Operative in Part (16 Nov 2016) (AUP) GEOMAPS map layers and in **Attachment 1**.

¹ 1973 Town and Country Planning Appeal Board decision ARA v Mt Eden Borough Council No.418/73

The volcanic viewshafts and height sensitive areas are scheduled² and mapped³ locations within the region within which development is managed to protect views to and between the maunga. This Resource Management Act (RMA) mechanism recognises the outstanding values of identified maunga, maintains their visual integrity and provides visual access to these landmarks across Auckland.

The Volcanic Viewshafts and Height Sensitive Areas Overlay description states that

“the purpose of the Volcanic Viewshafts and Height Sensitive Areas Overlay is to appropriately protect significant views of Auckland’s volcanic cones through the use of viewshafts and height sensitive areas.”

The description goes on to state that the Overlay

“...contributes to Auckland’s unique identity by protecting the natural and cultural heritage values of significant volcanic cones.”

Chapter B4 Natural heritage of the AUP Regional Policy Statement (RPS) states that

“The maunga of the Auckland volcanic field are a significant part of Auckland’s natural identity and character. The relationship of Mana Whenua to the maunga is very important to their culture and traditions. Significant views to and between the maunga of Auckland from a range of publicly accessible locations are accordingly of great value to Auckland’s identity and the quality of the environment and should be protected.”

A key objective is Objective B4.3.1(1) ‘significant public views to and between Auckland’s maunga are protected from inappropriate subdivision, use and development’. This Objective is supported by policies B4.3.2(1) to (4).

It is the council view (supported by correspondence received from the chair of the Tūpuna Maunga Authority (**Attachment 2**)) that a purpose of the Volcanic Viewshafts and Height Sensitive Area provisions is to recognise and provide for the following matters of national importance:

- a. the protection of the Tūpuna Maunga (which are outstanding natural features) from inappropriate subdivision, use, and development under section 6(b) of the RMA;
- b. the relationship of Māori and their culture and traditions with their ancestral lands, waahi tapu, and taonga (s6(e)); and
- c. the protection of the Tūpuna Maunga (which are historic heritage places) from inappropriate subdivision, use, and development under section 6(f) of the RMA.

² See Schedule 9 and Appendix 20 of the AUP OP

³ See Auckland Council Auckland Unitary Plan Operative in Part (16 Nov 2016) GEOMAPS map layers

In other words, the Volcanic Viewshafts and Height Sensitive Areas are AUP provisions that recognise and provide for the matters of national importance in sections 6(b), (e) and (f) of the RMA, despite the provisions applying to some areas outside of the maunga themselves.

Identify by location where the existing qualifying matter applies.

Both the volcanic viewshafts and HSA can be located on the AUPGIS viewer by clicking on the following links: Management Layer – Overlays – Natural Heritage – Regionally Significant Volcanic Viewshafts and Height Sensitive Areas Overlay (rcp/dp) and Regionally Significant Volcanic Viewshafts Overlay Contours and Locally Significant Volcanic Viewshafts Overlay Contours.

The overlay is displayed over the respective maunga as follows:



The surveying coordinates for the viewshafts are located under Schedule 9 Volcanic Viewshafts Schedule of the AUP. Descriptions of different viewshafts and their values (including details on HSA) can be found in Appendix 20 Volcanic Viewshafts and Height Sensitive Areas - Values Assessments.

Clarify whether the qualifying matter applies to relevant residential zones and/or urban non-residential zones.

As stated above sections 77I(a) and (h) and 77O(a) and (h) of the RMA are required to be considered in this evaluation report as the Qualifying Matter is applicable to both residential and non-residential zones.

The Volcanic Viewshafts and Height Sensitive Areas currently sit over sites affected by the council's implementation of Policy 3 and MDRS.

Problem definition

The NPS UD Policy 3 and the requirements in the RMA through the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 to introduce MDRS have resulted in the potential for erosion of the values protected by the Volcanic Viewshafts and Height Sensitive Areas.

This could generate the following adverse effects:

- Loss of visual character of the maunga and the HSAs
- Loss of visual integrity of the maunga
- Loss of form of the maunga (profile and cone shape)
- Loss of regional views to and between maunga (sense of place and identity)
- Loss of local views to maunga
- Loss of local character and identity
- Loss of cultural values
- Loss of landscape values
- Loss of Historic Heritage values
- Loss of the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga
- Loss of intrinsic values associated with the maunga as ancestors

Tier 1 councils are required amend their district plans to enable the heights and density of urban form set out in NPS UD Policy 3 and to incorporate the matters set out in RMA Schedule 3A.

The result of the above changes to allow, particularly additional height, but also additional density of form through the “density standards⁴”, within the urban environment of Auckland could result in the losses described above. This loss is contrary to RMA direction in section 6 Matters of National Importance, which requires that all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development; the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga and the protection of historic heritage from inappropriate subdivision, use, and development.

Additionally, the losses described above would be contrary to section 7 of the RMA which directs all persons exercising functions and powers under the RMA to have particular regard to:

(b) the efficient use and development of natural and physical resources

(c) The maintenance and enhancement of amenity values

(f) Maintenance and enhancement of the quality of the environment

(g) Any finite characteristics of natural and physical resources

It is considered that the maunga represent a finite resource which has multiple values which include heritage, cultural, natural, geological, amenity and character. That resource should be used and developed efficiently to maintain and enhance those values and qualities. In having particular regard to those matters, the council has established Volcanic Viewshafts

⁴ Density standards are defined in Schedule 3A Part 1: General; Clause 1: Interpretation, subclause (1).

and Height Sensitive Areas which protect the values set out in section 6 and maintain and enhance those matters set out in section 7. The erosion of the Volcanic Viewshafts and Height Sensitive Areas by way of intrusion into them of built form and the consequent reduction or loss of views to and between maunga will not have had sufficient regard to the matters set out in section 7.

RMA Section 8 - Treaty of Waitangi recognises the rangatiriranga of Mana Whenua over their ancestral lands and taonga. Auckland's Tūpuna Maunga hold a paramount place in the historical, spiritual, ancestral and cultural identity of the 13 iwi and hapū of Ngā Mana Whenua o Tāmaki Makaurau (the mana whenua tribes of Auckland).

In 2014 the Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Deed was passed into law. As part of this Treaty of Waitangi settlement, 14 Tūpuna Maunga were returned to the 13 mana whenua iwi and hapū of Auckland.

The Tūpuna Maunga Authority is the statutory authority established under the Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014 to govern the fourteen Tūpuna Maunga of Tāmaki Makaurau / Auckland. The Authority is comprised of equal membership from Ngā Mana Whenua o Tāmaki Makaurau and Auckland Council, together with Crown (non-voting) representative.

The Tūpuna Maunga Authority has developed a set of plans and policies to guide how the Tūpuna Maunga are valued, protected, restored, enhanced, and managed into the future. These include the Tūpuna Maunga Integrated Management Plan, Tūpuna Maunga Integrated Management Plan Strategies, and the Tūpuna Maunga Authority Operational Plan. As part of the Design Strategy Principles set out in the Tūpuna Maunga Integrated Management Plan Strategies, the Maunga Authority provide direction to use and development which affects the Tūpuna Maunga, including that:

“Development will be designed and located to minimise visual impact and to maintain the pre-eminence of the tihi, Maunga to Maunga sightlines and volcanic viewshafts.”

It is considered that section 8 of the RMA is relevant and that decision makers should take into account the principles of the Treaty of Waitangi/Te Tiriti o Waitangi.

The NPS UD and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 therefore, considering the above conflict with the sections 6 and 7 of the RMA and taking into account section 8, have resolved that conflict by way of Qualifying Matters.

By identifying the Volcanic Viewshafts and Height Sensitive Areas as a Qualifying Matter, which can modify the requirements of NPS UD Policy 3 and MDRS, the conflict between the completing parts of the legislation is resolved.

This report concludes that, as envisaged by the NPS UD and the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021, the Volcanic Viewshafts and Height Sensitive Areas are a Qualifying Matter and can modify height and density of urban form to allow the council to meet its obligations under Part 2 sections 6, 7 and 8 of the RMA in accordance with sections 31, 72 and 74 of the RMA

What effects are the qualifying matters seeking to address/manage and how is this is this incompatible with the intensification required by MDRS and/or Policy 3?

The purpose of the Volcanic Viewshafts and Height Sensitive Areas Overlay is to appropriately protect significant views to and between Auckland's maunga through control of built form height.

The viewshafts are 3-dimensional planes in the sky. The viewshafts have an origin point or if they are linear they have an origin line (series of points), and a destination line (series of points). The views originate from major public viewpoints such as motorways and main roads through which many people travel. The destination line (points) is across the maunga. In some cases the destination line frames the whole maunga and may provide some context (e.g. the sea provides context for Rangitoto in T2), in other cases only parts (e.g. the top of Rangitoto in T8) of the maunga fall within the destination line.

It is permitted to build up to the floor of the viewshaft but resource consent is required to build above that. Most of the viewshafts start at 1m above ground (person sitting in a car level), or at 1.5m above ground (person standing) at the view origin point and end in a line across the maunga. For development that intrudes into a viewshaft, but is not higher than 9m, a restricted discretionary activity resource consent is required. For development above 9m intruding into a viewshaft, a non-complying activity resource consent is required.

Height sensitive areas enable reasonable development in areas around the maunga. They also ensure that development is of a scale and/or location that does not dominate the local landscape or reduce the visual significance or amenity values of the maunga.

The height sensitive areas were designed to protect the landform (natural contours) of the maunga. They ensure that development does not encroach further up the maunga. Through the rolling height method, they ensure that development follows the contours of the maunga so that even though the flanks of the maunga may contain houses you can still tell from a distance what the underlying landscape looks like. The height sensitive areas also protect local views to the maunga so that they are connected to their local communities. The cultural significance of the maunga to iwi goes beyond the identified mapped extent of the Outstanding Natural Features and Historic Heritage sites, it goes beyond the land owned and managed by the Maunga Authority. The flanks of the maunga are important parts of the spiritual and cultural identity of the maunga. Protection of these areas by way of the HSA controls is an important part of the responsibilities under section 6(e) of the RMA.

Exception

Most of the height sensitive areas achieve the above functions, however, through the AUP Independent Hearings Panel (IHP) hearing on the overlay, a height sensitive area was developed at Bucklands Beach in order to give reasonable development rights under s85 to the land owners affected by a low lying viewshaft in that area. This height sensitive area is not close to a maunga and therefore does not perform the same functions as the other height sensitive areas.

The NPS UD seeks to achieve the Objectives and Policies set out in the document. This includes that New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. It also requires that planning decisions improve housing affordability by supporting competitive land and development markets. To achieve this district plans must enable more people to live in, and more businesses and community services to be located in, specific areas of an urban environment that the authors of the legislation think will achieve the outcomes of the objectives. Policy 3 requires building height of at least 6 storeys (21m) in walkable catchments and metropolitan zones and unspecified height and density of urban form in city centre zones and other centre zones.

The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 imposes medium density residential standards (MDRS) for specified urban areas, to enable a wider variety of housing choice. These standards will enable people to develop up to three dwellings on each site, each being up to three storeys (11m+1m= 12m), without needing to apply for a resource consent.

The additional height and density required by the NPS UD and the MDRS is incompatible with the Volcanic Viewshafts and Height Sensitive Areas for the following reasons:

- Built form of a height 21m or 12m which breaches a volcanic viewshaft will block that protected view⁵.
- Built form of a height 21m or 12m within a height sensitive area may block local views to the maunga.
- Built form which increases building coverage in a height sensitive area may block local views to the maunga
- Built form which reduces landscaped areas in a height sensitive area may block local views to the maunga
- Encroachment of built form into existing yard setbacks in height sensitive areas will reduce gaps between buildings which may block local views to the maunga
- Increases in permitted built form in height sensitive areas will result in additional earthworks to support that built form e.g. foundation construction, the creation of flat building platforms etc, which may affect cultural and landscape values.

While it is acknowledged that there may be circumstances in which built form enabled by the NPS UD and MDRS will not have adverse effects such as those listed above, the requirement for a resource consent to establish this is not considered to be overly onerous when balancing the objectives of the NPS UD and MDRS against the councils responsibilities under Part 2 of the RMA.

Objectives and Policies (existing)

⁵ A key decision (A63/92 – See **Attachment 3**) regarding viewshafts was made in 1992 and involved moving the Sky Tower from its original proposed position at the top of Symonds Street (within E10) to its current home on Victoria Street. Judge Bollard found that “the planning documents governing both the region and Auckland City seek to protect the view within the viewshaft towards Mt Eden. Even if we were to accept...that the tower would assume a pleasing co-dominance with the mountain in the viewshaft, we could not conclude that that would suffice to protect the view of the natural landform.”

Identify the relevant objectives and policies in the AUP that support the qualifying matter

B4: Te tiaki taonga tuku iho - Natural heritage

Relevant sections to this plan change under Chapter B4: Te tiaki taonga tuku iho - Natural heritage of the RPS are:

B4.2. Outstanding natural features and landscapes

Objective B4.2.1(1) Outstanding natural features and landscapes are identified and protected from inappropriate subdivision, use and development.

Objective B4.2.1(2) The ancestral relationships of Mana Whenua and their culture and traditions with the landscapes and natural features of Auckland are recognised and provided for.

Objective B4.2.1(3) The visual and physical integrity and the historic, archaeological and cultural values of Auckland's volcanic features that are of local, regional, national and/or international significance are protected and, where practicable, enhanced.

Policy B4.2.2(6) Protect the physical and visual integrity of Auckland's outstanding natural features from inappropriate subdivision, use and development.

Policy B4.2.2(7) Protect the historic, archaeological and cultural integrity of regionally significant volcanic features and their surrounds.

Policy B4.2.2(8) Manage outstanding natural landscapes and outstanding natural features in an integrated manner to protect and, where practicable and appropriate, enhance their values.

These help manage the outstanding natural landscapes and outstanding natural features in an integrated manner to protect, and where practicable and appropriate, enhance their values.

B4.3. Viewshafts

Objective B4.3.1(1) Significant public views to and between Auckland's maunga are protected from inappropriate subdivision, use and development.

Objective B4.3.1(2) Significant views from public places to the coastal environment, ridgelines and other landscapes are protected from inappropriate subdivision, use and development.

Policy B4.3.2(3) Protect significant views to and between maunga by:

(a) avoiding subdivision, use and development that would:

(i) result in significant modification or destruction of view; or

(ii) significantly detract from the values of the view; and

(b) avoiding where practicable, and otherwise remedying or mitigating, adverse effects of subdivision, use and development that would:

(i) result in the modification of the view; or

(ii) detract from the values of the view.

Policy B4.3.2(4) Protect the visual character, identity and form of maunga by:

(a) identifying height sensitive areas around the base of maunga; and

(b) establishing height limits in such areas which control future development that could encroach into views and erode their significance.

Chapter D14 Volcanic viewshaft and height sensitive area overlay

Objective D14.2.(1) The regionally significant views to and between Auckland's maunga are protected.

Objective D14.2.(2) The locally significant views to Auckland's maunga are managed to maintain and enhance the visual character, identity and form of the maunga in the views.

Policy D14.3.(1) Protect the visual character, identity and form of regionally significant volcanic maunga, together with local views to them, by:

(a) locating height sensitive areas around the base of the volcanic maunga; and

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

Policy D14.3.(2) Manage subdivision, use and development to ensure that the overall contribution of the regionally significant volcanic maunga scheduled as outstanding natural features to the landscape of Auckland is maintained and where practicable enhanced, including by protecting physical and visual connections to and views between the volcanic maunga.

Policy D14.3.(3) Protect the historic, archaeological and cultural integrity of regionally significant volcanic features and their surrounds by avoiding activities that detract from these values and the mana of the maunga.

Policy D14.3.(4) Avoid new buildings or structures that intrude into volcanic viewshafts scheduled in Schedule 9 Volcanic Viewshafts Schedule, except:

(a) where they would have no adverse effect on the visual integrity of the volcanic maunga as seen from the identified viewing point or line; or

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

Policy D14.3.(5) Avoid new buildings or structures that exceed two storeys in height in a height sensitive area, except where they would have no adverse effect on the visual integrity of any volcanic maunga to which that height sensitive area relates, as seen from any public place.

Policy D14.3.(6) Require urban intensification to be consistent with the protection of volcanic features and viewshafts

Additionally, the following Chapters have objectives and policies which are relevant:

- Historic Heritage B5.2
- Outstanding and High Natural Character Overlays B8.2, B8.3 and B8.4
- HGMPA, B8.5
- Mana Whenua B6

Describe the management approach used by the AUP to implement the qualifying matter.

Activities for viewshaft fall under Table D14.4.1 activities (A1) to (A6) of table D14.4.1. Buildings that intrude into a regionally significant volcanic viewshaft require restricted discretionary activity consent up to 9m in height, beyond which they are a non-complying activity.

Activities (A7) to (A11) in Table D14.4.1 are for buildings in HSA. These areas are mapped and are identified as a layer on the planning maps. Height sensitive areas enable reasonable development in sites where the floor of the viewshaft is less than 9m. Buildings are a permitted activity up to a defined maximum height beyond which they are a non-complying activity. An additional height control applies at the boundary of a volcanic feature.

All activities must comply with all standards listed under D14.6, non-compliance with a D14.6. Standard is a "activity not provided for" is a non-complying activity with full public notification.

Height in the HSA must also comply with the rolling height method, of which height is measured from the contours of the ground. This ensures that development reflects the contours of the maunga.

Are any amendments to district level objectives and policies proposed in response to the MDRS/Policy 3?

Amendments are proposed to the objectives and policies of Chapter D14 to address the adverse effects of increased building intensity on the views to maunga and the landscape and form of the maunga. Additional Rules, Standards, Matters of Discretion and Assessment Criteria are also proposed. Other amendments are sought to change 'volcanic viewshafts' to 'maunga viewshafts', and consequential amendments are required to different sections of the AUP to ensure consistency. These amendments are set out in **Attachment 4**.

Discussion of the proposed amendment is set out below.

RPS level objectives and policies may also require consequential amendment however this is outside the scope of PC 78.

Development of Options

In considering the potential adverse effects set out above, the following options were considered in the preparation of PC 78.

(Note: In the below table IPI means implementation of Policy 3 without modification by Policy 4.)

	Option	Effect on MDRS and Policy 3	Effect on QM values	Conclusions	Ranking
1	Status Quo (Do nothing)	N/A The council must implement the NPS UD and MDRS	N/A	N/A	N/A
2	Impose IPI and remove D14 overlay	Provides for increased density in all parts of the region in accordance with Policy 3 and MDRS but does not implement Policy 4	Complete loss of QM values	Unacceptable consequences. Do not proceed	6
3	Impose IPI and retain D14 overlay with no change	Provides for increased density in the region balanced against QM values.	Protects the values of the QM associated with height but does not deal with built form density	Relies on existing regime to control additional development provided by IPI	2

			reduction in values.		
4	Impose IPI in Viewshafts and retain operative zone in HSAs	It is not possible to retain the operative residential zones as all relevant residential zone must be amended to incorporate MDRS	N/A	N/A	N/A
5	Impose LDRZ under viewshafts and HSAs. Retain D14 overlay	Provides for a small increase in density. Reduces density where operative zones would provide for more density than MDRS	Provides for protection of height through the overlay and includes additional zone controls over built form bulk and location but not specific to overlay outcomes (Obs/Pols/Matters etc)	May achieve some of the D14 overlay obs and pols but does not allow consideration of those in a s104 assessment.	5
6	Impose IPI in viewshafts and use LDRZ under HSAs. Retain D14 overlay	Provides for more density than option 5	As above	As above	4
7	Impose IPI, retain D14 overlay, but amend zones to include additional density standards in HSAs	Provides for additional development capacity albeit not as much as Option 3	Better control of bulk and location through specific zone controls. Difficult for plan users to understand as the cross reference between the control and the obs and pols is not as clear as option 8	Provisions could be crafted to ensure outcomes associated with the overlay values were protected by the zone	3
8	Impose IPI, retain D14 overlay, but amend overlay to include	Provides for additional development capacity albeit not as	Better control of bulk and location through specific zone controls. Easier for plan users to	Best option to control development and ease of plan for users.	1

	additional density standards in HSAs	much as Option 3	understand the cascade of obs and pols from the RPS to rules and matters		
9	Combine the HSA and the SCAR provisions	Less development capacity enabled	Confusion as to cascaded obs and pols	May result in overly onerous controls applying	7

The council considers that height is currently effectively being managed in both Volcanic viewshafts and HSA. In his report titled s.32 Landscape Report on the National Policy Statement on Urban Development & the Housing Enabling Act Mr Brown has raised concerns about the increase bulk and density being built in the HSA through the IPI. The council has relied on Mr Brown's expert guidance in writing this report and proposes additional provisions in HSAs to deal with these adverse effects.

PC 78 proposed to modify the IPI Policy 3 approach in part:

- The D14 overlay will modify building height in walkable catchments and Centre Zones where that height conflicts with the height of a volcanic viewshaft (variable heights) and HSAs (above 9m).

PC 78 proposed to modify the MDRS approach in part:

- The D14 overlay will modify building height (MDRS = 12m to HBSA = 9m).
- The D14 Overlay will modify building coverage within residential zones (MDRS = 50% to HSA = 35%)
- The D14 Overlay will modify landscaped area within residential zones (MDRS = 20% to HSA = 40%)
- The D14 Overlay will require a consent for breaches of the underlying residential zone yards metric to ensure that the D14 objectives, policies, matters and assessment criteria as used in a consent assessment
- The D14 Overlay will also modify earthworks within residential zones to protect landscape and cultural values

Consequential amendment to add proposed Objective D14.2(3) and Policy D14.3 (5A) seek to ensure an appropriate reference to the mechanisms proposed by PC 78 in HSAs to manage the additional adverse effects caused by building intensity of the IPI.

(3) The height and buildings sensitive areas are managed to protect the visual character, identity, physical integrity and form of the maunga

(5A) Protect the unique visual character, identity, physical integrity and form of the maunga by:

(a) limiting building height and bulk;

(b) using building coverage and landscaped area controls to maintain and enhance visual permeability to the slopes of the maunga;

(c) minimising earthworks and retaining walls: and

(d) respecting the maunga as sacred places to mana whenua.

Consequential amendments to the titles of the Overlay (and Schedule 9 and Appendix 20) to reflect the Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014 and to reflect the new control over building form not just height:

D14. ~~Volcanic~~ Maunga Viewshafts and Height and Building Sensitive Areas Overlay

Consequential amendment to Chapter E12 to ensure the earthworks rules are located in an appropriate place in the AUP.

As stated above, as Chapter D14 applies to both residential zones and non-residential zones, and can restrict development in the City Centre, Metropolitan Areas, and walkable catchments, it is a section 77I and 77O RMA matter.

Consequences for development potential

Height analysis - Viewshafts

It is important to note that Rule C1.10 of Chapter C of the AUP requires activities to be read in conjunction with activity table headings. Under table D14.4.1, the table heading as follows:

“Buildings (where they intrude into a scheduled volcanic viewshaft)...”

Therefore a building that has not intruded physically into a viewshaft, is not a viewshaft consideration.

A change in activity status from Permitted heights of 21m (policy 3) or 12m (MDRS) to the Viewshaft height (variable) is unable to be calculated for a typical site.

In general terms it is very difficult to provide a tangible figure of the level of development that is prevented on a typical site from the presence of a volcanic viewshaft. The scheduled viewshafts cover a large proportion of central Auckland and therefore cover a large number of existing AUP zones with varying heights and varying viewshaft heights.

Examples:

For example, a site at 15 Mark Road, Mt Albert has an operative Residential Mixed Housing Suburban Zone with an underlying permitted height of 9m. The Volcanic viewshaft A13 lies above the site at a height of 34m. Therefore the most constricting height factor on the site is the underlying zone. PC 78 proposes to change the zoning of this site to Residential – Mixed Housing Urban with a corresponding permitted height of 12m. Therefore, the zone would remain the most constricting height control on the site.

The site at 17 Withiel Drive, Epsom, has an operative Residential Mixed Housing Suburban Zone with an underlying permitted height of 9m. The viewshafts E11-E14 lie above the site at a height of 0 - 7m. Therefore the most constricting height factor on the site is the viewshafts. PC 78 proposes to zone this site Residential – Mixed Housing Urban with a

permitted height of 12m, the viewshaft would still be the most constricting height control over development of the site.

The site at 4 Stilwell Rd, Mt Albert is currently zoned Residential Single House Zone. It has the Special Character Overlay (SCAR) over the site. The underlying zone height is 9m and the SCAR height is 9m. The viewshaft A13 crosses over the site at a height of 10-11m. Therefore, the zone height is the most constricting height. Under PC 78 the site will be zoned Residential Terrace Housing and Apartment Building and, as it is inside a walkable catchment, the site will have a height of 21m. The SCAR is removed from the site. Therefore, the viewshafts at a height of 10-11m now becomes the most constricting control applying to the height of the site.

General discussion:

A site's location regarding the viewshaft origin point is a key factor. The closer to the origin point, the higher the probability of intruding a viewshaft and/or erecting a building in the view. In the current operative provisions, activity (A3) in table D14.4.1 is triggered as an RDA. The RDA assessment associated with activity (A3) manages the effects of intruding the viewshaft from the origin point.

There are approximately 26,700 properties under the viewshafts and Height Sensitive Areas in the region, this is across approximately 7.2% of residential sites. It is estimated that overall approximately 103,000 dwellings may be lost as a consequence of retaining the viewshafts and height sensitive areas.

Therefore, outside of walkable catchments in Residential – Mixed Housing Urban zones, where dwellings of up to 12m are to be enabled and the planned built character is a variety of housing typologies with a mix of densities, including 3-storey attached and detached dwellings, and low-rise apartments, the viewshafts do not necessarily result in the loss of any dwellings. For sites located under the viewshafts, where single dwellings of up to 3 storeys either attached or detached were envisaged under MDRS, the modification to height as a result of the viewshafts may simply result in single dwellings of less than 3 storeys, with the overall number of dwellings created, to be the same. This result is less certain for sites where low-rise apartments are developable, as a reduction in the height on a particular site may result in less dwellings able to be created.

Within walkable catchments where buildings of up to 21m (6 storeys) are to be enabled, it is anticipated that buildings of such heights will create apartment typologies. Reducing the height of an apartment typology will almost certainly reduce the number dwellings contained in the building.

Height analysis – Height and Building Sensitive Areas

The height sensitive area is applied to provide a reasonable level of use, in mapped locations, for a building up to 9 meters in height as a permitted activity, which exempts development from a Rule D14.4.1(A3) consent requirement.

Buildings that intrude and/or are in the HSA that are above 9 meters in height are a non-complying publicly notified resource consent. This provides the Council full discretion in considering an application for a building above 9m.

A typical HSA site may look like 7 Hillside Crescent South, Mt Eden, this site is currently zoned Residential Single House with a permitted height of 9m. Breaches of the HSA height control of 9m results in the need for a NC consent under Rule D14.4.1(A11). The zone and the overlay set the same height limit but the activity status for breaches of that 9m limit are different⁶.

Under PC78 7 Hillside Crescent South is proposed to be zoned Residential – Mixed Housing Urban with a height of 12m. The HSA height control still limits height to 9m, therefore buildings up to 9m will be PA, between 9m and 12m will be NC under the Overlay but PA under the zone. Buildings above 12m will be RDA under the zone but still NC under the Overlay. The overlay becomes the most onerous control in this scenario.

Density Standards analysis: Viewshafts

The Volcanic Viewshafts Overlay only controls height within viewshafts, it does not control building density. Under PC 78 it is expected that additional buildings enabled by NPS UD Policy 3 and MDRS will proliferate. There is a risk that this will generate additional pressure through resource consent applications to breach the height of volcanic viewshafts. In many cases the consent requirement for breaching a viewshaft may be the only consent requirement for an otherwise permitted development.

It is considered that the Auckland development community have a good understanding of the operative rules around the protection of volcanic viewshafts. The rules have been substantially in place for more than four decades and have functioned well to protect the views. Professional planners and architects (and surveyors) should be able to advise clients appropriately as to the risks associated with such consents.

It is anticipated that new developers and “mum and dad” developers may take advantage of the windfall of development rights produced by PC 78. These developers may not have the same knowledge of the long history of the viewshaft controls and may seek consent without the benefit of understanding the risks. This may result in frustration and annoyance when such consents are refused.

PC 78 does not propose any change to the way that viewshafts are managed. Height, and not density, will be controlled. It is considered that the operative controls are sufficient to protect the views and while PC 78 may, as described above, generate more consent applications, these should continue to be refused in the same way they are now and have been over time, relying on case law and Part 2. The additional consideration in a s104 assessment, of the NPS UD, will be considered against the implementation of that Statement by PC 78 and balanced against the objectives and policies of the RPS and cascading district level provisions.

⁶ Zone = RDA. Overlay = NC

Density Standards analysis: Height Sensitive Areas

Within Height sensitive areas the bulk and location of building is currently controlled by the underlying zone. A variety of zones apply to HSAs therefore a variety of bulk and location controls apply. Under PC 78 the bulk and location controls for residential zones will change to incorporate MDRS and the council's response to Policy 3. Additionally other QM modification may apply under Policy 4.

In general, under MDRS- building coverage would be enabled to be greater, landscaped areas would reduce and the gaps between buildings by way of yards and HIRTB would reduce.

It is considered that this may have adverse effects on the HSA outcomes and values, therefore as set out in **Attachment 4** it is proposed to amend the D14 overlay to include additional controls to modify those outcomes in certain locations, this may reduce the development capacity of the sites within the HSAs compared to if the MDRS or Policy 3 were applied in full.

The extent to which this occurs will be dependent on multiple factors such as sites sizes, existing development on sites etc. On a typical 600m site with an existing house, the proposed changes to the D14 overlay may result in an additional one house rather than two, each house may be smaller with less bedrooms.

Centre Zones

Policy 3 provides for a greater development height in centres than in residential areas. In the City Centre Zone PC 78 proposes unlimited height in the Special Height Control area and a maximum of 72.5m in other areas (subject to additional special height controls and Precinct controls). In the Metropolitan Centre Zone PC 78 provides for heights of up to 72.5m.

In Town, Local and Neighbourhood Centre Zones height within walkable catchments is enabled to 21m by PC 78 and outside walkable catchments is between 13m and 18m (or as set out in a Height Variation Control area).

Viewshafts and height sensitive areas with heights below the above centre zone heights will have a corresponding effect on the development capacity that would otherwise be enabled for sites in these locations. The loss of development capacity between a viewshaft at 20m above ground over a site in a centre zone that provides for 21m may not be significant, however a viewshaft at 20m over a site with an underlying zone height of 72.5m is a much more significant effect.

Viewshaft E10 crosses the City Centre Zone at heights from approx. 67m to 24m above ground level. The operative City Centre Zone generally controls heights in these locations to between 16m to 50m (with some sites having height only limited by the special height controls). PC 78 generally proposes to increase these City Centre Zone heights to 72.5m. There will, therefore, be a correspondingly greater level of change between the viewshaft and the new height proposed for the City Centre Zone and a corresponding effect on loss of development potential in these locations. Given that the City Centre Zone has sufficient supply of development capacity to meet long term demand, and that PC 78 proposes to

increase the overall supply of development capacity within the zone, the loss caused by the viewshafts is not considered to be significant.

The only Metropolitan Zone affected by viewshafts is Newmarket. PC 78 proposes no change to the way that the D14 Overlay interacts with the Metropolitan Zone in this location.

HSAs within Centre Zones will not be affected by the changes proposed by PC 78 to the D14 overlay. While the height limits will continue to apply in the same way as per the operative plan, the additional proposed density standards will not apply. There are very few areas where the HSA and Centre Zones overlap and it is considered that the height control alone will be sufficient on these sites due to the nature of existing development in these locations.

Evaluation of options

Considering the proposed changes as set out above through PC 78 against the Objectives and Policies of the AUP, the NPS UD and Schedule 3A, particularly:

NPS UD Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

MDRS Objective 1: a well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future:

MDRS Objective 2: a relevant residential zone provides for a variety of housing types and sizes that respond to:

- i. housing needs and demand; and*
- ii. the neighbourhood's planned urban built character, including 3-storey buildings.*

It is considered that PC 78 achieves NPS UD Objective 1 and MDRS Objective 1 to achieve a well-functioning urban environment by balancing the need for intensification against the need to protect and manage the values associated with the maunga viewshafts and height and building sensitive areas to recognise and provide for section 6 matters, have particular regard to section 7 matters and take into account section 8 matters.

It is acknowledged that PC 78 may achieve MDRS Policy 2 to a lesser extent than full implementation of MDRS however this is considered acceptable when weighing the costs and benefits as set out in **Attachment 5**.

Discuss risks or acting or not acting.

The risk of not acting or to not retain and/or amend Chapter D14 to avoid inappropriate development in the volcanic viewshafts and the on the slopes of the maunga, runs the risk of not meeting Part 2 of the RMA, as discussed above.

Further, as described in Mr Browns report, the risk of not including density controls to manage the increase bulk and density to MHU and THAB due to the MDRS/NPS-UD will lead to 'infill' of local views and affect the integrity of the view to the maunga. The risk therefore of not acting is greater than acting (to include provisions).

Overall conclusion

The purpose of the Volcanic Viewshafts and Height Sensitive Areas Overlay as a qualifying matter is to appropriately protect significant views to and between Auckland's maunga through the use of provisions in scheduled and mapped locations which manage development height and density.

The impact on development capacity is difficult to quantify as the effects of PC 78 will differ across the region based on the contour of land, location relative to maunga, the size and location of sites, and existing development.

Overall, the Council considers there is sufficient information to justify that the Volcanic Viewshafts and Height Sensitive Areas are existing an Qualifying Matter under 77I and 77O of the RMA and that the proposed amendments in PC 78 will manage the effects of increased development proposed by PC 78 to provide a well-functioning urban environment.

Additional section to be added

Need to provide a description of how MDRS are modified only to the extent necessary to accommodate the qualifying matter ad how the modifications apply to spatial layers relating to overlays, precincts, specific controls and development areas (s77J(4)(b) RMA.

Information Used

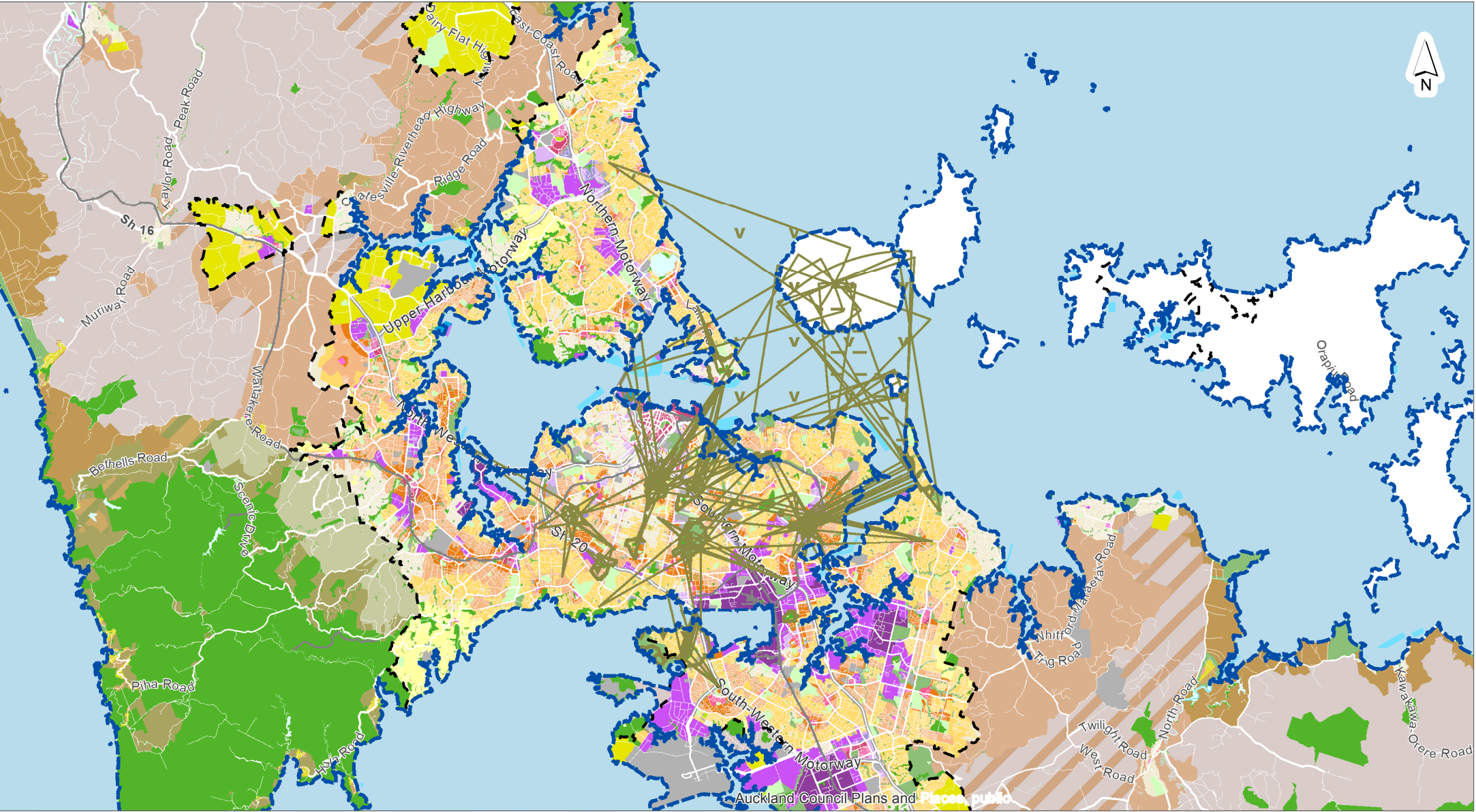
1. Additional information

Name of document, report, plan	Author
Report titled s.32 Landscape Report on the National Policy Statement on Urban Development & the Housing Enabling Act	Stephen Brown

Consultation

1. Which section of RMA
 - Clause 4A
2. Level of consultation undertaken with community and stakeholder engagement
 - Email sent to the Volcanic Cone society – no response received
3. Consultation with Mana whenua / iwi authorities
 - On-going hui with the maunga authority and other iwi.
4. Internal consultation with relevant subject matter experts
 - Planning and landscape

Attachment 1: Auckland Council Auckland Unitary Plan Operative in Part (16 Nov 2016) (AUP) GEOMAPS map layers showing volcanic viewshafts and height sensitive areas



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Volcanic Viewshafts and Height Sensitive Areas



Scale @ A4
= 1:250,000

Date Printed:
21/07/2022



Indicative Coastline (i)

Indicative Coastline (i)

Rural Urban Boundary (RUB)

Rural Urban Boundary (RUB)

Regionally Significant Volcanic Viewshafts And Height Sensitive Areas Overlay [rcp/dp]

Viewshafts

Height Sensitive Areas

Locally Significant Volcanic Viewshafts Overlay [rcp/dp]

Locally Significant Volcanic Viewshafts Overlay [rcp/dp]

Place Names

Place Name Search

Place Name Search

Railway Lines

Railway (500,000)

Railway (500,000)

Roads

Roads (250,000)

Arterial urban

Motorway

Major Road

Arterial rural

Medium rural

Medium urban

Minor rural

Property Boundaries

Property Boundaries

Zones

Residential - Large Lot Zone

Residential - Rural and Coastal Settlement Zone

Residential - Single House Zone

Residential - Mixed Housing Suburban Zone

Residential - Mixed Housing Urban Zone

Residential -Terrace Housing and Apartment Buildings Zone

Open Space - Conservation Zone

Open Space - Informal Recreation Zone

Open Space - Sport and Active Recreation Zone

Open Space - Civic Spaces Zone

Open Space - Community Zone

Business - City Centre Zone

Business - Metropolitan Centre Zone

Business - Town Centre Zone

Business - Local Centre Zone

Business - Neighbourhood Centre Zone

Business - Mixed Use Zone

Business - General Business Zone

Business - Business Park Zone

Business - Heavy Industry Zone

Business - Light Industry Zone

Future Urban Zone

Green Infrastructure Corridor (Operative in some Special Housing Areas)

Rural - Rural Production Zone

Rural - Mixed Rural Zone

Rural - Rural Coastal Zone

Rural - Rural Conservation Zone

Rural - Countryside Living Zone

Rural - Waitakere Foothills Zone

Rural - Waitakere Ranges Zone

Strategic Transport Corridor Zone

Special Purpose Zone

Coastal - General Coastal Marine Zone [rcp]

Coastal - Marina Zone [rcp/dp]

Coastal - Mooring Zone [rcp]

Coastal - Minor Port Zone [rcp/dp]

Coastal - Ferry Terminal Zone [rcp/dp]

Coastal - Defence Zone [rcp]

Coastal - Coastal Transition Zone

Water [i]

Hauraki Gulf Islands

Road [i]

Base Region 5m

Land Outside

Sea Outside

Water

BaseRegionCRS

Sea Outside

Aerial 2017 Urban

Image

Red: Band_1

Green: Band_2

Blue: Band_3

Aerial 2010 2011 Rural

Image

Red: Band_1

Green: Band_2

Blue: Band_3

Region Cache Large Background

Region Cache Large Background

Legend

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Date Printed:
21/07/2022



Attachment 2: Letter from The Tūpuna Maunga Authority dated 10 May 2021

10 May 2021

Emma Rush
Principal Advisor Special Projects – Heritage
Plans & Places
Auckland Council

Tēnā ra koe Emma

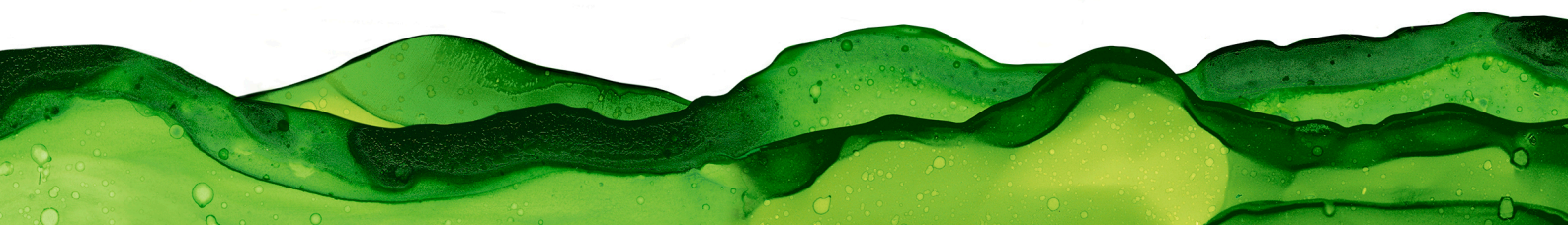
National Policy Statement on Urban Development 2020 – qualifying matters

1. The Tūpuna Maunga Authority has sought to ensure the volcanic viewshafts and height sensitive areas are acknowledged as a qualifying matter when preparing plan changes to give effect to the National Policy Statement on Urban Development 2020.
2. Thank you for meeting on 12 February 2021 to discuss the Tūpuna Maunga as a qualifying matter. We offered to provide information on the significance of the Tūpuna Maunga to mana whenua and the Height Sensitive Areas Overlay being a qualifying matter under section 6 of the Resource Management Act 1991.
3. We attach the information to assist the Council with its section 32 evaluation report for the plan changes.

Noho ora mai
nā



Paul Majurey
Chair
Tūpuna Maunga Authority



Summary

1. The Tūpuna Maunga¹ are a qualifying matter² in the National Policy Statement on Urban Development 2020 (**NPSUD**). To protect the Tūpuna Maunga, modifications of the building height and density provisions directed by Policy 3 of the NPSUD are necessary.
2. The Tūpuna Maunga are a matter of national importance under sections 6(b), 6(e) and s(6f) of the Resource Management Act 1991 (**RMA**) that shall be recognised and provided for.
3. Existing provisions in the Auckland Unitary Plan Operative in Part (15 November 2016) (**AUP**) recognise and protect the many layers of significance of the Tūpuna Maunga that are of national importance. These includes the Volcanic Viewshafts and Height Sensitive Areas Overlay restricting building height to protect views to and between maunga. These provisions must be retained, and any additional building height and density modified to the extent necessary to protect the Tūpuna Maunga.

National Policy Statement Urban Development (NPSUD) - Qualifying matters

4. Policy 3 of the NPSUD directs:
 - a. maximising benefits of intensification in city centre zones;
 - b. building heights of at least six storeys in specified areas; and
 - c. building heights and density of urban form commensurate with existing or planned public transport or relative demand for housing in all other locations.
5. Policy 4 of the NPSUD provides that RPS and district plans modify the relevant building height or density requirements under Policy 3 only to the extent necessary to accommodate a qualifying matter.

3.32 Qualifying matters

(1) *In this National Policy Statement, qualifying matter means any of the following:*

(a) a matter of national importance that decision-makers are required to recognise and provide for under section 6 of the Act

¹ The 14 Tūpuna Maunga owned by the 13 iwi/hapū of Ngā Mana Whenua o Tāmaki Makaurau via the Tūpuna Taonga o Tāmaki Makaurau Trust and the Crown owned reserve land administered by the Maunga Authority, being: Matukutūruru/Wiri Mountain; Maungakiekie/One Tree Hill; Maungarei/Mount Wellington; Maungauika/North Head; Maungawhau/Mount Eden; Ōhinerau/Mount Hobson; Ōhūiarangi/Pigeon Mountain; Ōtāhuhu/Mount Richmond; Ōwairaka/Te Ahi-kā-a-Rakataura/Mount Albert; Puketāpapa/Pukewīwī/Mount Roskill; Rarotonga/Mount Smart; Takarunga/Mount Victoria; Te Kōpuke/Tītīkōpuke/Mount St John; Te Tātua a Riukiuta/Big King. Te Pane-o-Mataaho /Te Ara Pueru/Māngere Mountain remains in Crown ownership.

² As defined in NPSUD, 3.32.

...

(d) *open space provided for public use, but only in relation to the land that is open space*

...

(h) *any other matter that makes high density development as directed by Policy 3 inappropriate in an area, but only if the requirements of clause 3.33(3) are met.*

Tūpuna Maunga Authority position

6. The Tūpuna Maunga are a qualifying matter under 3.32(1)(a) in the NPSUD as a matter of national importance under section 6 of the RMA for one or more of the following matters:
 - a. outstanding natural features (**ONF**) and landscapes to be protected from inappropriate subdivision, use, and development (s6(b));
 - b. the relationship of Māori and their culture and traditions with their ancestral lands, waahi tapu, and taonga (s6(e)); and
 - c. historic heritage places to be protected from inappropriate subdivision, use, and development (s6(f)).
7. As it relates to Tūpuna Maunga, key provisions of the AUP that provide for these matters of national importance are set out below.

RPS	Chapter L Schedules	Overlays and Auckland Wide	Appendices
B4 Te tiaki taonga tuku iho - Natural heritage	Schedule 6 Outstanding Natural Features Overlay	Chapter D10 Outstanding Natural features and Outstanding Natural Landscapes Overlay	
	Schedule 9 Volcanic Viewshafts	Chapter 14 Volcanic Viewshafts and Height Sensitive Areas Overlay	Appendix 20 Volcanic Viewshafts and Height Sensitive Areas – Values Assessments
B5 Ngā rawa tuku iho me te āhua - Historic heritage and special character	Schedule 14 Historic Heritage Schedule	Chapter D17 Historic Historic Overlay	
B6 Mana Whenua	Schedule 12 Sites and Places of Significance to Mana Whenua	Chapter D21 Sites and Places of Significance to Mana Whenua Overlay	
		E21 Treaty Settlement Land	

8. The Volcanic Viewshafts and Height Sensitive Areas Overlay applies to land and coastal marine area beyond the boundary of the maunga. Protection of the maunga of Tāmaki Makaurau is an issue of regional significance. The AUP recognises that *the relationship of Mana Whenua to the maunga is very important to their culture and traditions. Significant views to and between the maunga of Auckland from a range of publicly accessible locations are accordingly of great value to Auckland's identity and the quality of the environment and should be protected.*³
9. In addition, the Tūpuna Maunga land⁴ is a qualifying matter under 3.32(1)(h) in the NPSUD by virtue of:
 - a. its open space zoning⁵;
 - b. its classification under the Reserves Act 1977; and
 - c. being held in trust for the common benefit of the iwi/hapū of Ngā Mana Whenua o Tāmaki Makaurau and the other people of Auckland⁶.
10. The preliminary position of Auckland Council staff is that the Volcanic Viewshafts are a matter of national importance with further work being necessary to support the Height Sensitive Areas Overlay (**HSA**) being categorised as a matter of national importance. It is understood council staff support the HSA being a qualifying matter under 3.32(1)(h).

Treaty Settlement and acknowledgment

11. In 2014, following five years of Te Tiriti of Waitangi settlement negotiations, 14 Tūpuna Maunga were transferred to the 13 iwi/hapū of Ngā Mana Whenua o Tāmaki Makaurau.⁷ The Tūpuna Maunga are held in Trust for the benefit of these iwi/hapū and people of Auckland.
12. The Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014 (**Collective Redress Act**):
 - a. records that maunga are taonga in relation to which the iwi and hapū have always maintained a unique relationship and honoured their intergenerational role as kaitiaki;⁸

³ RPS B4.1 Issues

⁴ Land included in Schedule 1 of the Ngā Mana Whenua o Tāmaki Makaurau Collective Redress Act 2014 and contiguous land where s110 applies

⁵ Except for Rarotonga/Mount Smart

⁶ Except for Rarotonga/Mount Smart

⁷ Ngāti Maru; Ngāti Pāoa; Ngāti Tamaoho; Ngāti Tamatera; Ngāti Te Ata; Ngāti Whanaunga; Ngāti Whātua o Kaipara; Ngāti Whātua Ōrākei; Te Ākitai Waiohua; Te Kawerau ā Maki; Te Patukirikiri; hapū of Ngāti Whātua (other than Ngāti Whātua o Kaipara and Ngāti Whātua Ōrākei) whose members are beneficiaries of Te Rūnanga o Ngāti Whātua, including Te Taoū not descended from Tuperiri.

⁸ Collective Redress Act, preamble (4)

- b. restores ownership of certain maunga of Tāmaki Makaurau to the iwi and hapū, the maunga being treasured sources of mana to the iwi and hapū and providing mechanisms to exercise mana whenua and kaitiakitanga over the maunga;⁹
 - c. provides Crown acknowledgement of the importance to Ngā Mana Whenua o Tāmaki Makaurau of cultural activities on and traditional uses of the Tūpuna Maunga. This being integral to parts of the relationship with the maunga.¹⁰
13. The significance of the relationship between Māori and maunga is succinctly described in the Waitangi Tribunal Tāmaki Makaurau Settlement Process Report.

...maunga are iconic landscape features for Māori. They are iconic not because of their scenic attributes, but because they represent an enduring symbolic connection between tangata whenua groups and distinctive land forms. Sometimes, these land forms are the physical embodiment of tūpuna. Thus, associations with maunga are imbued with mana and wairua that occupy the spiritual as well as the terrestrial realm. Maunga express a group's mana and identity. This connection and expression is an integral part of Māori culture.¹¹

14. Iwi and hapū have individual associations and relationships with the maunga. This document discusses the significance of the Tūpuna Maunga to mana whenua in a general sense.

Te Ao Māori

15. Fundamental to recognising and providing for section 6(f) of the RMA is an understanding Te Ao Māori or the Māori world view. This is the recognition of the inter-related connectedness between all life forces, living and non-living. Whanaungatanga, or kinship is central is Te Ao Māori.

Whanaungatanga does not refer to family ties between people, but rather to a much broader web of relationships between people (living and dead), land, water, flora and fauna, and the spiritual world of atua (gods) – all bound together through whakapapa. In this system of thought, a person's mauri or life force is intimately linked to the mauri of all others (human and non-human) to whom he or she is related. This explains why iwi referred to mountains, rivers, and lakes in the same way as they referred to other humans, and why elders feel comfortable speaking directly to them.¹²

16. Within Tāmaki Makaurau the Tūpuna Maunga are part of the broader volcanic field of Ngā Tapuwae ō Mataaho.

⁹ Collective Redress Act, s3

¹⁰ Collective Redress Act, s65

¹¹ Waitangi Tribunal Tāmaki Makaurau Settlement Process Report, Wai 1362, page 95

¹² Waitangi Tribunal, Ko Aotearoa Tēnei – A Report into Claims Concerning New Zealand Law and Policy Affecting Māori Culture and Identity, Te Taumata Tuarua, p237

Ngā Tapuwae ō Mataaho is an unmistakable Māori cultural landscape. The features and resources provided by the volcanic landscape support a long period of Māori settlement, use and occupation, from the earliest times of discovery and arrival. Just as importantly, Māori established relationships with the landscape which reflected a fundamental ethos of the Polynesian tradition – a sense of kinship between the human, physical and spiritual dimensions.¹³

18. In her paper ‘Ancestral Landscapes and World Heritage from a Māori Viewpoint’, Merata Kawharu notes the relationship between traditional knowledge and landscapes is because of the close engagement between people and their environment.

There is no separation between the material and nonmaterial, the tangible and intangible. Interpreting a landscape in its entirety, therefore, requires an understanding of the relationships between people and their environment over time, and an understanding that sites are reference points of a cultural value system. Places must be understood within a specific cultural context, one that gives a certain mandate to present and future trustees to act and to manage places and associated knowledge systems. The concept, therefore, reminds living descendants of some parameters for interpreting places. Ancestral landscape stresses the practical aspect of spiritual values. The linkages between ancestor and spiritual values are not remote or obscure.¹⁴

17. Maunga are intrinsically connected to Māori identity and well-being. They are a known landmark for mana whenua for whom their names are immediately recognisable as symbols of their people. It is for this reason maunga are referred to in pepeha (introductions) being part of the story of the places and people Māori are connected to.

Together with other named features of the land – rivers, lakes, blocks of land, promontories, holes in the ground, fishing grounds, trees, burial places, and islands – they form a cultural grid over the land which provides meaning, order, and stability to human existence. Without the fixed grid of named features we would be total strangers on the land – lost souls with nowhere to attach ourselves.¹⁵

18. Since arrival of the early European, maunga have been confiscated, quarried, and extensively built on (particularly on the lower slopes). Taller buildings have been constructed intruding into views to and between maunga.
19. It is of upmost significance that what remains of the Tūpuna Maunga is protected, given they are fundamental to the relationship of Māori and their culture and traditions with their ancestral lands, waahi tapu, and taonga.

Collective significance of the Tūpuna Maunga

¹³ Ngā Tapuwae Ō Mataaho – Heritage Case for the nomination of the Auckland Volcanic Landscape as a World heritage property, Tim Walker, p10

¹⁴ Merata Kawharu – Ancestral Landscapes and World Heritage from a Māori Viewpoint, p327

¹⁵ Te Maori – Maori Art From New Zealand Collections, S.M. Mead, 1984, p20

20. In exercising its powers and carrying out its functions under the Collective Redress Act, the Authority must have regard to the spiritual, ancestral, cultural, customary, and historical significance of the Tūpuna Maunga to Ngā Mana Whenua.¹⁶ The Authority must also prepare and approve an Integrated Management Plan (**IMP**).¹⁷ The IMP sets the direction for protection, restoration and enhancement of the maunga.
21. The IMP recognises those values that make the Tūpuna Maunga unique and iconic. These values include section 6 matters.

*The Tūpuna Maunga are among the most significant spiritual, cultural, historical, archaeological and geological landscapes in the Auckland region. The Tūpuna Maunga are sacred to mana whenua as taonga tuku iho (treasures handed down the generations). Ngā Mana Whenua therefore secured the statutory requirement for an IMP to ensure the future of each of these treasured places will be organised with equal consideration and reverence.*¹⁸

*They have come to be treasured and celebrated by all communities for their striking landscape and heritage features, the distinct identity and sense of place they inspire and their value as open spaces for all Aucklanders to be active, and for respite, relaxation and escape from busy urban lives.*¹⁹

Volcanic Viewshafts and Height Sensitive Areas Overlay

22. In their report to the Auckland Council on the Volcanic Viewshafts and Height Sensitive Areas Overlay, the Auckland Independent Hearings Panel (**AIHP**) stated:

*The network of volcanic maunga are a unique and defining feature of Auckland. [s6(b)] They are also a significant taonga for Mana Whenua and the Panel is required to provide for the relationships of Mana Whenua with their maunga.[s6(f)]*²⁰

23. RPS B4.3.1 Viewshafts objectives are:

- (1) *Significant public views to and between Auckland's maunga are protected from inappropriate subdivision, use and development.*
- (2) *Significant views from public places to the coastal environment, ridgelines and other landscapes are protected from inappropriate subdivision, use and development.*

¹⁶ Collective Redress Act, s109(2)

¹⁷ Collective Redress Act, s58

¹⁸ IMP, paragraph 1.12

¹⁹ IMP, paragraph 1.15

²⁰ AIHP Report to AC Topic 020 Viewshafts, 3.2.1

24. RPS policies B4.3.2 set out how to identify, evaluate and protect viewshafts to and between the maunga.²¹ They also include policy to protect the maunga to control development that could encroach into views and erode their significance.²² These policies refer to viewshafts and height sensitive areas around the flanks of the maunga.
25. The HSA is not a 'lesser' form of protection than the viewshafts i.e., not a s6(b) and s6(f) matter. Both are complementary, collectively providing minimum protection of the Tūpuna Maunga. This is reflected in the evidence of Auckland Council's landscape architect witness Stephen Brown.

Section 6(b) of the Act makes it a national priority to protect outstanding natural features and landscapes from inappropriate subdivision, use and development. Auckland's volcanic maunga – including Mount Eden, Mt Wellington, Mt Albert and Rangitoto – are all identified as Outstanding Natural Features, and their visual contribution to the character, identity and values of the wider Auckland landscape have, since 1976, been protected via the Volcanic Viewshaft provisions (among other measures, including the provisions pertaining to Height Sensitive Areas). From my standpoint, this means that the viewshafts are critical to the protection of Auckland's cones under section 6(b), both individually and collectively.²³

26. The tihi is the most sacred part of the maunga to mana whenua. The volcanic viewshafts capture selected views of the tihi from the points of origin. HSA's are critical to retaining the profile and integrity of the maunga. This gives meaning to the landmark and its individual qualities, making it immediately recognisable to mana whenua. The HSA can also protect visual evidence of mana whenua occupation of the maunga, showing far more than can be seen from the viewshafts point of origin.
27. Any additional building height and density, including beyond the HSA overlay, that diminishes the protection of the Tūpuna Maunga is contrary to s6 of the RMA. It would also be contrary to s8 of the RMA as it would fail to take into account Te Tiriti o Waitangi and the Collective Redress Act.

²¹ Policies B4.3.2(1), (2) and (3)

²² Policy B4.3.2(4)

²³ AIHP, topic 020, Stephen Brown primary statement, para 85

Attachment 3: Decision of the Planning Tribunal 1992

Brierley

A63/92

PROPOSED

SKY TOWER APPEALS

Decision No A 63/92

Decision No A 63/92

IN THE MATTER of the Town and Country
Planning Act 1977 ("the
Act")

AND

IN THE MATTER of the Auckland Regional
Authority Act 1963

AND

IN THE MATTER of two appeals under
section 69 of the Act

BETWEEN

BRIERLEY
PROPERTIES
LIMITED

(Appeals 759/90 and
760/90)

Appellant

AND

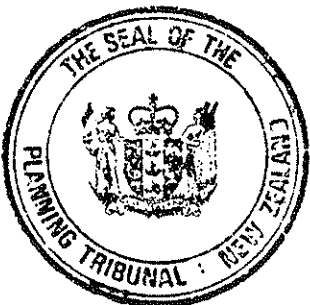
AUCKLAND CITY
COUNCIL

First Respondent

AND

AUCKLAND
REGIONAL COUNCIL

Second Respondent



BEFORE THE PLANNING TRIBUNAL

His Honour Judge Bollard (presiding)

Dr A H Hackett

Mr I G McIntyre

HEARING at AUCKLAND on 11, 12, 13, 14, 15, 18, 19, 20, 21 and 22
November 1991, 3, 4, 5, 7, 27 and 28 February 1992

APPEARANCES

Mr L J Newhook, Miss M J Dickey, and Mr D Neutze for the appellant

Mr M L S Cooper and Mr J M Savage for the first respondent

Mr J Burns and Mrs I Field for the second respondent

Mr R E Bartlett and Mrs W N Brandon for New Zealand Railways Corporation and
Lion Nathan Limited

Mr A M B Green for the Waitakere City Council

Mr R J Beech for Telecom Corporation of New Zealand Limited

Mr R A Heaney for News Media (Auckland) Limited

Mr D Nelson for the Grafton Residents and Ratepayers Association Inc

Mr D H McRae for the Mt Eden Planning Group Inc

Mrs S Andrews for the Mt Eden Community Board

Ms C Stark for the Epsom Community Committee



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DECISION

Introduction

These appeals relate to decisions of the first and second respondents (hereafter called "the council" and "the regional council") upon an application made by the appellant to each body for consent to a specified departure from the district scheme and the regional scheme respectively. The application in each instance sought consent:

"... to construct a tower structure and to use it for:

- * the housing & operation of communications equipment and services;
- * a revolving restaurant;
- * bars, kitchens and storage areas;
- * observation decks;
- * functions areas;
- * emergency refuge;
- * the housing and operation of ancillary plant and equipment;

together with other uses permitted by the district scheme at the base of the tower."

The proposed development was illustrated by drawings furnished with and forming part of the application; and the development was more fully described in an explanatory statement also forming part of the application.

The council, after hearing the applicant and parties objecting to the proposal via its Regulatory Committee, resolved on 14 November 1990 to decline the proposal for the following reasons:

- "A. THE PROPOSED DEVELOPMENT WOULD NOT BE IN THE PUBLIC INTEREST, HAVING REGARD TO THE PROVISIONS OF THE PROPOSED REVIEWED DISTRICT SCHEME AND/OR THE OPERATIVE DISTRICT SCHEME CONTROLLING THE



MAXIMUM HEIGHT OF BUILDINGS IN THE COMMERCIAL 4A ZONE, THE HEIGHT-IN-RELATION TO BOUNDARY CONTROL IN THAT ZONE AND THE SPECIAL HEIGHT LIMIT PRESERVING VIEWS OF MT EDEN. CONSENT WOULD PLACE IN JEOPARDY THE INTEGRITY OF THESE PROVISIONS.

B. CONSENT WOULD HAVE CONSIDERABLE TOWN AND COUNTRY PLANNING SIGNIFICANCE BEYOND THE IMMEDIATE VICINITY OF THE SITE, AND THE PROVISIONS OF THE DISTRICT SCHEME COULD NOT REMAIN WITHOUT CHANGE OR VARIATION, IN THAT

i) IT WOULD CREATE AN UNDESIRABLE PRECEDENT AND COULD BE USED TO JUSTIFY FURTHER PROPOSALS TO SIGNIFICANTLY EXCEED THE HEIGHT CONTROLS AND ENCROACH INTO THE VOLCANIC SITE LINES.

ii) THE SCHEME PROVIDES ALTERNATIVE LOCATIONS WHERE THIS TYPE OF DEVELOPMENT MAY PROCEED IN THE COMMERCIAL 8C ZONE IN THE CENTRAL AREA. IN THE CIRCUMSTANCES CONSENT WOULD UPSET THE PATTERN OF DEVELOPMENT LAID DOWN BY THE SCHEME.

C. ALTHOUGH THE COMMITTEE WAS NOT PERSUADED THAT EVIDENCE PRESENTED WOULD JUSTIFY REFUSING CONSENT TO THE PROPOSAL ON THE GROUNDS OF SHADING, PRIVACY AND BULK, IT CONSIDERS THAT FOR THE REASONS ALREADY GIVEN THAT CONSENT CANNOT BE GRANTED UNDER SECTION 74 OF THE ACT.

D. WHILE ACKNOWLEDGING THAT THE PROVISION OF AN OBSERVATION TOWER ALLOWING PANORAMIC VIEWS OF THE CITY WOULD BE IN THE PUBLIC INTEREST, THE COMMITTEE DOES NOT CONSIDER THAT ITS BENEFITS SHOULD OUTWEIGH THE MATTERS SET OUT IN PARAGRAPHS A TO C.

E. THE COMMITTEE ALSO CONSIDERS THAT THE PROVISION OF THE PROPOSED COMMUNICATION EQUIPMENT AND SERVICES IN THE TOWER COULD BE IN THE PUBLIC INTEREST, BUT INSUFFICIENT JUSTIFICATION WAS ADVANCED TO JUSTIFY THE ERECTION OF THE TOWER ON THIS SITE FOR THIS PURPOSE. NO MAJOR PROPOSED USERS SUPPORTED THE FACILITY.

F. HAD CONSENT BEEN GRANTED TO THE APPLICATION, THE COMMITTEE WOULD HAVE BEEN CONCERNED TO ENSURE THAT THE APPROPRIATE CONDITIONS WERE IMPOSED IN RELATION TO:

- (i) SITE ACCESS AND CARPARKING;
- (ii) PRIVACY;
- (iii) EXTERNAL APPEARANCE;
- (iv) LIGHTING;
- (v) RADIATION EFFECTS."



The regional council, for its part, appointed A R Turner Esq., C.M.G., as a Commissioner to hear the application and objections thereto under s.39(1) of the Auckland Regional Authority Act 1963, which provides:

"(1) The Authority shall have power to enforce compliance with the provisions of any approved regional scheme or section of a regional scheme which is operative within the regional district, and to restrain or prevent any act, matter, or thing which is or may be inconsistent with such provisions or any of them, and for such purposes shall have the same or similar powers *mutatis mutandis* as are vested in a Council or local authority under the Town and Country Planning Act 1977 for the enforcement of and ensuring compliance with the terms of an operative district scheme, and in respect of an approved regional scheme or section of a regional scheme shall also have the like powers as are vested in the Council of a local authority in respect of specified departures from the provisions of an operative district scheme or a proposed district scheme."

The regional council, in adopting the Commissioner's report and recommendation, decided that the application should be declined. The Commissioner's recommendation followed a hearing lasting two and a half days, held on a joint basis with the council's Regulatory Committee. At the conclusion of his report, the Commissioner stated:

"As to (the applicant's) assertion that Sky Tower would be positively in the public interest, my conclusion is that the need for a telecommunications tower of the height proposed, and the benefits which it would bring to tourism, are not sufficient to outweigh the public interest in pursuing and applying the policies of the regional scheme."

The appeal hearing before us occupied 16 sitting days, with final submissions both for and against the proposal being tendered in writing.

We take this opportunity of acknowledging the careful and comprehensive way in which the various participants presented their cases.



The Site and Surrounding Areas

The application describes the land the subject of the proposal (hereafter variously called "the site" or "the appeal site") as part of that area of land bounded by the Southern Motorway to the north-east; Grafton Road, Burton Street and Madeira Place to the east; Khyber Pass Road to the south; and Symonds Street to the west. The application goes on to state that "the specific site of the tower is part of an existing car park and storage yard and is adjacent to land which is proposed to be developed with shops, offices, and other ancillary commercial uses, together with car parking".

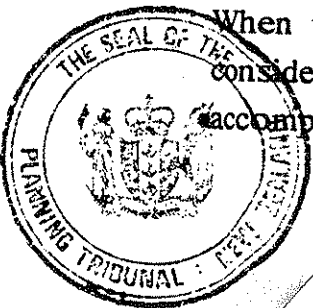
At a judicial conference held on 9 October 1991, counsel for the appellant advised that the Tribunal was to be invited to consider the proposal on a stand-alone basis. The minutes of the conference recorded (inter alia):

"(Mr Newhook) advised that it is the appellant's intention to construct the tower if consent thereto is granted, irrespective of whether other development proposed by the appellant on surrounding land is consented to or not. Counsel claimed that the Tribunal would be able to hear and determine the present appeals, without the need to consider any other development that might follow."

Again, following a further conference on 8 November 1991, a minute from the Tribunal to the parties recorded:

"... It is hereby noted that, as advised by counsel for the appellant, the appeals are to be presented on the footing that they relate simply to the appellant's Sky Tower proposal on a stand-alone basis and not to any other particular proposal or proposals that the appellant may have in mind for the balance of its land. It is recognised, however, that reference may be made during the hearing to what might be possible on the balance of the land in terms of the district scheme zoning provisions - when considering, for instance, implications as to traffic."

When the appeal came on for hearing, argument arose as to the feasibility of considering the proposal on a stand-alone footing on the basis of the application and accompanying plans then presented. The Tribunal recorded the background and



basis whereby matters were resolved during the hearing, in a minute issued on 18 November 1991. It will be useful fully to set forth the minute for explanatory purposes:

"As a result of questions addressed by the Tribunal on 13 November 1991 to Mr H F Muchnick, a tourism witness from overseas called for the appellant, it was indicated that a tall tower of the kind proposed, intended to cater for and foster tourist interests, ought to have space around it, with the ability for people visually to appreciate the tower in approaching it, and also to be able to walk up to and indeed touch the tower around the base.

Following this evidence, Mr Cooper for the Auckland City Council applied to have the appeals dismissed on the ground that the plans accompanying the application showed the proposed tower in conjunction with other relatively extensive development on the appellant's land (totalling some 4.2 ha). Mr Cooper submitted, supported by representatives of other parties opposed to the tower, that as the Tribunal was being invited to consider the application for the tower on a stand-alone basis, without reference to what might (or might not) be developed elsewhere on the appellant's land (ref. the earlier minute of the Tribunal dated 8 November 1991), it was incumbent on the appellant to define that part of its land intended to be devoted exclusively to the tower and associated development, such as access and egress routes for vehicles and pedestrians, off-street parking, entry lay-out to the tower itself including ticketing area, and landscaping.

The Tribunal indicated that, despite counter-argument tendered by counsel for the appellant, it was tentatively of the view that the objection raised by Mr Cooper had merit; and that view was strengthened on hearing counsel in reply to Mr Newhook's submissions for the appellant. In the upshot, the Tribunal requested counsel for the appellant to obtain formal instructions from his client in the light of the concerns raised. This was duly done, with counsel advising the Tribunal to the following effect:

The appellant agrees that the tower (described by the appellant as "Sky Tower"), is a development to be considered on its own merits as a "free-standing" entity. At the time the appellant lodged its application, it was in the context of development of the remainder of the site by a retail complex intended to be called "Sky City". The appellant has always contemplated other development being undertaken on land not required for Sky Tower. Hence it may be that, in the future, there would be other buildings in close proximity to the tower. The appellant would duly proceed to seek and obtain such planning and other consents that may be necessary for development elsewhere on its land.

Counsel for the appellant further clarified his client's position by saying that he had received "firm instructions to confirm that the application is for a stand-alone development capable of being built in isolation as shown in (amended) plans produced by Mr R J P Davies (the appellant's consultant planner)". He continued:

'Despite the intentions of Brierley to build further developments on the site, the company will build Sky Tower as per the (amended) plans lodged, and will accept as a condition (if consent is granted) that there be landscaped areas and accessways as shown on those plans; and that those areas will be as a minimum, because it is the company's wish in connection with another planning application on foot to carry out more



by way of landscaped areas accessible to the public between Symonds Street and any other development on the site.'

The Tribunal was also advised that the company had found Mr Muchnick's evidence 'helpful'. An assurance was made that the company's intention is that the landscaped accesses shown on the amended plans would be free of any buildings on or above the surface of the landscaped access areas, that may relate to other development that the company may choose to pursue on the balance of its land.

After hearing the foregoing and on perusing the amended plans produced, the Tribunal's concerns stemming from Mr Cooper's motion were allayed. However, it was intimated that, to resolve matters fully, the appellant should also lodge a scheme plan identifying the precise area to be assigned to the tower development. This the appellant agreed to do as quickly as possible. The presiding Judge thereupon advised:

'Subject to our receiving a scheme plan of the kind that I have mentioned, we would propose to continue with the hearing in the light of the amended plans as explained. By making that determination, that is not to say that I have rejected what has been raised by Mr Cooper and supported by Mr Bartlett and others. What they raised with us yesterday has, in effect, triggered off a process of discussion and re-thinking by the appellant, which has fortunately enabled us to reach a point where the Tribunal can reasonably feel that the hearing can be furthered on an appropriate footing. It seems to me that the plans as now furnished serve to set the scene for what we understood all along was the case, namely, that we were being asked to determine whether a stand-alone development for a Sky Tower should be consented to. And in the absence of the plans that have now been furnished that would not have been possible; and I agree with Mr Cooper and Mr Bartlett that the points they raised yesterday had to be dealt with; and I am pleased our concerns have resulted in the response that has come from your client Mr Newhook.'

As a final point, it is noted that Mr Cooper, supported by Mr Bartlett for the Railways Corporation and Lion Nathan Limited, suggested that the appellant's plans raised new considerations concerning proposed vehicle access and off-street parking - to a degree that fresh public notification of the application should be undertaken. After reflecting on the matter, the Tribunal concluded that the proposal in the amended plans was directed, in essence, to the same thing - namely, the erection of a tower in the same location with provision of associated off-street parking and access/egress. It was not overlooked that the amended plans showed two parking levels (P3 and P4), which would be sufficient to provide substantially more parking than anticipated to be required for the tower alone. It was accepted for the appellant, however, that if the tower should receive planning consent, it would be on the basis (inter alia) that parking would be provided solely on level P3, with access thereto being via Glenside Crescent. On the other hand, if the appellant should choose to construct the lower (P4) level of parking to serve other potential development on the balance of its land, that would be a matter for it to determine on the basis of its obtaining such consents/permits as may be required for such other development, including the respondent's approval as to the means of access/egress to the P4 parking area. On this footing, the Tribunal concluded that the hearing could appropriately continue - the tower and its location remaining unaltered, with the amended plans being ameliorative in nature by providing for enhanced pedestrian access to the tower plus areas of open space and landscaping."



The decision which follows is based on the appellant's amended plans referred to in the minute just quoted. The appeal site is roughly triangular in shape and contains 1.38ha - as per a scheme plan formally tendered as part of the amended plans. Access to the site would be gained from Glenside Crescent running off Symonds Street and from Burton Street running off Grafton Road. The scheme plan also indicates a "Proposed Pedestrian Right of Way, Amenity and Landscaping Easement", comprising some 6,130m², intended to allow for landscaping plus an unobstructed view of and pedestrian access to the tower from Symonds Street.

The intended location of the tower lies near the head of Grafton Gully, adjacent to the Auckland-Hamilton Motorway. The site is some 79 metres above mean sea level, with the area continuing to rise upwards towards Khyber Pass Road. Much of the site is presently used for uncovered at grade car parking; and a road sealing firm has its yard and offices on part. Nearby to the south, fronting Khyber Pass Road, lies Eden House, also under the control of the appellant (through a subsidiary). Apart from a tavern site on the north-eastern corner of Symonds Street and Khyber Pass Road, all the land on Symonds Street down to the corner of Symonds Street and Glenside Crescent is under the ownership or control of the appellant. The total area (including the appeal site) comprises some 4.2ha. Apart from Eden House, the area is currently occupied and used by a series of temporary uses, pending redevelopment in accordance with the appellant's aspirations and intentions, subject always to obtaining the necessary consents. We do no more than record the foregoing without seeking to speculate upon the ultimate development of the land in question beyond the appeal site itself. In other words, while having regard to the zoning allowances for the appeal site and surrounding area, our decision is directed simply to the tower proposal.

East of Eden House on Khyber Pass Road up to Madeira Place (connecting with Burton Street), and on either side of Madeira Lane (connecting with Madeira Place), various church-related uses are to be found plus a mixture of office/residential development.

Various witnesses described the nature of the surrounding area in a wider context in differing ways. We think that the description given by the council's planning witness, Mr D J Lovett, will suitably serve to set the scene for present purposes (paragraph numbers omitted):



"North-East

Beyond the immediate presence of the motorway in a north-easterly direction is the suburb of Grafton (114 metres to approximately 550 metres from the proposed tower location) which contains a range of residential dwellings, hostels and halls of residence; and also the Auckland Public Hospital, the buildings of the Medical School and the Blood Transfusion Service. There are also some commercial uses in Grafton with small shops opposite the hospital, and the Whitecliffe Art School and some commercial uses now occupying the former Trinity College buildings. Further to the north-east are the Auckland Domain and the museum (approximately 1.5 km away).

East

To the east of the site are commercial premises such as offices and car salesyards flanking both Khyber Pass Road and the top end of Grafton Road. Beyond this, where the Southern Motorway passes over Khyber Pass Road (approximately 400 metres) some fringe commercial activity continues on the Khyber Pass Road frontage, but the sidestreets of Claremont Street, Parkfield Terrace and Huntly Avenue are predominantly residential in character. Beyond the Park Road intersection the major industrial sites of Lion Breweries and Abels Limited dominate before reaching Newmarket Commercial Centre (1.5 km away).

South-East

To the south-east of the subject site the commercial service type uses on Khyber Pass give way to more warehousing and industrial service uses in the Nugent Street, Boston Road and Auburn Street vicinity. Also, some 500 metres to the south-east is the Mt Eden Prison and beyond that (approximately 1.7 km) the summit of Mount Eden.

South and South-West

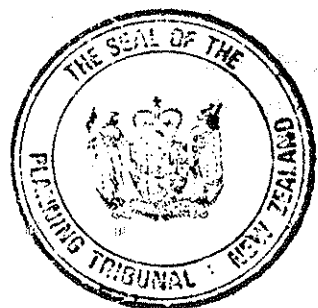
To the south and south-west, the pattern of commercial service and then warehousing and industrial service use continues, with only the Exmouth Street Reserve (some 500 metres distant) interrupting this pattern. The nearest residentially zoned properties in this direction begin about 750 metres away in Akiraho Street, Mt Eden.

West

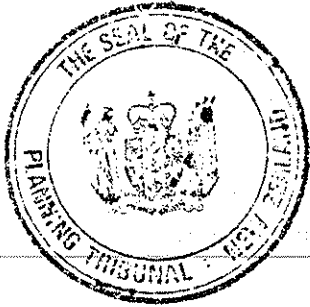
Immediately to the west of the subject site is the Symonds Street shopping strip containing mostly old, two-storeyed buildings with a range of cafe and retailing uses, some having residential accommodation above. Further west the character of the streets around St Benedicts Street, Upper Queen Street and France Street are of a fringe commercial and industrial type, with land associated with the North Western Motorway beyond that (600-800 metres), and the fringe industrial and car yard uses of the Newton Road and Great North Road area further still to the west (approximately 1.1 km).

North and North-West

To the north and north-west of the subject site are the motorway areas associated with the north-western, southern and Grafton Gully interchanges, the Symonds



Street Cemetery, the Karangahape Road shopping area and Sheraton Hotel (approximately 500-600 metres); the office and education institutions of the areas around the upper section of Queen Street and the middle section of Symonds Street (both the University and Technical Institute are approximately 1 km to the north); and the central shopping and business core runs generally from the southern end of Mayoral Drive to the waterfront (1-2.2 km)."



The Proposal

We now turn to describe the proposed tower in some detail, its main components comprising the foundations, tower base, stem, pod and antenna. Consent is sought for a 284m tall tower, based on a ground level of RL79m, with the maximum height being restricted to RL363.6m. We were informed that this latter criterion would effectively mean that the tower (including antenna) would be about 277m above average ground level of the site. Be this as it may, the difference between 277m and 284m is immaterial in considering whether or not the appeals should succeed. The antenna section would comprise 85 metres of the total height.

Initially, we were given to understand that the mast would probably be of lattice design, possibly with a white teflon cladding wrapped around it. The mast with all antenna attachments would be contained within envelopes as shown on the plans presented - the profile or envelope tapering in a series of stages from 7 metres diameter at the lower end connecting with the pod section, reducing to 5 metres, 3 metres and 1 metre in succeeding sections up to the mast tip. However, in response to concerns raised by Mr B D Harding, general manager of the Northern Region of Telecom Mobile Radio (whose evidence we later discuss), the appellant's telecommunications witness, Mr P L Johnston, (whose evidence is likewise later discussed), indicated that, in the light of engineering advice he had obtained, there would be no difficulty in fabricating a 300mm width mast for the top 20 metres or so - as a result of which counsel indicated to us that the diameter of the envelope sections at the top end of the mast could be commensurately reduced.

The top of the pod (that is, at the topmost level of the elevator machine room and column support structure) would be RL278.6m, with the bottom being at RL231.03m, thus producing a pod section height of about 47 metres. Construction would be of reinforced concrete with white cladding, polished metal spandrels and blue-coloured glazing. A blue and white banded effect would thus be created. The profile width of the pod section would vary from some 17 metres to 35 metres - the

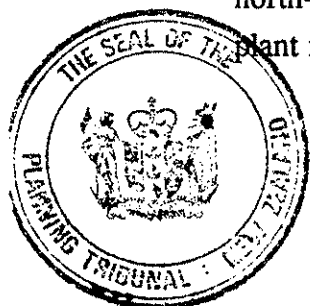


widest portion comprising the observation and restaurant floors, more or less in the central part of the pod. Overall total gross area would be 4,520m² including truss/stair transfer area 535m², refuge/observation 519m², observation level 951m², restaurant 951m², lower communications 468m², upper communications 499m², mechanical plant level 380m² and elevator machine room 217m².

The stem of the tower would comprise a 139m high tripodal column with a central triangular core housing the lift shaft and emergency stairs. The three support columns would be 3m in diameter and be constructed in fair-faced concrete. The columns would be separated from the core by a 2m gap, with the core being clad in translucent glass with metal mullions. The maximum profile width of the central core would be approximately 9.2m, with the total stem width being between 15.7m and 17.7m (although broken by the gaps between the columns and the central core). Visually, the gaps would vary depending on the angle of viewing. We refer further to this aspect later.

As to the tower base, it is intended that there be an entry level/lobby at RL82.6m with entrance at the level of and via Symonds Street, plus a further entry level at RL87.6m affording pedestrian access via a bridge from Hohipere Street. The Symonds Street entry level would also contain an observation area, while the Hohipere Street level would contain a restaurant. At a level below the Symonds Street entry, a vehicle drop-off area is intended, with an entry area giving access to the two higher levels mentioned. This drop-off area would be at RL78.2m. Below that again, two parking levels are proposed at RL75.5m (P3) and RL72.0m (P4). Finally, as regards the foundations, these are intended to comprise either reinforced concrete piles driven down into bed rock or an anchored raft constructed on top of the bed rock. The position of the raft option would be likely to be around RL57.0m, but if the piling option should be selected, the foundations would go deeper.

For completeness, we note that the lobby/restaurant/observation/drop-off levels would be at the south-western part of the site. The two parking levels, while again being predominantly in the south-western portion, would extend further to the north-east, with level 4 extending totally around the tower stem and providing for a plant room within and/or about the tower stem basement.



As to lighting (to which we later refer) the tower would be illuminated to satisfy the requirements of the Ministry of Transport (Air Transport Division). It is also proposed that the pod be floodlit from lights mounted at the base of the tower.

Before leaving this section, we note that a quite detailed explanatory statement was furnished with the application in which details of the proposal were specified. It will, we think, be useful to quote the descriptions given for the two observation deck levels and the restaurant level within the pod so as better to appreciate the uses intended for those areas (paragraph numbers omitted):

"Lower Observation Deck

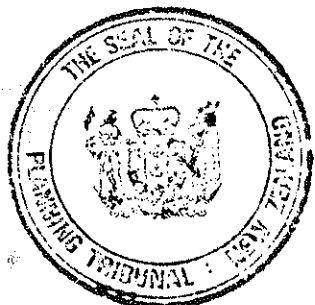
The principal destination in the tower for the visiting public is initially the lower observation deck at 153.43m above ground. This deck also acts as the "refuge" the function of which will be described later. The deck is primarily designed to enable visitors to see a 360° vista of Auckland. The 75m circumference of the deck is kept clear of obstructions to enable the maximum number of people (150) to stand at the windows. The centre of the deck contains the emergency staircase, elevator lobbies and public toilets. In peak times it is assumed that up to 30 people might be 'waiting to view' and the total 'normal' occupation of this level has been assessed at 180 persons. However this deck is also designed to act as the 'refuge' for all persons in the tower if there is an emergency. The net floor area is able to accommodate up to 900 people which provides a factor of safety over the 700 persons which will be permitted in the tower at any one time. Because of its function as an emergency refuge this deck is specially designed not to contain any combustible material and is directly above the fire control area (located in between trusses that support the skypod. The other 6 levels of the skypod have direct access to the refuge by means of fire rated emergency stairs. The refuge provides direct access to the emergency stairs which descend down the shaft of the tower to the ground.

Upper Observation Deck

Access from the Lower Observation Deck to the Upper Observation Deck is either by elevator or staircase. There is also of course, direct elevator access to the Upper Observation Deck from the base of the tower. The upper deck, not having to act as a refuge, contains a snack bar and souvenir shop, as well as public toilets. The deck will be more comfortably fitted out with carpeted floors and lounge furniture as well as telescopes and video displays. These will provide interpretative information on such matters as the geography, geology, weather, pre-European history, post-European history, air and sea transport movements, and the recreation and tourism attractions of Auckland. It will be possible for the whole or parts of this upper observation deck to be booked for special functions such as weddings, receptions and advertising promotions. The perimeter of this deck is 100m and the deck is designed to accommodate up to 240 persons at a time.

The Restaurant Deck

The restaurant level is accessed by elevator from the entry level or by stairs or elevators from the two observation decks. The elevators provide entry to a reception area which is of sufficient size to accommodate a grand piano or a small



orchestra. The guest dining area is the outer circumference of the deck and is at a slightly lower level than the reception area. This outer 5m wide ring revolves, so that all diners have a continuing changing view over the city and harbour. Seating is able to be arranged for tables of 2, 4, 6 or cubicles for 4-6. Part of the area contains a cocktail bar where guests can wait for a table. The maximum seating capacity in the restaurant is 230 and with a staff of 30, the maximum number of persons on this floor will be 260."

It will also be helpful to quote the following further passage relating to the antenna portion of the structure:

"Finally, located above the elevator machine room is the main communications antenna. This will consist of a steel lattice spline with an internal access ladder. A variety of transmitting and receiving equipment panels will be attached to this lattice tower. It is likely that the equipment and the spire will then be wrapped in a teflon radome. The final number of transmitters will be dependent upon the requirements of the communications industry."



Regional and District Scheme Provisions

When the application was lodged in September 1989 the council's district scheme (third review) had not become operative. Consequently, the council's decision was based in reference to both the then operative scheme (dating from 1981) and the 1987 publicly notified proposed scheme. On 30 September 1991, the third review became operative, subject to certain exceptions. A few matters, including certain variations to the scheme, remain the subject of outstanding appeals. None applies specifically to the tower site, apart from an appeal seeking inclusion of the site amongst the areas where casinos are provided for under proposed variation 17. Hence, in assessing the proposal on a stand-alone footing, the third review is the governing document.

Although it was common ground that the appeals require to be approached as though the Town and Country Planning Act 1977 continued in force ("the 1977 Act"), we propose to refer to the operative scheme as "the district plan" or simply "the plan" in deference to the terminology employed under the Resource Management Act 1991 ("the 1991 Act").

(We pause here to note that Mr Newhook submitted that the 1991 Act is also to be taken account of in determining the appeals, such Act to prevail in the event of any conflict with provisions of the 1977 Act. We make further reference to this legal aspect later.)

The site is zoned Commercial 4a in the district plan, as is part of the access land - the remaining area being zoned Commercial 3a. The land is also subject to special height restrictions related to protected viewshafts of volcanic cones, shortly to be described. As with the Commercial E zone of the 1981 scheme, some of the uses that would, or may, be provided in the tower (eg taverns, restaurants, restrooms, shops, theatres, offices and ancillary uses) are permitted as of right. Other relevant uses (eg reception rooms) are permitted on a conditional (discretionary) use footing. However, the two principal uses, namely, an observation facility and a



telecommunications transmission facility, are not provided for as permitted uses in the zone, or indeed, anywhere in the plan - that is, on a main use footing. The qualification imported by these last words is necessary, in that observation decks are allowed for as a "bonus element" to uses in the Commercial 8b, 8c and 8d zones in what the plan terms the Central Area - that is to say, the Central Business District centred on Queen Street and other inner city areas surrounding, including land occupied by the University and the Karangahape Road commercial area.

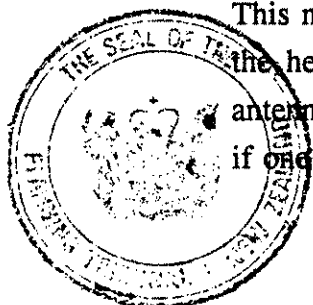
Significantly, the part of Symonds Street where the appeal site and other lands of the appellant are located is not included in the Central Area, but in zones which the scheme collectively terms (along with various other zones) "Suburban Commercial" - an appellation not well-suited, in our view, to the appeal site and adjacent land controlled by the appellant.

We agree with the appellant's planning witness, Mr R J P Davies, that an observation facility, specifically designed for that purpose and for which the public would pay to obtain admission, is a use not specifically provided for in the plan. Rather, the plan envisages the possibility of observation areas being produced as the result of erection of high buildings in the Central Area on a "bonus element" basis. We do not regard the plan as providing for an observation tower *per se*. Hence, we agree with Mr Davies that such a use in a building of the kind in issue is not specifically provided for in the district plan. Any consent to such use must therefore be considered as a specified departure from the provisions of the plan. Again, a telecommunications transmission facility as proposed is not a public utility in terms of s.64 of the 1977 Act; and the use is not otherwise provided for in the plan.

The maximum height allowed in the Commercial 4a zone is 12.5m above average ground level. In ordinance 4.8:1.1 average ground level for the site is prescribed as being:

"A level 4.6 metres below the level of Survey Standard 366 (RL91.445 metres Lands and Survey Datum) in Khyber Pass Road opposite Madeira Place."

This means the average ground level is set by the district plan at RL86.845m. As the height at the top of the antenna would be RL363.6m, and (leaving aside the antenna) the height to the top of the pod section would be RL265.7m (or RL278.6m if one takes account of the elevator machine room and adjacent column structure at



the foot of the antenna), it is plain that either way the height of the tower would well exceed the permitted maximum height in the zone.

The zone also includes a height in relation to boundary control as follows (ordinance 4.8:1.2):

"No part of any building shall exceed a height equal to 2 metres plus the shortest horizontal distance between that part of the building and the nearest boundary of any residential or recreation zone. Except that this provision shall not apply in respect of the boundary of land designated for motorway.

Height for the purpose of the foregoing height limitations shall be measured from the ground level at the point on the site boundary to which the above measurement is taken."

The closest residential or recreation zone boundary to the proposed tower is at the south-western corner of the Residential 9a zone on Grafton Road, just south of Beckham Place - which, according to Mr Lovett's evidence, is 114 metres from the closest external foundation of the proposed tower. He also testified that the level at this Residential 9a zone boundary is RL85.34m (say 85m). The height in relation to boundary position becomes:

2m plus 114m = 116m (complying height)

363m minus 85m = 278m (actual height).

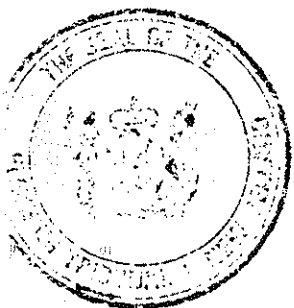
The tower would thus exceed the height in relation to boundary limit by 162m, or 77m if one deducts the antenna height of 85m.

The Commercial 4a zone also contains a provision for a "Special Height Limit" which, by reference to ordinance 12.12:5, relates to the visual protection of volcanic cones - in this instance, Mt Eden. This aspect is also provided for in the approved Auckland regional scheme.

Ordinance 12.12:5 of the district plan reads as follows:

"VISUAL PROTECTION OF VOLCANIC CONES

For the purpose of protecting significant views of selected volcanic cones, no building shall be erected as a predominant use which exceeds the special height limits within the areas identified on the planning maps and the schedules thereto."



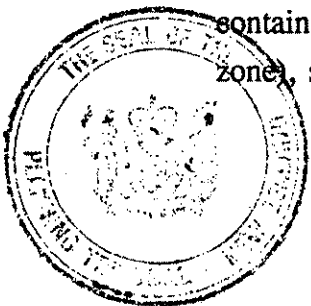
We note that the words "as a predominant use" appear to be present in the ordinance because of ordinance 12.12:1 which states that ordinance 12.12 is to have effect "notwithstanding any other provision of the scheme relating to the height of buildings". Ordinance 12.12:1 goes on to say that towers, masts, radio and television aerials, lift towers and machinery rooms (inter alia) shall be included in total building height - the building height for sites outside the Central Area to be measured from mean ground level.

The special height limit applicable in the present case is indicated in contour plan form in Appendix B to the planning maps. The relevant contour plan appears on the "Newton Map". As Mr Lovett acknowledged in his evidence, the contour plan is not particularly easy to interpret as regards the contour affecting the site. It appears from the plan that the tower location is in the 21 metres contour. However, the regional council is possessed of more precise contour plans, in terms of which Mr Lovett was prepared to accept that the tower location has a 27 metres special height limit. Whichever height limit applies, it is clear that the tower would exceed the limit by a substantial margin.

As to floor area ratio requirements for the zone, it was common ground that these requirements would not be infringed, so we refrain from further discussion.

While some of the uses for the tower are recognised within the zone, the appellant's case is that the proposal, in essence, should be treated on a specified departure footing. All in all we regard this stance as appropriate, seeing that the prime elements of a high tower for observation purposes with a telecommunications mast above are not provided for in the plan. Therefore, we will later assess the proposal under s.74 of the 1977 Act as a specified departure; also under s.69(2) of that Act. We will also consider Mr Newhook's contention that the provisions of the 1991 Act, (including in particular s.367 as to the effect of regional planning schemes), are required to be applied in preference to the 1977 Act where the later Act conflicts.

Before turning to the provisions of the regional scheme, it will be convenient to set forth the objectives and policies for the Commercial 4a zone. The zone statement contains the following objectives and policies, (applicable also to the Commercial 4 zone), section numbers omitted:



"OBJECTIVES

To provide for commercial services and uses which are either land extensive or which do not cater for everyday retailing needs.

Policies

- (a) By adopting zoning provisions which allow a wide range of commercial service uses
- (b) By adopting provisions which are suitable for those service uses which have particular locational requirements.

OBJECTIVE

To provide for local employment opportunities.

Policies

- (a) By permitting a wide range of commercial servicing uses.
- (b) By providing for small-scale offices which prefer a suburban location."

A little later, the plan describes the Commercial 4 and 4a zones thus:

"The Commercial 4 and 4a zones apply to existing commercial development along arterial roads which have a service rather than a retailing emphasis. The zones may also be applied to specific sites or uses with a high service function. The distinguishing element between the Commercial 4 and 4a zones is their location, either adjacent to (Commercial 4) or away from (Commercial 4a) residential zones. To protect residential amenity the maximum height for the Commercial 4 zone is less than the Commercial 4a zone."

Elsewhere it is stated:

"The Commercial 4 and 4a zones generally apply to strip commercial development along arterial roads, where a variety of service and office uses have replaced many former retail uses. The new uses tend to be either land extensive or provide a service which does not rely on a high or regular customer contact. The zones have also been applied to selected uses which occupy small sites but offer useful service to the public. Some areas display common use characteristics (eg concentration of car sales premises). The scheme preserves and encourages this service function, recognising the high level of investment in these areas. ... "

Clause 12.05:5 of the Conservation and Environment section of the plan also warrants mention:

"VISUAL PROTECTION OF VOLCANIC CONES

In line with the Auckland regional scheme, special height limits are imposed on certain areas in the district to protect significant views to and from volcanic cones



on the Isthmus. Only a small portion of the district is affected by these sight lines. Usually the maximum zonal height is below the height permitted by the volcanic sight lines. In general, only where the zonal height is exceeded will it be necessary to refer to the special height limits.

However, in some areas the zonal height exceeds that permitted by the volcanic sight-lines. These affected areas have been identified on the planning maps. More specific information on the permitted maximum height in these areas is provided in the diagrams to the planning maps. Applications to exceed the volcanic sight-lines Special Height Limits will be considered under the dispensation provisions of the district scheme.

In considering such applications:

- (i) the Auckland Regional (Council) is deemed in each case to be a body affected in terms of section 76(3) of the Act.
- (ii) ~~the council will be disposed to favourably consider applications for buildings which provide permanent residential accommodation in the Central Area."~~

The appellant's planning witness also drew our attention to ordinance 2.06 of the district plan which states that the council may grant an application for a dispensation from, or waiver of, various requirements having regard to considerations set forth in clause 2.02:5 of the plan. The requirements from which a dispensation or waiver may be granted include height and height in relation to boundary controls as well as the "Special Height Limits" in part 12 of the plan which includes protected volcanic cone viewshafts. However, both Mr Davies in evidence and the appellant's counsel in submissions stated that the margins of infringement of relevant height and height in relation to boundary controls are such that the application should be considered as a specified departure, remembering as well the plan's non-provision of the tower's two prime uses of an observation structure and telecommunications transmission facility. As stated, we accept the appropriateness of this approach.

The Auckland regional scheme received Ministerial approval and came into force on 1 July 1988 (hereafter called "the scheme" or "the regional scheme"). We agree with the Commissioner's report to the regional council that it is proper to judge the application against the scheme as a whole; also, that policy 8.5 is the principal and most obvious provision affecting the proposal - that policy reading:

"District and maritime planning schemes shall provide for appropriate building height controls such as those shown in this scheme that are designed for the visual protection of the Group 2 volcanic cones. Notwithstanding this a local authority may make its own provisions to protect the cones visually, provided that the



resulting height controls are not less restrictive nor less extensive areally than those depicted in the regional scheme."

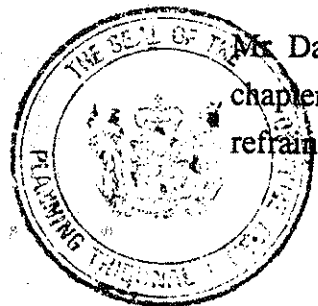
On turning to the regional planning maps, the protected viewshaft of concern in the present case is known as viewshaft E10 which has its origin on the Auckland-Waiwera Motorway (North Shore) approach to the Auckland Harbour Bridge and is designed to protect the view from that part of the motorway towards Mt Eden (Maungawhau), the height of which is 196m above sea level. (Ref Map 5 sheets 1, 2 and 3.)

Mr Davies devoted a major section of his evidence-in-chief to discussion of the scheme and the E10 viewshaft in particular. He elaborated on the history of the volcanic viewshafts in earlier regional planning documents, prefacing his analysis with the following comment:

"For more than a decade the protected viewshafts of the various volcanic cones in the Auckland region have been considered virtually sacrosanct. However, to the best of my knowledge they have never been the subject of the vigorous examination and evaluation which often results from appeals to the Tribunal. I believe that this is the first occasion that this particular viewshaft has been appraised in detail by the Tribunal. The reason for this situation is because the viewshaft is a provision of the regional planning scheme, and it has been assumed that it cannot be questioned by the private sector. The viewshaft has had some influence on development in the Central Area of Auckland and it is therefore appropriate to consider it in detail."

We do not think it necessary to recapitulate all that Mr Davies had to say about early regional planning steps in relation to protecting various views of Auckland's volcanic cones. It suffices simply to observe that the volcanic cone provisions in the regional scheme were included originally when the scheme was notified in draft form for the approval of constituent local authorities back in November 1979. The gestation period from that point through to final approval in 1988 is well known. The content of the approved scheme was very different from that originally notified, though the provisions affecting the volcanic cone viewshafts were largely unchanged. Certainly the maps showing the permitted building heights are virtually the same as in the draft scheme and, as far as Mt Eden is concerned, are the same as planning study reports produced by, or at the instigation, of the Auckland Regional Authority (as it then was) in the mid-1970s.

Mr Davies and other witnesses drew our attention to the various paragraphs in chapter 8 of the scheme explaining the rationale for the inclusion of policy 8.5. We refrain from reproducing the relevant paragraphs, but content ourselves by



commenting that policy 8.5 and relevant viewshaft maps have been included in the scheme with due supporting explanation, understandable enough to anyone reading the scheme. However, it may be useful to quote the following passages:

"With the continued growth of urban Auckland and current trends towards redevelopment and multi-storey construction, several views of the cones have been compromised by buildings erected close to cones or on ridges between the cones and important viewing locations."

"In order to protect the cones visually, the height of buildings ... between regionally significant viewing locations and the cones, needs to be controlled."

It is common ground that the proposed tower would intrude as a noticeable man-made feature in the viewshaft - through to the left side of the viewshaft and hence through the left side of Mt Eden when viewed from the northern approach to the bridge. The width of the viewshaft is 500m, the origin of which extends obliquely along the northern approach from a point just north of the Onewa Road interchange to a southwards point more or less due east of the end of Tennyson Street, which is a local road to the west of the motorway.

Mr Davies also drew our attention to other provisions of the regional scheme, including policies 3.10 and 3.11. These last two policies were subjected to thorough examination by Mr Davies, seeing that the Commissioner, in reporting to the regional council, concluded "that Sky Tower will dominate the landscape of part of the Grafton neighbourhood to the extent that it will be felt to be overpowering by many of those living there. That would be contrary to the object and purpose of Policies 3.10 and 3.11".

Policies 3.10 and 3.11 read:

"POLICY 3.10

Adjacent to the Central Area and other urban centres residential uses shall be encouraged and residential zoning shall be retained unless it can be demonstrated that an alternative use is in the public interest.

POLICY 3.11

Planning and development in existing urban areas shall:

- I Promote efficient use of existing housing stock;
- II Maintain the confidence in the future of residential areas especially those under threat of encroachment by other uses;



- III Promote and facilitate residential accommodation by way of both infill housing and redevelopment of existing residential sites. Means of doing this should include a review of bylaws and other constraints and of the appropriateness of objectives and policies for residential development in the light of:
- (A) The characteristics of existing and expected future households;
 - (B) The capacity of sewerage, drainage, highway and other infrastructure systems;
 - (C) The need to identify and conserve areas with a local character of townscape of particular quality."

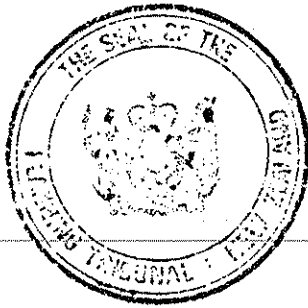
As was observed by the Commissioner, the proposed site is outside the Central Area by some 300 metres; and it is about 200 metres from the main Grafton residential area - a neighbourhood that has (to use the Commissioner's words) "for many years been sensitive to the growth of other uses in and around it". Without question, the Grafton residential area has been subjected to the effects of more and more non-residential development, some major in kind such as the Medical School - to the point where many Grafton residents are very anxious to preserve their residential environment such as it now is. Against this background, we will consider the evidence on such topics as shadowing, invasion of privacy and visual dominance.

As to various other provisions of the scheme adverted to by Mr Davies, we refrain from going through them seriatim. Suffice it to say that in our evaluation later appearing, we bear in mind his remarks, although, as commonly accepted, the principal aspect for consideration is the intrusion of the proposed tower within the E10 viewshaft.

Two lines of argument emerged regarding the viewshaft. One was that the viewshaft, over time, has been respected, with developers having altered their plans and aspirations to meet the control. It was thus contended that consent to the proposal would constitute a very notable departure from the control, such that its integrity and purpose would be seriously weakened. The other argument was that the control, devised in concept back in the 1970s, is due for re-assessment, given the degree of comparatively recent development in the Central Business District. It was said that the dominance of the CBD, when viewed from the viewshaft origin on



the northern bridge approach, effectively diverts one's attention from Mt Eden in the background; and it was pointed out that Mt Eden, as such, rather tends to come into its own when viewed from the bridge itself - that is, after reaching the crest of the bridge when proceeding southwards on the downward run towards the Ponsonby turn-off. We return to the viewshaft provision in our discussion of the evidence as to visual effects and in our final evaluation.



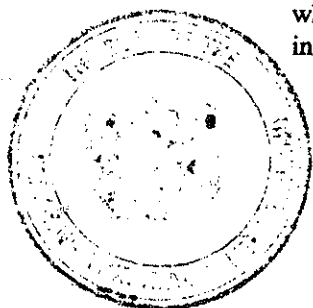
Evidence as to Tourism Benefits

A major platform of the appellant's case is that, whatever drawbacks the proposal might have such as intrusion in the viewshaft, infringement of bulk and location requirements of the zone, shadowing, visual dominance in some quarters and the like, the tower would prove such a splendid asset as a tourist draw that that factor should receive strong weight in determining the outcome of the appeals.

We have been invited to invoke our jurisdiction under section 69(2) of the 1977 Act in the event of our concluding that the proposal cannot satisfy the limitations of section 74(2)(a). For reasons later appearing, we are of the clear view that, to succeed, the proposal must be approached under section 69(2). We therefore discuss the proposal by reference to this provision at some length, given the critical nature of the Tribunal's authority under the subsection.

Mr Davies, as a planner who has sought to specialise in tourism as a land use and in tourism research, development and management, devoted a major portion of his evidence to the proposed tower's potential as a tourist draw. According to his calculations, the tower, as a stand-alone facility, would attract 750,000 to 800,000 visitors a year, with a projected increase in yearly numbers through to the year 2000 and beyond - the year 2000 being likely to produce a low figure of 800,000 and a high of 1,350,000, the probable figure being in the order of 1,000,000 visitors for that year. He went on to say that his figures were based on certain assumptions, including the standard of facilities within the tower and the presence of other tourist related attractions at the base - such as a "Sky Exposition" centre envisaged by the appellant in the vicinity. As he put it:

"In this manner, Sky Tower would become a high quality, 'must see' experience when compared with its overseas competitors. BPL have advised that this is their intention."

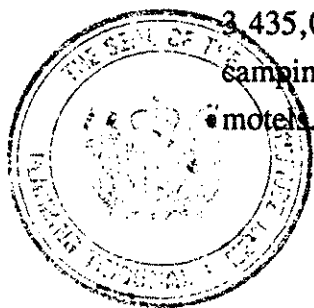


In cross-examination, Mr Davies indicated that, although towers in other major cities in the world enjoy (in some cases) substantially larger visitor numbers than those calculated for the proposed tower, he was nevertheless much more influenced by the fact that the tower in Sydney attracts annual visitors of around one million excluding the restaurant facility, seeing that Sydney, like Auckland, is a gateway for tourists flying in from overseas. Mr Davies indicated that he was able to differentiate between interstate/local/international visitor figures and also examine detailed figures of attendances at different times and months of the year. He also said that he had access to figures of other tourist attractions in Sydney.

Another basis of support advanced by Mr Davies for his Auckland tower estimate was the figures for the two tourist attractions acknowledged as being the most popular attractions currently - that is, the Museum, which is the prime attraction, and Kelly Tarlton's Underwater World. We were informed that the Museum currently attracts 750,000 to 800,000 visitors a year. Kelly Tarlton's, so we were told, reached a peak of 800,000 some years ago, but later declined to around 450,000, with the number having increased more recently to a figure unknown.

Finally, Mr Davies gave evidence of the annual numbers of visitors to Auckland from overseas, and domestic travellers from outside the Auckland region. We were also informed that in the year ending March 1990, the overseas visitor stay was seven nights on average, whilst the domestic traveller stayed an average of four nights. The total number of overseas tourists visiting Auckland in the same calendar year was 928,000, with no fewer than 1,785,000 New Zealanders visiting Auckland for more than 24 hours in 1989/90 - a total of 2,713,000. Of this number, 897,000 visited Auckland for the purpose of a holiday, 804,000 to visit friends and relatives, 548,000 on business, 107,000 to play or watch sport and 357,000 for some other purpose.

Going by increases in earlier years Mr Davies surmised that the total number of visitors could be expected to increase some 55 per cent to more than four million over the next ten years; and the number of "person nights" from nearly 14m in the last year to 23m in the same ten year period. Rather significantly, the number of person nights for the year ending 31 March 1990 was 7,713,000 in private homes; 3,435,000 in accommodation such as hostels, bed and breakfast establishments and camping grounds; 1,814,000 in hotels including tourist houses; and 323,000 in motels. The large figures for private home and relatively cheap accommodation we

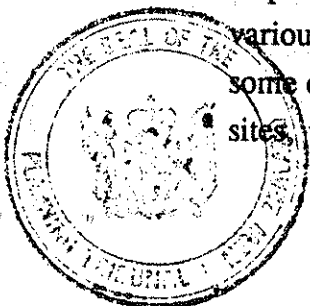


must confess led us to wonder whether the majority of visitors to Auckland were folk likely to patronise a facility such as the proposed tower (paying an entry charge) as opposed, say, to viewing Auckland from Mt Eden or visiting the museum. On the other hand, we agree that the proposed tower would be a dramatic building - conceivably the most strikingly controversial building in the Auckland region if not New Zealand - so that the number of visitors to the tower advanced by Mr Davies could well be attained initially. Whether the number would be sustained once local interest assumed a longer term pattern is another matter.

Mr Davies indicated in cross-examination that his breakdown of visitors to the tower on an annual basis was: 25 per cent of overseas visitors to Auckland; 20 per cent of domestic visitors and 15 per cent of the regional population. Obviously, if this breakdown is realistic, the tower would be dependent for its success both on the overseas and the domestic visitor/regional inhabitant components.

The next tourism witness to mention is Mr H F Muchnick, President of CN Tower Limited, the company which operates the well-known tower located in Toronto. Mr Muchnick informed us that the tower attracts over 1.5 million visitors a year, with about 19 per cent hailing from the Toronto metropolitan area, 39 per cent from other parts of Canada, 25 per cent from the U S A and 27 per cent from overseas (according to 1990/91 statistics). The tower was formally opened in 1976 and stands at 553.33m above ground level. It is the tallest freestanding man-made structure in the world. Mr Muchnick was enthusiastic about the prospect of a tower at Auckland, having seen a promotional video relating to the appellant's proposal at the last annual meeting of a body called the "World Federation of Great Towers" ("the Federation"). This body comprises representatives of major towers in various cities throughout the world. It acts as a coordinating forum to foster and promote mutual concerns and interests centred around the member towers.

In answering questions posed by the Tribunal, Mr Muchnick spoke of the need to have space around the tower in order that the structure may be visually appreciated as one approaches it. This led to the appellant's plans being amended as set forth in the minute earlier quoted. We were impressed with Mr Muchnick's views in this respect - as a result of which we found ourselves not particularly impressed with various possible tower sites pointed to in evidence adduced for the council. In fact, some of the sites referred to us were no more than what we would term "shoe-horn" sites, with no realistic possibility of sufficient land being acquired to set the tower



apart so as to enable it to be suitably appreciated at ground level in the manner envisaged by Mr Muchnick. Indeed, the only alternative location which seemed to have the necessary potential amongst those to which we were referred in the CBD or nearby, was the area known as the "old railway yards" along Quay Street, particularly that portion within the vicinity of the Oriental Markets building. This is not to say, of course, that another good tower site might not be able to be identified (eg if a developer were able to acquire and amalgamate a number of neighbouring sites in a suitable part of the CBD). What we merely say is that the evidence left us unconvinced that the other sites specifically pointed to were realistic - whether because of lack of site area or because of the presence of major existing development that would have to be removed or modified, or a combination of both. Suggestions that the notion of appreciation which Mr Muchnick described could be achieved by viewing a tower located in the CBD from, say, across the road, did not impress us - although we suppose that the interposition of a public open space area between the viewer and tower might allow for the sort of thing Mr Muchnick had in mind.

Another tourism witness was Mr G Crocombe, a person qualified and experienced in business economics. He pointed out that tourism is arguably the most important industry for the medium term prosperity of Auckland. He also spoke of deteriorating business confidence as being one of the most significant impediments to economic growth in New Zealand at present. He went on to say:

"To some extent this lack of confidence in the economic future of New Zealand is becoming a self fulfilling prophecy. As confidence deteriorates there is reduced investment which leads to reduced economic activity which in turn validates the lack of confidence. It is obviously impossible to quantify, however, any major new tourism related investment has the potential to act as a powerful stimulus to engender a more positive business climate with improved prospects for other investment."

We agree with Mr Crocombe's view that the development of Auckland's tourism industry has been due in large measure to Auckland International Airport. Auckland is commonly referred to as a gateway which tourists visit before proceeding to, say, Rotorua, Taupo or the South Island; or as the place of departure from New Zealand at the conclusion of a tour of the country. We agree also that the key challenge to further development of the tourist industry in Auckland lies in a combination of more visitors, longer stays and greater visitor spending. Against the background of these propositions, Mr Crocombe continued:



"This means that Auckland must develop more reasons for local and international tourists to visit Auckland and stay longer and spend more. These attractions need to complement the city's natural and cultural environment. The proposed Maritime Museum is a good example of an attraction that will assist, but it is not enough by itself. As a general rule, the wider the range of attractions the better. Major "flagship" attractions can play a critical role in bringing tourists into the region and thereby providing a market for less compelling attractions such as restaurants, shopping, aquariums, etc."

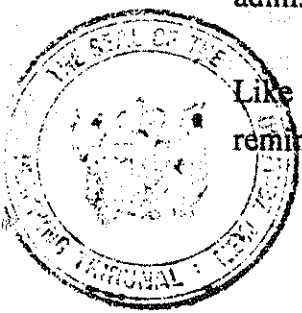
Mr Crocombe saw the present proposal as falling into the "flagship" category. Indeed he went on to surmise:

"As a rough guide, the total economic impact of the Sky Tower project on the Auckland economy could be well in excess of six hundred million dollars per decade."

Mr M J Bolton, the appellant's Chief Executive in New Zealand, spoke of a flow-on economic benefit to the community from the tower exceeding \$1 billion. We have reflected on these statements. Both suggested figures were related to a hypothetical increase in domestic and international tourists to Auckland and the ability of the tower to encourage them to stay longer and spend more in the Auckland economy. Mr Crocombe, we note, stated in cross-examination that he had not visited the appeal site - his evidence being related to a tall tower for Auckland in a general sense.

Ms N C Sheridan, Executive General Secretary of the Federation, as well as Marketing Consultant for the Sydney Tower next requires mention. Ms Sheridan advised that the Federation consists of a group of operators of 16 towers located in major cities throughout the world, which collectively have over 20 million visitors annually. None of the 16 towers is identical with another, each having its own features and characteristics. Apart from the CN Tower and the Sydney Tower, other well-known edifices include the Eiffel Tower, the Empire State Building, the Seattle Space Needle and the Olympic Tower in Munich. Although membership of the Federation is by invitation only, we were left with the clear view from what both Ms Sheridan and Mr Muchnick had to say that if the Auckland proposal were proceeded with it would almost certainly receive a favourable response for admission to the Federation.

Like Mr Muchnick, Ms Sheridan expressed strong enthusiasm for the proposal, reminding us that the Eiffel Tower was, at the time of building, derided by many,



when today it stands as a much loved symbol of Paris. A measure of anxiety on our part against the background of so graphic an example from a century ago may, we trust, be regarded as understandable. Yet perhaps the initial response in those days was predictable when one remembers that high-rise buildings were not part of the inner city urban fabric as they are today.

Another tourism witness was Ms L M Huhtala, Chief Executive of Tourism Auckland - a non-profit trust established in 1988 by the Auckland Regional Authority as it was then named. Tourism Auckland is currently funded by both the tourism industry and the regional council. Like Mr Crocombe, Ms Huhtala saw the proposed tower as a man-made attraction likely to enhance the visitor experience of the region. She also surmised that interest aroused via the tower could impel visitors to spend longer in the region, not only by the time spent in the tower but through attraction to other parts of the region, such as the downtown area, the waterfront and the Gulf - as seen from the tower. Again, like Mr Crocombe, she stressed the economic benefits of increasing the average length of stay. Other tourism witnesses called by the appellant were Mr G J Gwynne, a member of Tourism Auckland and Chairman of the Promotions Committee of the Auckland Central Area Business Association; Mr S A Murray, Manager of Strategic Marketing for the New Zealand Tourism Board; Mr S P Neils, General Manager of Great Sights South Pacific Limited, a wholly-owned subsidiary of Newmans Group Limited, and also an executive board member of Tourism Auckland; and finally, Mr M Wiedemann of Michael Wiedemann Travel Limited, an inbound travel operator based in New Zealand and Australia. All of these witnesses were very supportive of the proposal as a potential boost to tourism.

We have referred to the main witnesses who gave evidence bearing on the tourism issue in some detail because of the importance attached to this aspect by the appellant in seeking to persuade us that the case merits consent under section 69(2) of the Act. While we later evaluate the case by reference to the subsection, we pause to note that most of the tourism witnesses were not, as we understood their evidence, seeking to say that, to be successful, a tower needed to be sited necessarily on the proposed site. While various witnesses, of course, spoke of the proposal in terms of what they understood about it having seen plans, promotional material and the like, the thrust of their evidence was to indicate that a tall tower such as that proposed, if sited in a suitable position where spectacular views of the city could be obtained, would be a very worthwhile stimulator of tourist interest.



Evidence as to Telecommunications

We have to say at the outset that this aspect of the case proved unexpectedly complicated and contentious. While we do not question the expertise and backgrounds of the prime witnesses shortly to be mentioned, it was disappointing that a greater degree of unanimity was not achieved on technical matters - though no doubt this is explained on account of the parties' differing perspectives - the appellant seeking to provide something new beyond what already exists, with other parties starting from the point that they are already happy with what exists and tending to be reserved about something new.

The major witness for the appellant was Mr P L Johnston, Technical Director and majority shareholder in the firm Johnston Dick & Associates Limited. Mr Johnston is a member of the Institute of Electronic Engineers and has had considerable experience in the broadcasting industry. He informed us that the 85 metres high mast has been designed to accommodate broadcast antennas for UHF TV, VHF TV Bands I and III and VHF FM Band II. Other combinations of antennas could also be accommodated within the envelope shown on the drawings, the final choice being determined by the demands of broadcasters. We were given to understand that 85 metres was regarded as a height sufficient to accommodate likely demands, both immediate and into the future, while also assuring all-round efficiency, bearing in mind the presence of Mt Eden and the need to clear it as an obstacle. While Mr Johnston was prepared to accept that some small (downward) adjustment to the overall height of the tower might be possible, he expressed the view that the proposal as it stands would produce the best results from a telecommunications point of view.

As to TV broadcast coverage, he pointed out that a TV broadcaster seeks to provide an adequate signal without ghosting or other impairments, to the greatest population, using the lowest possible radiated power. The requirements for VHF (very high frequency - eg the channels used for TV1, TV2 and TV3) and UHF



(ultra high frequency - eg Sky channel TV coverage) are similar. However, UHF coverage is more restricted to near line-of-sight and requires higher signal levels for satisfactory reception. In general, the higher the broadcast antenna, the better the coverage.

In response to concerns raised by others as to the extent to which there would be a demand for TV broadcast facilities to be installed on the tower because of the question of orientation of receiving antennas, Mr Johnston had this to say:

"At present all VHF and UHF TV transmissions originate from Waiatarua hence all receiving antennas (except those receiving translator signals) are orientated in that direction.

In order to receive TV transmissions from Sky Tower many members of the public would have to install an additional antenna pointing towards Sky Tower.

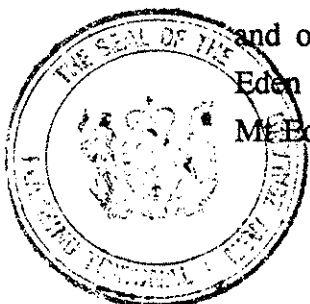
This limiting factor principally affects any prospective VHF TV broadcaster contemplating the use of Sky Tower as there would be a need for quite a considerable expenditure on the part of those wishing to receive the channel.

However, for a UHF broadcaster the receiving antenna factor is less of a problem as fewer than 10% of all homes as yet have a UHF receiving antenna.

In order to provide complete Aucklandwide coverage a few translators would be required especially for the UHF TV service. In practice I expect significantly fewer translators to be required to supplement Sky Tower coverage than is required with the existing transmission site in the Waitakere Ranges."

As to FM radio coverage, Mr Johnston was confident that the tower would be an attractive proposition to FM broadcasters. Again, he saw the tower as playing a worthwhile role for multipoint distribution services (MDS) - that is to say, transmissions from a central location to a number of fixed receiving points, the transmissions usually being encoded so that only authorised subscribers can receive the data or pictures. He saw the tower's position and height as maximising coverage and minimising the need for repeaters. He also saw an advantage in locating the transmitter close to the Central Business District as many corporate offices and other potential users of MDS are located there.

On the question of mobile telecommunications coverage, Mr Johnston opined that such coverage from the tower for radio telephone services would be comparable to, and over large areas of Auckland better than, that obtained from the present Mt Eden site operated by Telecom. He saw the tower as providing an alternative to the Mt Eden site, capable of accommodating the services presently installed on Mt Eden



as well as additional services. He also saw the tower as being attractive to future trunked despatch mobile service providers. Another perceived area of interest in the tower would be the provision of point-to-point links on various frequencies. Organisations likely to use this type of link were cited as Telecom, electricity distribution companies, telecommunications networks and local authorities, TV networks and radio broadcasters.

As is well known, all high-power TV and FM broadcasts are transmitted at present from the TVNZ site at Waiatarua. It was Mr Johnston's view that "it is likely ... at least three existing FM broadcasters would seriously consider moving to the Sky Tower facility". He saw the distribution of FM radio services between Waiatarua and the tower as being "a highly desirable development". As to existing telecommunications, it is also well known that the largest telecommunications operator in Auckland is the Telecom group of companies. While other operators have established a presence in the market, the size of their operations at this stage is considerably smaller than that of Telecom. According to Mr Johnston, the tower would act as a catalyst for growth because it would provide an alternative centrally located telecommunication base to rival the existing Mt Eden station. Various smaller telecommunications operators are based in the Waitakere Ranges, some of which would be likely to adopt the tower as an alternative because of better metropolitan coverage.

Mr Johnston gave what he termed a conservative estimate of the services likely to be established on the tower by the year 2000:

UHF TV - 3 channels
VHF Radio - 6 channels
Microwave-based MDS - TV - 1 operator
Telecommunications - numerous

In advancing this estimate, it was acknowledged that various assumptions have to be made, including a "level playing field" of opportunity for would-be users of the tower.

On the question of possible on-site interference, Mr Johnston acknowledged that in any location where a number of broadcasting or telecommunications transmitters are installed in close proximity, interference can occur between the services. However,



he considered that with careful engineering and appropriate antenna placement and filtering, any intermodulation could be eliminated or at least reduced to acceptable levels.

On the question of off-site interference, reference was made to two main mechanisms by which such interference could occur - the first being through high field strengths from high power broadcast transmitters on the tower; and the second, from the reflection of signals from the tower structure. On the first aspect Mr Johnston indicated that, with careful design of transmitting antenna systems and control of radiated power, the possibility of interference to domestic equipment and other services would be minimised. He went on:

"In this respect the proposed location of Sky Tower is ideal. The site being near to a high point in the city with the ground sloping downhill from the site in all directions except towards Mt Eden, (gives) the tower greater effective height and thus minimising the possibility of interference.

Alternative locations (such as downtown central Auckland) are not as suitable because surrounding populated areas are significantly higher than the tower site and hence reduce the effective height of the tower and increase the likelihood of interference occurring."

On the question of the potential to reflect radio waves and thus cause interference such as "ghosting" on TV pictures and, in extreme cases, distortion to FM radio reception, Mr Johnston asserted that reflections from the tower would not cause difficulty. He stated:

"The slender nature of the Sky Tower together with the use of curved surfaces on the upper levels will minimise reflected signals from these levels.

The orientation of the supporting structure is such that the TV signals radiated from the direction of the Waitakere Ranges (where all existing TV and FM stations transmit from) impact on the Sky Tower from the most favourable direction which will minimise reflected signals."

On the question of electro-magnetic radiation, Mr Johnston indicated that within the communications levels of the tower, radiation levels would be well below limits set for occupational exposure; further, that the transmission facilities would be so designed to meet all the requirements of the NZS6601 ((1990) Part 2 - Maximum Exposure Levels and Radio Frequency Radiation).



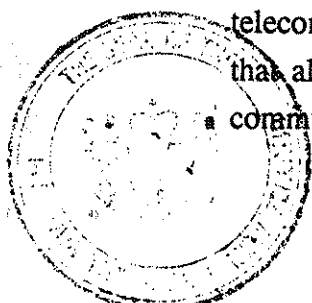
In summary, Mr Johnston regarded the proposed location as advantageous, with the use of a site closer to sea level requiring a taller tower with consequent cost and structural changes in order to obtain similar advantages. Another perceived advantage was in the area of civil defence, inasmuch as it was suggested that the tower could function as a backup if the Waiatarua site became disabled, say, in a civil emergency. On the question of need and demand, Mr Johnston was confident from a series of interviews conducted by him towards the end of last year with prospective telecommunications and broadcast users that the tower would find favour and "be used by a large number of telecommunications and broadcasting organisations from its opening day".

Mr Johnston was cross-examined on his evidence in considerable detail. Though pressed, he maintained his stance that the tower would provide a good alternative, at reasonable cost, to the facility on Mt Eden operated by Telecom. He also adhered to the view that the tower would be beneficial in providing a good alternative to Waiatarua.

As to the possibility of reducing the height of the mast by, say, half, Mr Johnston claimed that that would not permit enough space to accommodate "a maximum load of antennas". Also, because transmission from the mast would be predominantly line-of-sight based, "shade areas" would become more pronounced. Hence, to maintain the same coverage it would be necessary to increase radiated power, the effects of which would have to be gauged within acceptable safety limits.

Apart from Mr Johnston, various other witnesses were called to support the telecommunications aspect of the appellant's case, namely, Mr B C Comfort, Property Manager of the Engineering Services Section of New Zealand Police; Mr B G Impey, an experienced person in broadcasting and presently Executive Chairman of Independent Broadcasting Company Limited; Mr G Dick, another experienced broadcaster; Mr S Moulton, Chairman of the Auckland Co-operative Taxi Society Limited; and Mr G Reynolds, Resident Director of Motorola New Zealand Limited. We shall refer briefly to the evidence of each.

Mr Reynolds saw the tower as a means of significantly enhancing telecommunications transmissions in and around Auckland. He expressed the view that all trunk despatch mobile systems, paging systems, mobile data systems, and community repeater systems would benefit from improved coverage. He saw the



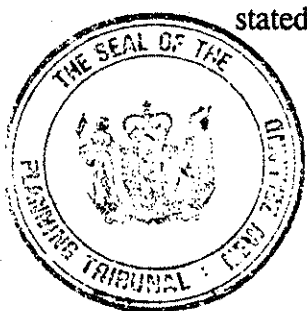
location as being "significantly better than the transmission facility on Mt Eden", pointing to the fact that the operator there is Telecom "who would not agree with my company sharing that facility with them". He also mentioned, as did Mr Johnston, that Telecom's tenure at Mr Eden is limited under a lease - at the expiration of which Telecom could be forced to relocate. We refer to this aspect further in discussing the evidence of Mr B D Harding, General Manager of the Northern Region of Telecom Mobile Radio.

Mr Comfort indicated that, while the Police radio communication system would remain strictly under Police control, other public safety organisations would be able to make extensive use of the facility offered. It was felt that the tower would enhance security communications and penetration into known weak signal areas, reduce costs, and result in the disestablishment of various existing repeaters because of the central location and height of the tower. This would, in turn, produce better utilisation of police manpower and financial resources, improve police response to calls for assistance, and enhance police performance and efficiency. In cross-examination, Mr Comfort indicated that "the Police are always on the lookout for tall buildings", there being no better places for radio communications than high places. He claimed that the proposed tower would have a significant effect in assisting communications by officers carrying radios on foot - an officer being "on foot" as soon as he/she leaves a vehicle. While maintaining that access to the tower would be advantageous, Mr Comfort was prepared to concede that, if the tower were not to proceed, that would not necessarily mean that the police could not carry out their required communications effectively. But he plainly saw the proposal as affording a distinct opportunity to enhance Police radio communications in the Auckland area.

Mr Moulton indicated his society's support for the proposed tower, both as a tourism attraction (likely to provide more tourist-related use of taxis), and as an alternative to the transmission facility for radio telephone services on Mt Eden, owned and operated by Telecom.

As to the evidence of Mr Impey and Mr Dick, both these witnesses pointed to the importance of maintaining ratings in radio broadcasting. As Mr Dick laconically stated:

"If you can't be heard you don't rate."

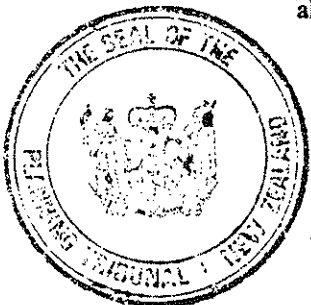


Mr Impey indicated that IBCL is a joint venture company owned 50 per cent by the appellant through a wholly-owned subsidiary, Soundwaves Corporation, and 50 per cent by Metro Media Limited, a company owned by 13 foundation shareholders of 91FM, a prominent local Auckland radio station. IBCL owns six broadcasting stations, three of them in Auckland. The three Auckland stations are 91FM, Hauraki 99FM, and Radio I 98FM. All three stations operate high power transmitters, broadcasting to the Auckland region. In addition Radio I broadcasts on the AM band on frequency 1332. The FM broadcasting is undertaken from the Waiatarua site of Broadcast Communications (BCL), while AM transmission is carried out from a transmitter in Te Atatu. Mr Impey believed that certain areas of Auckland which currently experience severe reception problems would receive a distinct improvement in their transmission. Consequently, he said that he would wish to see his company's three stations move to the tower if it should proceed. He saw the tower as facilitating a competitive market, with consequent benefits in terms of rentals and quality of maintenance services.

Mr Dick, for his part, said that the radio station with which he was associated had been limited in its power output at Waiatarua because of intermodulation difficulties, thus restricted their ability to compete with other stations with greater power outputs. He was thus supportive of the appellant's proposal as a means of providing an enhanced transmission source, bearing in mind the continuing difficulties in the Waitakeres with the limitations for siting in that scenic area.

We pause here to mention that evidence called on behalf of Waitakere City Council, indicated that that council has had considerable involvement with transmission facilities in its role as the district planning authority with responsibility for the Waitakere Ranges, the main location employed for these facilities to date. Pressure on the Waitakeres has been such that the council is very interested in any alternative locations that may be or become available within the region. As the council's witness, Mr D J Mossong, Plan Development Manager for the council, said:

"While not endorsing any particular proposal, the prospect of telecommunications facilities on other parts of the region is a positive development, providing an alternative to facilities in the environmentally sensitive Waitakere Ranges."

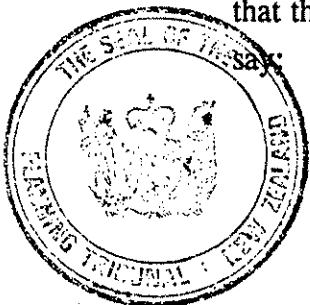


We turn now to the evidence of Mr T F Woods, Northern Regional Manager for BCL, called on subpoena by the regional council. Mr Woods confirmed that BCL provides broadcasting and telecommunications to television and radio broadcasters and other telecommunication users throughout New Zealand. In Auckland, those facilities are provided at the company's Waiatarua site. In addition to the broadcasting of television signals for all the existing VHF channels (TV1, TV2 and TV3) and UHF channels (3 Sky TV channels), VHF FM radio broadcasting is facilitated with current users including 89FM, 90FM (Fine Music), 91FM, 93FM (Oldies Radio), 95FM (Campus Radio), 97FM (Classic Hits), 98FM (Radio I), 99FM (Radio Hauraki), 100FM (FM Country), FM Concert Service. Another element is the provision of VHF, UHF and microwave telecommunications services - users including Telecom NZ, NZ Police, TVNZ, Clear Communications, TV3 and BCL. Mr Woods expressed the view that the tower proposal could not be considered as a replacement for Waiatarua; but he did acknowledge that the tower facility "could conceivably be a complimentary (sic) facility to Waiatarua". He refrained from expressing an opinion on the viability of the tower development as such. In this regard we assumed him to be referring to the telecommunications portion.

Mr Woods went on to list what he saw as advantages for the company's Waiatarua site in contrast to the proposed tower. These included the fact that the height of the top of the Waiatarua tower (approximately 520m a.s.l.) is greater than the appellant's proposed structure. In his view the lower height of the proposed tower would mean that it "may not 'see' into as many of the valleys and potential terrain-obstructed pockets that Waiatarua does", in turn implying less effective television coverage of some areas of Auckland City and its environs. Having said this, however, Mr Woods considered the regional coverage capability of the two stations to be broadly similar, although the detailed coverage (in particular the location of shaded areas) would differ.

As to the future, Mr Woods surmised that there could be two or three new FM radio stations commissioned in Auckland in the next two years, and possibly another three or four UHF television channels in the next four years. However, he claimed that this growth could easily be accommodated at the Waiatarua site. He went on to

"Projecting beyond this time frame becomes more difficult. However, given the capabilities of the Waiatarua site there is no present reason to think that Auckland's



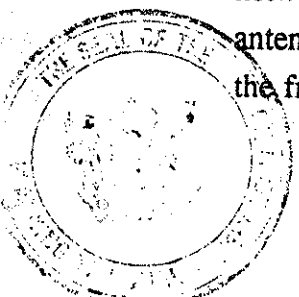
broadcasting requirements cannot be accommodated there for the foreseeable future. The existing building at Waiatarua has significant space in it for further transmitters and the existing antenna systems on the tower can be used to transmit additional services."

As to the suggestion that the proposed tower would have an advantage by being centrally located (albeit at a lower height above sea level), Mr Woods pointed to the fact that the bulk of the transmission power from Waiatarua is directed over a 180° radius - very little transmission being required to the west. The proposed tower, on the other hand, being situated in central Auckland, would have to transmit with sufficient power to reach the outer edges of the region over a 360° radius. In his view, the focusing of the transmitted power and greater height of Waiatarua "largely offsets the advantage of Sky Tower being centrally located". On the question of installation of additional antennas by Auckland viewers seeking to receive transmissions from the tower, Mr Woods accepted Mr Johnston's estimate that in practice less than half of all Auckland viewers (approximately 45 per cent) would have to install additional antennas. Nevertheless, while not professing to have any marketing qualifications, he thought that this would be a significant factor in influencing a broadcaster to stay at, rather than leave, Waiatarua.

In essence, it was plain from Mr Woods' evidence that he saw the Waiatarua site as remaining the prime site in the years to come, while acknowledging that the proposed tower could serve a useful complementary function in the future.

In cross-examination, Mr Woods conceded that the proposed tower would be closer and more elevated with respect to the Central Business District with the likelihood of very good reception, probably better than Waiatarua. He also acknowledged the likelihood of very good reception in inner-city suburbs such as Remuera. However, in outer areas such as Pukekohe, he maintained that Waiatarua would have an edge on account of its power output and height.

Turning to Mr Harding's evidence, he testified that even if the tower should be built, it would not provide a suitable alternative to the mobile radio installation on Mt Eden. Reasons given were that the communications facilities on the tower would be too high and likely to cause interference with existing mobile radio networks in adjacent districts; the tower may not physically accommodate the antenna necessary to replicate the coverage of the Mt Eden facility and support all the frequencies currently in use; and the co-siting of mobile radio transmission with



FM, VHF or UHF broadcasting would result in unacceptable levels of interference with mobile radio reception. These views were dissented from by Mr Johnston. In his view they were technical matters able to be overcome or answered by suitable engineering and equipment layout on the tower.

On listening carefully to all that Mr Harding had to say, it was evident that Telecom has no immediate intention of shifting from Mt Eden which it regards as suitable for its purposes. Mr Harding was prepared to acknowledge that if the tower should proceed and opportunity arises which Telecom might explore with the appellant, the company would be open and willing to participate in discussion and negotiation. However, he thought that a considerable amount of engineering time, more design information on the tower, and specific details of other services, would be required for Telecom adequately to determine any possible useage of the tower for Telecom's purposes. In any case, in the event of Telecom taking up space on the tower, Mr Harding asserted that Telecom would still be obliged to retain space on Mt Eden. He also expressed confidence that a new lease would be granted to Telecom for Mt Eden enabling it to occupy that site for at least another ten years.

Reference was made several times during the hearing to the Tribunal's decision *Telecom Corporation of New Zealand Limited v Auckland City Council* (Decision No A74/90 delivered on 21 November 1990). At pages 11 and 12 of the decision, the Tribunal required that a reference to the telecommunications structures on Mt Eden be inserted in the district plan, with part of that reference reading:

"These telecommunications structures, which are presently subject to an annual lease from the council, have never been accorded anything more than an existing use status since the first district planning scheme became operative in 1954. Nevertheless, they are very important for the efficient operation of numerous metropolitan emergency services and are also used by many large fleet operators. On the other hand, they conflict with the historical and landscape significance of Maungawhau and with the cultural values of the tangata whenua. It is therefore the council's intention, as lessor, that they be removed from the mountain as soon as the relevant technology is sufficiently advanced to ensure a satisfactory alternative. Until that time, their continuing existing use status allows for limited reconstruction, alteration or addition."

Evidence for the council did not indicate to us that the opportunity for Telecom to remain on Mt Eden after 1997 is not available. Moreover, no suggestion was made for the council, whether in submissions or in evidence, that the tower would produce a satisfactory alternative for Telecom, or that any other alternative would



be available to Telecom based on technological advancement. A letter dated 9 December 1991 from the council to Telecom was produced reading:

"Council is pleased to advise you that Radio Frequency Services has confirmed the practical problems which prevent Telecom from providing radio communication of the current standard of Maungawhau. Council therefore accepts that it is not possible for Telecom to vacate Maungawhau by the previously agreed date of 1997.

This office is currently preparing a submission to be distributed to other Council Officers outlining the situation, so that negotiations for a mutually acceptable lease of the summit of Maungawhau can be concluded.

Thank you again for your co-operation and patience in this matter."

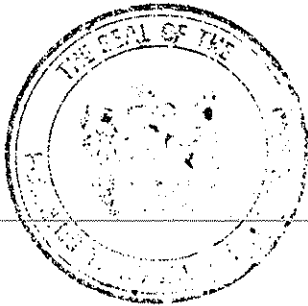
In cross-examination, Mr Harding indicated that if Telecom were afforded the top 20 metres of the proposed tower mast, with the mast at that point being 300mm in diameter, that would very likely serve to accommodate Telecom's Mt Eden antennas. In response, we were informed on behalf of the appellant that the portion of the mast in question could be suitably engineered and erected to the required specification. In answering further questions in cross-examination, Mr Harding pointed to the possibility of intermodulation problems occurring if the tower were utilised. While accepting that steps could be adopted to minimise the likelihood of such problems he claimed, nevertheless, that if they were to occur they could well be very difficult to rectify. Hence, he reasserted that Telecom preferred their position at Mt Eden under a position of sole user.

In answering questions by the Tribunal, Mr Harding stated that if consent to the tower were given Telecom would look "very carefully as to whether we could make use of the tower". He said that the outcome could well be one of retaining use of Mt Eden while resorting to the tower in conjunction. He also stressed the importance from Telecom's point of view of having a notably greater height maintained as between the tower and Mt Eden so as to avoid "screening effects" through the presence of the mountain.

To conclude, Mr Harding indicated that nothing had "come on the horizon" save the tower proposal to induce Telecom to begin a rundown of its existing facilities with a view to relocating elsewhere. He said that a rundown as such would take some ten years. Further, that although Telecom was not in disagreement with the tower as such, the company was nevertheless loath to commit any major time and expense to something which might not become available.



As to the possibility of access to a tower at the location proposed, as opposed to one in the CBD, Mr Harding conceded that the former would be of more use being at a greater height above sea level. However, if access to Mt Eden remained available, he found difficulty in saying which facility would be better (ie - one in the CBD or one at Symonds Street).



Evidence as to Shadowing

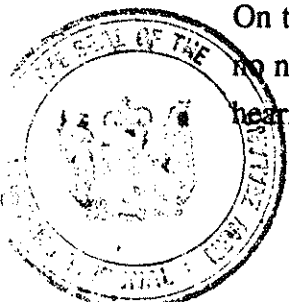
The key witness called for the appellant on this aspect was Mr R G Simpson, a computer scientist and Managing Director of Cadabra Applied Computer Graphics (New Zealand) Limited in Auckland. We were impressed with Mr Simpson's technical calculations which were obviously the subject of careful research and preparation.

We trust that we may not be thought discourteous if we refrain from outlining the technical aspects in detail. That course is, in effect, unnecessary in that the other witness who gave expert evidence in this area, namely, Mr G G Farrant, indicated that he was largely in agreement with Mr Simpson as to shadow dwell times. Mr Farrant has an architectural/planning background and currently holds the position of Manager - Conservation and Urban Design with the council, which position carries responsibilities for urban design values and assessments in the City.

Before turning to Mr Simpson's conclusions as to the nature and extent of shadowing that would be occasioned at different times of the day through the year we pause to note the evidence of another witness for the appellant, Mr J G H Harrison, a registered architect practising in Toronto. Issues addressed by Mr Harrison, not covered elsewhere in the evidence, related to wind effects and design safety. On the first aspect, Mr Farrant readily accepted "that the form and location of the tower is most unlikely to be the source of undesirable effects on or off the site". He went on to say:

"Skytower, despite its height, is also unlikely to have any significant longer-range effect on the ambient upper level windflow over the city which is critical to testing assumptions for other lower structures."

On the basis of this evidence of Mr Farrant, supporting that of Mr Harrison, we see no need to discuss the wind aspect further. It was not a contentious issue during the hearing. Again, as to safety, we accept Mr Harrison's evidence, supported as it

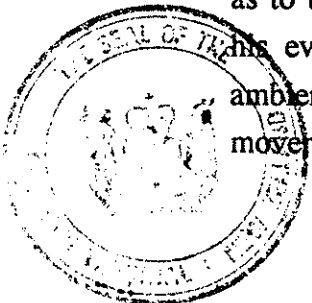


was by another well-qualified witness for the appellant, Mr L G Cormack, a specialist in the design and supervision of construction of major concrete structures. None of the other parties' witnesses sought to suggest that the tower, if consented to, would not be safe, either as a structure or as a place to which the public would have access.

We return to Mr Simpson's evidence as to shadowing. In summary, he had this to say:

- "1. Significant shadows generally will not fall on the recreational and residential areas. An exception to this is in the period 4:00 pm to 5:00 pm (5:00-6:00 pm with daylight saving) during the Summer months. However during this period the shadow is moving rapidly at all times of the year so that it will not be placed on any specific area for long periods of time. Beyond this time, shadows of local buildings and topography will cover most of the residential areas.
2. Grafton residents within the sweep of the pod shadow during the late afternoon, around 5:00 pm in summer (6:00 pm with daylight saving) will experience dwell times of the shadow of less than 30 minutes. I anticipate that shadow cast on any Grafton residential property will be for four weeks' periods, twice per annum. Shadow will cast individual residents for shorter periods than this.
3. Being a tower of slender dimensions, I predict that the actual shadow will be considerably softened by the effects of penumbra shadowing. The penumbra will extend into the area within the apparently harsh shadow outlines shown in the computer simulations. The effect of this reduction in both the width and length of the shadow will be most noticeable in the early morning, and late afternoon. At these times it is likely that an observer will not see any shadow cast by the mast of the structure ...
4. The reduction in the width of the shadow by the umbra effect will also reduce dwell times by an equal proportion. The width of the late afternoon pod shadow is reduced as much as 77% (4:00 pm mid-winter) ...
5. The tower shadow will be further softened by the fact that light will pass through the gaps in the tower structure. This is clearly illustrated in the ray-traced studies. This effect will in itself offer an additional reduction, by umbra effect, in the width of the tower shadow. This reduction will be small and will only be of significance in the late afternoon/early morning shadows."

In a supplementary statement of evidence, Mr Farrant took issue with Mr Simpson as to the importance of various ameliorating effects adverted to by Mr Simpson in his evidence-in-chief and during cross-examination - which effects included sky ambience, atmospheric attenuation, tower transparency, speed of shadow movement, and umbral and penumbral effects. Having carefully considered the



evidence of each witness, we find ourselves generally in agreement with Mr Farrant's comments for the reasons he gave. In particular, we were impressed by his evidence on the transparency aspect. His evidence was aided by diagrams designed to explain the degrees of light that would be able to pass through the structure, depending on the angle of the sun in relation to any particular property affected by shadowing of the tower. We accept Mr Farrant's evidence that the tower legs would not be largely skeletal objects; further, that there would be no angle where the accumulation of legs, elevator tracks, ducts, and other solid objects, would permit a substantially clear view through the stem of the tower. Even at the best angle, the two shafts of light passing through the tower would not serve, in our view, to render the tower stem "transparent" - although we accept that taking account of factors such as the time of day and the prevailing weather condition, a viewer of the tower from the "best angle" might perceive it in a less sharply defined way than on other occasions. But, in general, despite the admission of some light through the stem depending on the angle of viewing, we conclude that the stem would still constitute a major and obvious component of the overall structure.

On the question of umbral and penumbral effects, Mr Farrant expressed the view that shadow calculations and plots could be greatly simplified "if the sun is assumed to be a point source, resulting in parallel-edged shadows, being 100% full shade from edge to edge". However, he went on to acknowledge that shadows generally contain an area of "full shadow" surrounded by a fringe of "part shadow". As he explained, an observer in full shadow (the umbra) sees the sun totally hidden from view by a shadowing object. From within the part shadow (penumbra) the observer would see part of the sun covered and part exposed. Put simply, Mr Farrant acknowledged that the full umbral shadow is always narrower than the parallel line width - that is, the width obtained by drawing parallel lines from the sides of the shadowing object. On the other hand, he suggested that the actual shadow effect from the tower would be one where the umbra and penumbra would tend to merge within the parallel lines as the shadow extends, with the penumbra going beyond the parallel lines, but with a lesser degree of definition the further the shadow extends. This phenomenon was likewise illustrated diagrammatically. Given the factors of amelioration within the parallel lines, and "spill-over" beyond the parallel lines, it was felt that a simple and reasonable compromise would be to adopt hypothetical parallel shadows (and dwell times derived from them) as a basis of assessing actual effect.



Mr Farrant challenged Mr Simpson's evidence that in the late afternoon in midsummer, when the shadow effect would be greatest, the umbral shadow for the pod would be likely to be 62% to 92% of the parallel shadow, and that the reduction in shadow width would reduce the perceived dwell time by the same factor. While acknowledging that the full umbral shadow is narrower than the theoretical, parallel-sided shadow, Mr Farrant postulated that the point in the overlapping penumbra when a physiological recognition of loss of radiant heat and light would be likely, could be said more or less to coincide with the line of the theoretical parallel shadow.

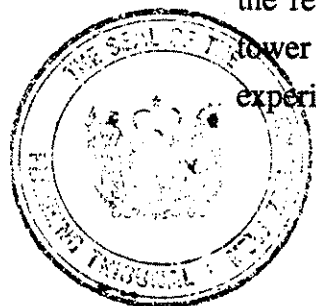
We have reflected carefully upon the two witnesses' evidence on the aspects discussed and find ourselves persuaded by Mr Farrant's approach, which we think realistically appraises and takes account of the situation a Grafton residence would be likely to experience.

In cross-examination, Mr Simpson accepted that some 16 properties near to or on Carlton Gore Road in Grafton would lose the sun for 20 minutes or so in the late summer on account of shadowing from the tower. Again, in a rebuttal statement of evidence addressing concerns advanced for the Grafton Residents and Ratepayers Association Inc, Mr Simpson listed 19 properties in Grafton (17 residential) which he conceded would "notice a shadow from Sky Tower for one or two periods during the year". He went on:

"These residences will each receive shadowing in a northerly progression from the pod of Sky Tower, for a portion of the period between late September and the end of December during the late afternoon. The daily progression of the shadowing will move south over this portion of Grafton residential area each new year until late March. During the winter months the shadow will not reach the residential area.

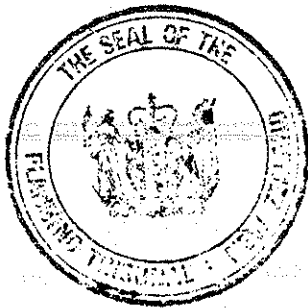
Each of the residences will experience umbral dwell times of thirty minutes or less during the late afternoon. Each of the houses along Seafeld View Road will experience a shadow for no more than a four week period twice per year, the time reducing as you get further north."

Another witness who commented at some length on potential shadowing was Mr G K Brown, a landscape architect called by Mr Cooper. While acknowledging that the residential community of Grafton would be unaffected by shadowing from the tower until about 3:00 to 3:30 pm in the afternoon, with individual properties experiencing shadowing for up to around 25 minutes in mid-summer, Mr Brown



nevertheless felt that shadowing by the tower over various parts of Grafton in different times of the year, however brief, "would act as a constant and insistent reminder of Sky Tower's physical pre-eminence and intrusion into Grafton's residential domain". He claimed that by the spring and autumn equinoxes, overshadowing would encroach upon a significant body of residences in the late afternoon (in the order of 80 to 90 properties) just north of Carlton Gore Road. Be this as it may, the point emphasised by Mr Simpson, namely, that significant shadowing would be present in the Grafton area anyway irrespective of the tower, seemed to us well made.

We refrain from expressing our ultimate view at this stage as to the significance of the likely shadowing effects of the tower, but reserve our remarks for our final evaluation.

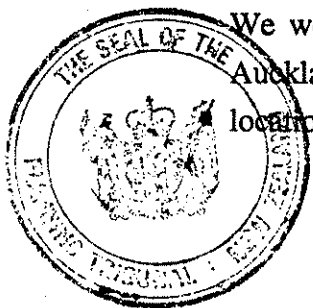


Evidence as to Visual Effects

The appellant's prime witness on this aspect was Mr F D Boffa, an experienced landscape architect and principal in the firm Boffa Miskell Partners Limited. In order to provide an accurate and objective basis for his visual assessment, Mr Boffa considered that a visual representation of the proposed tower was necessary. He consequently undertook an analysis of available techniques and concluded that the computer-based intergraph system and programme operated by Mr Simpson's firm (Cadabra) would be the most appropriate technique for imaging the proposal from selected view points. He pointed out that the computer modelling technique avoids distortion which is a frequent criticism of purely photographic techniques; also, that the computer image is reliable because of its mathematical correctness and therefore its accuracy in the images it produces.

The computer-generated images which Mr Boffa consequently produced to us in evidence were the subject of criticism by other witnesses. For instance, Mr S K Brown, another landscape architect called by Mr Cooper, suggested that the images contained discrepancies. We do not deem it necessary to dwell on the criticisms advanced. Suffice it to say, we found the material produced by Mr Boffa to be generally very helpful in assisting us to understand and appreciate the likely visual effects of the proposal. We were, of course, also assisted by photographs and other material produced in the course of the hearing. And we were further aided by a comprehensive inspection of the site plus views towards the tower's location from various parts of Auckland - such inspection being undertaken following the hearing by consensus of the parties. The appellant helpfully agreed to the suggestion to have a blimp suspended above the site at a height equating with the intended central part of the pod (ie at about 175m above ground level).

We were given a comprehensive list of suggested viewing locations in and about Auckland compiled by counsel and other representatives of parties. All the relevant locations were visited, including looking towards the blimp from Mt Victoria in



Devonport, from the length of the E10 viewshaft origin from the harbour bridge, from the Ngapipi Road/Tamaki Drive intersection, from the Southern Motorway, from the Grafton area and the CBD, and from various points of Mt Eden (including the mountain summit). We also experienced the views obtainable from the top of Eden House at Khyber Pass and Cooper and Lybrand's building in the CBD. Our inspection occurred in clear relatively calm conditions, and, as may be imagined, occupied the greater part of the day.

We return to Mr Boffa's evidence. In approaching his visual assessment, Mr Boffa forthrightly declared that "aspects of traditional and accepted techniques and methodologies used in visual impact assessment (are) simply not appropriate for this type of development as the results would inevitably indicate that the Sky Tower will be visually dominant". He went on to acknowledge that the tower would contrast with the pattern, form, line and textural patterns of the landscape; that its scale and position would be such that it would "spacially dominate the landscape"; and that its form and height would be such that they would "contrast with the other forms and elements of the landscape". In short, he stated that the tower is unashamedly conceived to be a structure that would create contrast. Hence, Mr Boffa proceeded on the premise that the tower would be a dominant and prominent feature in the landscape.

Mr Boffa discussed the various viewing points he had selected around the city, amplifying his evidence by reference to the computer image and other exhibit material. His conclusions, in essence, were, that the tower would be a significant landmark feature and focal point in the Auckland landscape; that from visible locations within three kilometres of the structure it would be likely to be a dominant feature, but further afield, it would tend to be seen as a prominent feature. He thus concluded:

"While the Sky Tower will be very obvious from some locations, it will generally be seen more as a visually prominent landmark rather than a visually dominant object."

and further:

"Generally Sky Tower will not compromise or detract from views of, to and from Mt Eden or other important observation and open-space areas."



With regard to the E10 viewshaft, while acknowledging that the stem of the tower would encroach upon the view of Mt Eden, Mr Boffa did not consider that such encroachment would adversely affect the view. Rather, he considered that the tower would reinforce the importance of Mt Eden by drawing one's attention to it as the main element in the view. He saw the tower as a "strong vertical statement" which would "create a new focus to what is becoming a rather uninteresting view of Auckland city". In cross-examination, Mr Boffa maintained that the tower would not detract from the view of Mt Eden from the viewshaft origin. Rather, he maintained that there would be a co-dominance between the man-made object on the one hand and the natural landform on the other. They would be mutually enhancing by serving to draw one's attention to the two elements.

Mr Boffa's views were generally supported by Mr G D Moller, another witness called for the appellant, well-qualified in the fields of architecture and urban design. He summarised his views by saying:

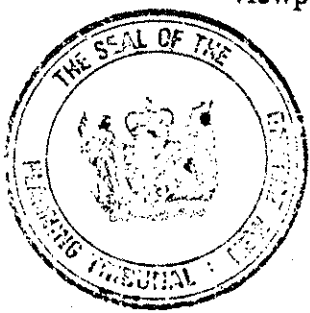
"The image of Auckland and its identity would be enhanced and balanced by the inclusion of Sky Tower. I am of the view that it will be a dynamic addition to the quality of the Auckland urban environment. Auckland is already a dynamic city with a superb natural environment. The urban development to date has tended to reinforce the horizontal character of the place. The matrix of the city has produced an urban vitality that mixes the natural and built landscape. The addition of a high quality vertical element, symbolising Aucklanders' aspirations and quest for identity should be welcomed. The Tower has been sensitively designed in relation to the urban matrix as is shown by its clarity and form. Sky Tower reinforces the urban character of the city and does so in a manner that provides contrast and cohesion."

These views were echoed by Mr Harrison (to whom we have earlier referred) when he said:

"The tall, slender man-made tower acts as a subtle counterpoint to the rounded and natural contours of Mt Eden itself. I believe the tower complements and resolves the composition of that complex of natural features and man-made structures that together create the character of central Auckland."

Mr Brown (to whom we have also earlier referred) in effect presented the "other viewpoint". At one point of his evidence-in-chief, he stated:

"In my opinion, it would be wrong to mistake the sleek modernness and geometric functionality exuded by Sky Tower for a coherent design philosophy. Even relatively simple thematic devices are absent from the proposal; the curvaceous



dynamism of both the Eiffel and C.N Towers, the rather concise and hard-edged functionality originally conceived for London's Post Office Tower. Instead, the prevailing image that I associate with Sky Tower is commercialism reflected in thousands of square metres of fair-faced concrete and blue reflective glass."

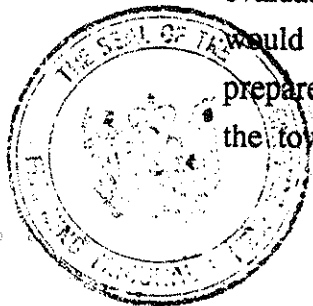
And earlier:

"The light blue, glassed pod suggests the blend of an air traffic control tower and the mirrored facades of many central city buildings in recent years. The antennae (sic) structure atop the tower has no great aesthetic significance other than to provide a means of terminating the tower's vertical plane after passing through the pod - a bit like a pencil stuck through a doughnut. In this respect it is quite unlike any other structures in its proximity. Only those found in the C.B.D. bear any physical and aesthetic relation to it at all.

Because of these attributes there would be a definite, highly visible, juxtaposition with Mt. Eden. To a large extent this seems to rely upon the counterbalance of a thin, strongly linear and vertical structure being set against the more stolid backdrop of Mt. Eden. Yet, Sky Tower is hardly needle thin and would rise to just under twice the height of Mt. Eden - slicing it in two in some perspectives and towering over it in most others. In my view, this does not suggest a balanced relationship. Sky Tower would inescapably dominate its surroundings and even a feature as large as Mt. Eden would be suppressed by the scale and height of the proposal. The situation would be one of imbalance and establishment of a new landmark at the expense of all around it."

Mr Brown summarised his views by stating that the tower would create a bold new landmark on Auckland's skyline of profound significance. He thought it would make "a cultural statement" fundamentally altering the balance between man-made and natural elements on and around Auckland's isthmus. In short, he saw the proposed tower as a "totally inappropriate icon for greater Auckland". In reference to Mt Eden, he saw the tower as likely to compromise the "quite eloquent statement" presently offered by the mountain; and as to the E10 viewshaft he saw the tower as intruding upon the view of Mt Eden via the sight line, thus weakening the integrity of this planning provision. Lastly, he thought that the "omniscient presence" of the tower would create a sense of intimidation and unnecessary intrusion for Grafton residents - pointing, in particular, to the shadowing aspect and to possible invasion of privacy by viewers looking down from the observation deck.

As mentioned, our views on the shadowing aspect are reserved for our final evaluation. On the invasion of privacy aspect, we agree with the council that that would be of no significant moment. For one thing, the appellant would be quite prepared to so adjust the angle of telescopic equipment in the observation areas of the tower to avoid looking down on the immediate area surrounding the tower.

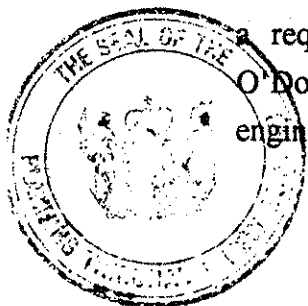


And as to persons using their own equipment such as binoculars or telephoto camera lenses, we do not think it at all likely, having weighed all that was said on this aspect, that people would seek to ascend the tower to peer down on the Grafton residential area. The reason for ascending it would surely be to gain a better insight into the layout of wider Auckland, the location of its major natural and man-made features, and thus enhance one's general appreciation of the city and character of the wider region. We accept that certain residents of Grafton represented by the association apparently hold fears on the privacy invasion aspect. But we regard those fears as unwarranted, given the likely predominant motivation for experiencing the view from the tower as indicated.

Before leaving this heading, we should mention that, inevitably, the various planning witnesses who gave evidence referred to their understanding of the likely visual effects of the proposal, particularly in reference to the E10 viewshaft and to the area in the vicinity of the tower including Grafton. By not referring to the views expressed by these witnesses, we are not to be taken as having omitted to take account of what they said. In fact, we do not propose to attempt to summarise the views of the various planning witnesses. Instead, having had regard to all that was said, we shall draw on those areas of the planning and other evidence which, in our judgment, should be adopted as supportive of and bearing out our ultimate conclusions on the appeals. Several other witnesses were called during the hearing to whom we omit specific reference. But again, we have not overlooked what they said.

One witness not referred to thus far must be mentioned - namely, Mr J S O'Dowd, Controller of Aeronautical Service Approvals for the Air Transport Division of the Ministry of Transport.

Mr O'Dowd commenced by saying that, *prima facie*, the tower would be a hazard to air navigation on account of its height. But he added that it is the combination of the height or size of an object, and its physical location in relation to flight areas, which is important. In circumstances where a man-made structure exceeds certain heights (set out in a manual to which the Air Transport Division has regard), and where the structure is located within an area in which aircraft may fly, there may be a requirement for obstacle marking, and on occasion, obstacle lighting. Mr O'Dowd went on to say that, on the basis of information supplied by the appellant's engineering consultants (Beca Carter Hollings and Ferner Limited), "there is no



reason to assess Sky Tower as being an obstacle requiring any type of daylight marking or illumination". He continued:

"There is, however, the requirement for night time lighting, as the ability of pilots to navigate visually at night is totally different to the day time situation. The tower will be officially charted. The night time lighting will be one or more obstacle lights located at the top of the object, with additional lights provided down the sides of the tower at intervals of not more than 45 metres; the number and arrangement of such lights to be such that the tower is marked from every angle in azimuth; the lights to be flashing red lights of a frequency between 50 and 60 per minute; effective intensity to be not less than 1600 candela of red light."

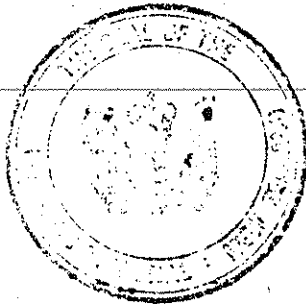
Mr O'Dowd's evidence was strongly challenged in cross-examination. He was referred to certain correspondence from another officer of the Division which indicated much stricter lighting requirements for the tower than those adverted to above. Mr O'Dowd pointed out that, as Controller, he is the person to make a considered assessment and recommendation within the Division as to the policy to be adopted in respect of a proposal of this kind. He speculated that the author of the earlier correspondence may simply have adopted a conservative stance on an initial footing pending further investigation. This was also given as an explanation for an objection having been lodged to the application on behalf of the Division when the matter was heard before the council. Moreover, he remained firm that his evidence, as presented to us, represented his considered position as regards air safety requirements for the tower; further, that if the tower should proceed, the Director of the Division would almost certainly follow Mr O'Dowd's recommendation as Controller.

Mr O'Dowd impressed us in the way he gave his evidence and we accept what he had to say as to the Division's likely requirements, should the tower proceed. He stated plainly that, with the night-time lighting described in his evidence, the tower was not considered to be a potential hazard to air navigation.

This aspect, however, was raised by more than one party during the hearing as a potential source of nuisance, particularly as we were informed that the appellant intends that the tower be flood-lit by spot lights directed upwards from around the base. In answering questions by the Tribunal, Mr O'Dowd stated that the air navigational safety lighting could be suitably shielded so as to obviate nuisance to residents, say, in the Grafton area, while still maintaining appropriate visibility for aircraft pilots.



For the appellant, it was contended that lighting of the tower from around the base could be so directed and controlled in intensity as to achieve the objective of lighting the tower itself to demarcate it as a symbol at night without unduly affecting other properties. On the other hand, Mr Nelson, for the Association, contended that some Grafton residents at least, with their bedroom quarters facing the tower, would experience unwelcome light intrusion. All things considered, we accept the appellant's position that lighting of the tower, carefully placed, directed, and controlled, would be able to be installed and operated so as to avoid any significant cause for complaint from persons in Grafton or elsewhere.

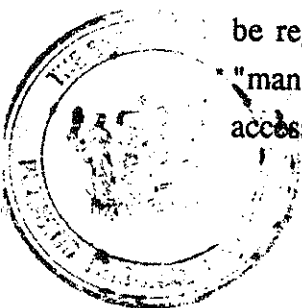


Evidence as to Traffic

The appellant's witness on this aspect was Mr P T McCombs, a consultant traffic engineer and principal in the firm, Traffic Design Group Limited. In evaluating the tower proposal independently of other development that the appellant may have in mind on other land adjoining, Mr McCombs calculated that provision for 160 car parking spaces and separate provision for six bus parks would suffice to cover the tower's needs, both now and into the foreseeable future. He had no hesitation in saying that the related access, traffic generation and parking needs would all be able to be handled within the site without any external effects on the adjoining roads or surrounding road network. He estimated that vehicle flows of 90 arrivals and 70 departures could be expected during the busiest hour of tower operations. For most hours, however, of a routine operating week, he saw the arriving visitor numbers as corresponding to around one or two coaches and up to 50 or 70 cars parked within the complex.

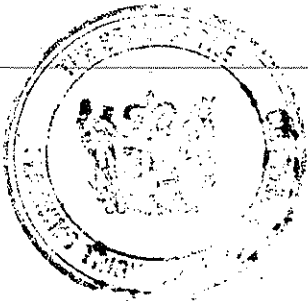
Mr McCombs' evidence was not seriously challenged by any other qualified witness. In fact, Mr G J Tuohey, a counterpart consultant called by Mr Bartlett, concurred in the view that traffic generation from the tower would be relatively light, and therefore would have little impact on the roading network or on intersections in the vicinity of the site - though this witness noted that some traffic from eastern suburbs, including Remuera, would have to travel to the site through Newmarket, an area already congested. This qualification deserves little weight in our view. The site could be utilised for a wide range of non-residential purposes under the zoning as of right, with the possibility of attracting customers/patrons from the eastern suburbs via Newmarket.

Mr Tuohey agreed with Mr McCombs as well that the site is "accessible from a wide area of the surrounding region", but expressed the view that the site could not be regarded as unique in central Auckland in terms of accessibility. He spoke of "many other areas of the Auckland core which ... would provide better transport accessibility than the Sky Tower site, and almost certainly would be within walking



distance of CBD accommodation". While not wholly rejecting this general viewpoint, we would qualify it by observing that whether transport accessibility for a tower site within the Central Area would actually be better would depend upon the size and other features of the site including its position in relation to the surrounding road network.

To summarise, we find that the proposal suffers no significant impediment from a traffic point of view, neither does it have any unique advantage in this respect. Accordingly, traffic generation and site accessibility are not considered to be consequential factors, either for or against the proposal.



Final Evaluation

Indication was earlier given that the only way in which the appeals might succeed would be through our invoking our special authority under s.69(2) of the Act. First of all, as to the E10 viewshaft, the tower would unquestionably feature within the viewshaft. We have carefully considered all that Mr Davies and other witnesses for the appellant had to say on the viewshaft and the likely impact of the tower within it. Our own sighting of the suspended blimp along the origin of the viewshaft, at or about the Onewa Road interchange on the approach to the Harbour Bridge tended to confirm for us the impression gained during the hearing from Mr W A Blackburn (a planning witness called for the regional council) and other planning witnesses of similar view, that the tower would be dominant in the foreground (albeit in the sinistral portion of the shaft), and serve to undermine the viewshaft's objective of preserving the view of Mt Eden. However, on looking at the mountain from the Bridge, (on the downward run beyond the crest), we agree that a co-dominance would occur between the tower and the mountain.

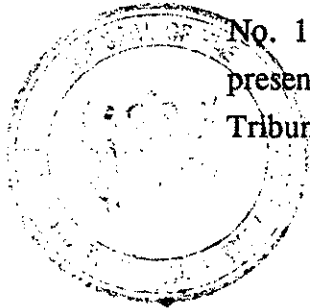
We note that the E10 provision was reviewed in 1988 by Mr Brown under commission from the regional council (then ARA). His recommendation was that the viewshaft's origin should be amended by deleting the section north of the Onewa Road over-bridge and extending the origin point southwards "as far as the right-hand curve on the lower part of the Harbour Bridge over Stokes Point". The report was tendered, but the clerk within the organisation who would have been expected to have taken matters further was transferred to other duties and hence it was never acted upon. Yet even if the recommendation had been adopted, the proposed tower would still have come within the left side of the modified viewshaft.

As matters stand, the planning documents governing both the region and Auckland City seek to protect the view within the viewshaft towards Mt Eden. Even if we were able to accept the view of Mr Boffa that the tower would assume a pleasing co-dominance with the mountain in the viewshaft, we could not conclude that that

would suffice to protect the view of the natural landform. Rather, it would mean a sharing of the view between two major features, one man-made, the other natural. The object of the viewshaft is directed simply to the natural feature that is Mt Eden. To grant specified departure consent would not preserve the integrity of the viewshaft provision and would have major planning significance for other potential developments where consent to intrusion into the viewshaft might be sought. The fact that the E10 provision exists on a protected view footing is something one has to accept in approaching the appeals.

Mr Newhook urged us not to place undue weight on the viewshaft, because s.367(1) of the 1991 Act merely speaks of the need for the regional council and the council, in carrying out their functions under ss.30 and 31, to "have regard to the provisions of a regional planning scheme approved under section 24 of the Town and Country Planning Act 1977 in respect of the region or district immediately before the date of commencement of this Act ... ". In response, counsel for parties opposed to the tower submitted that, with the appellant having elected to proceed with its appeals in terms of the 1977 Act (applying the relevant transitional provisions of the 1991 Act), the regional scheme provisions, and the viewshaft provision in particular, require to be afforded the greater importance demanded by s.26 of the 1977 Act. We agree with this submission.

The transitional provision relevant for present purposes is reg.3(2) of the Resource Management (Transitional Provisions) Regulations 1991. This is so for the reasons set forth in the Tribunal's recent decision in *Waste Management New Zealand Limited and Others v Rodney District Council* (Decision No W29/92). The Tribunal (His Honour Judge Treadwell presiding) analysed ss 389, 390 and the regulations at some length. As we generally agree with the reasoning there expressed, we refrain from embarking on a repetitive discourse. Regulation 3(2)(b) authorises an applicant (such as Brierleys in the present circumstances) to continue to exercise its right of appeal on the basis that "any such appeal shall be continued and completed as if the enactment so repealed ... continued in force ... ". (It may be noted that reg.3 has been clarified as to the intended meaning of the term "right of appeal" by the Resource Management (Transitional Provisions) Regulations 1991, Amendment No. 1 (S.R.1992/106).) Again, while reg.3(2) may be the relevant provision for present purposes, s.390 itself, in subsection (1) speaks of an appeal lodged with the Tribunal before the date of commencement of the 1991 Act and not completed at

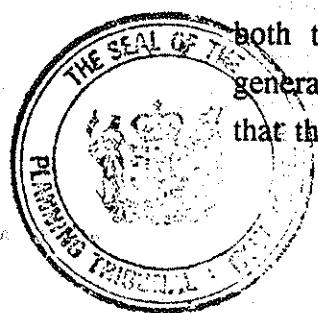


that date, being continued and completed "in all respects ... as if the enactments repealed by this Act continued in force".

Mr Newhook contended that with reg.3(2) and s.390 not going on to include words such as "as if this Act had not been passed", one must look to both Acts, with the later Act having precedence in the event of any conflict. We have pondered on this argument. While having some initial attraction, we do not believe that it represents the intention of the legislature. If it were correct, we would have expected the relevant provisions to have made it plain that the 1991 Act is to be invoked as well, even though one is to proceed on the basis of the 1977 Act remaining in force. Rather, we believe it was Parliament's intention that outstanding appeals at the time of the 1991 Act's introduction should be conveniently and straightforwardly disposed of under the old legislation. For the appeals to be dealt with against a different legislative background (applying the two Acts together) would mean the application of a convoluted legal framework on a temporary footing, placing parties in a position of major uncertainty, remembering that the changes wrought by the 1991 Act are significant both at philosophic and practical levels.

It will be recalled that the application to the regional council was made under the Auckland Regional Authority Act 1963, an Act not specifically amended by the 1991 Act. It may be that no right of appeal exists from the regional council's decision, because the conclusion of s.39(1) of the Auckland Regional Authority Act 1963, relied on by the appellant, simply states that " ... in respect of an approved regional scheme or section of a regional scheme (the regional council) shall also have the like powers as are vested in the Council of a local authority in respect of specified departures from the provisions of an operative district scheme or a proposed district scheme". Mr Newhook contended that, with the regional council having "like powers" in relation to specified departures affecting the regional scheme, any applicant for such a departure must be entitled to the same right of appeal that would be available from a (local) council decision refusing consent. We are not convinced that this necessarily follows, but in the absence of full argument on the point we do no more than state our views tentatively.

Assuming we do have jurisdiction, the E10 viewshaft provision is very much part of both the regional scheme and the district plan. On the evidence, it has been generally adhered to in considering building proposals for the considerable period that the viewshaft has been operative. We acknowledge that the CBD has grown

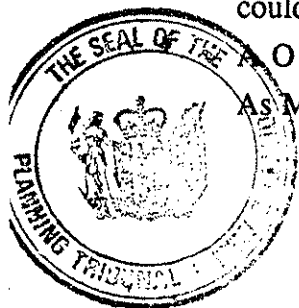


that the viewshaft has been operative. We acknowledge that the CBD has grown rapidly over the last decade, so that its visual impact is correspondingly greater when viewed across the harbour from the northern approach to the bridge. This is not to say that the view of Mt Eden in the background is no longer relevant. We are not convinced that the viewshaft has effectively been shorn of its credibility as a planning measure in both the regional scheme and district plan. But again, there is no doubt that Mt Eden comes into full prominence when looked at from the southern half of the bridge approaching the city, which may be a factor for consideration when the viewshaft next falls to be reviewed. We expressly refrain from undertaking such an exercise in these proceedings because that would exceed our authority.

Apart from the viewshaft intrusion factor, the proposal is well above the maximum permitted height and considerably exceeds the relevant height in relation to boundary provision. Against the background of evidence called for the appellant that the tower would be a significant landmark feature, and from visible locations within three kilometres of the structure would be likely to be a dominant feature, we cannot but hold that the limitations of s.74(2)(a) cannot be met. The tower, even if approached as a one-off case, would, by virtue of its very size and scale, have major planning significance beyond the immediate vicinity of the site. Indeed, the size of the tower was described as of regional significance by the appellant's own witnesses.

We pause here to record that there was common agreement that if the proposal should be upheld and the tower constructed, the chances of another like tower being sought, say somewhere in the Central Area, would be minimal. It was agreed that in practical, economic, and symbolic terms there is "room for only one tower". On the other hand, the point was made that if the present proposal is declined, another proposal might not occur so that Auckland would remain without a tower. We acknowledge this possibility, but we cannot allow that to tip the balance if other considerations of a material kind militate against consent.

Returning to the limitations of s.74(2)(a), we do not believe that the district plan could remain without change. We were impressed with the view expressed by Mr A. O. Parton, a planning consultant called by counsel for the Railways Corporation. As Mr Parton put it:



"The tower is clearly intended to reinforce and strengthen the underlying uses at its base and create a major symbol and focal point within the urban area which would be seen from an extremely wide area throughout the day and night."

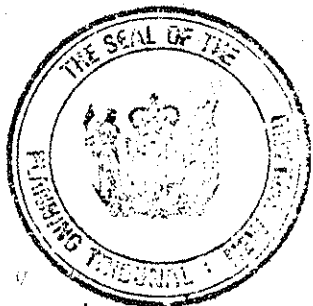
While our consideration of the proposal is on a "stand-alone" basis, we have no reason to doubt Mr Parton's assertion that the tower, if permitted, would encourage a scale and form of development in the commercial area surrounding it which would produce significant conflict with the plan's Commercial 4a zoning intent - the plan's policy and objective being to ensure that the pre-eminent function of the Central Area is not undermined. The proposal seeks to construct New Zealand's tallest building within an area that, in general, contains a density and scale of development of notably lesser significance than that of the Central Area. The district plan, in turn, seeks to maintain this differentiation through its zoning framework. In short, if the appeals were upheld, the scheme would inevitably have to be changed, as a consequence of the location of such a major building in this part of Symonds Street when the plan contemplates a relatively low-rise pattern of development for the area.

It is important to record that no indication was advanced by the appellant that it would be prepared to modify the scale of the proposal. On the basis of the appellant's case as presented, we must decide whether the proposal should be consented to or whether the decisions of the two bodies appealed from should be upheld.

As to the other limitation of s.74(2)(a), we hold that consent to the proposal would undermine the integrity of both the regional scheme and the district plan contrary to the public interest in maintaining that integrity. It would also produce effects through dominance and shadowing in parts of the Grafton residential area - though we have more to say on these aspects in our consideration of the case by reference to s.69(2) below.

Section 69(2) reads as follows:

- "(2) In determining any appeal against the decision of the Council under section 74 of this Act, the Tribunal shall observe the limitations set out in subsection (2) of that section; but the Tribunal may allow a specified departure from the scheme if, for special reasons specified by the Tribunal, it finds that the specified departure is warranted in the public interest in the particular circumstances of the case."



It may be noted that the subsection first affirms that, in determining an appeal against a decision under s.74(2), the limitations in that subsection must be observed. The provision then goes on to authorise the Tribunal to allow a specified departure if, for special reasons which the Tribunal must specify, the departure is found to be warranted in the public interest in the particular circumstances of the case.

In *Combined Estuary Association v Christchurch City Council* 13 NZTPA 177, Holland J had this to say (at page 179):

"I turn now to consider the four requirements prescribed by s 69(2) which can be utilised to avoid the result of a refusal of an application for a specified departure under s 74. They are:

1. There must be special reasons.
2. Those reasons must be specified by the Tribunal.
3. The Tribunal must find that for those special reasons a specified departure is warranted in the public interest in the particular circumstances of the case.
4. 'Public interest' includes all matters which in the circumstances of the case can be of public interest (s 2).

'Public interest' by its statutory definition, which is not exhaustive, is clearly intended to go beyond pure town planning considerations and should not be given a narrow construction confining it to the interests of a small number of persons more directly affected by a proposal, *King v Waimea County* unreported, 16 December 1981 (A 27/80), Davison C J and Beattie J in *Smeaton v Queenstown Borough* (1972) 4 NZTPA 410 (at pp 422-3).

No authority should be needed for the proposition that the avoidance of injustice may be a matter of public interest.

In *Centrepont Community Growth Trust v Takapuna City* High Court, 9 July 1984 (M 596/83), unreported ... Casey J quoted with approval the following passage from Sheppard and McVeagh *Town Planning*:

'A decision as to what might or what might not be within the public interest for the purposes contemplated by subs (2) must eventually become an exercise of intuitive judgment after weighing the quality and significance of the subject-matter inside its relative factual environment. In the final analysis it is all a question of degree and circumstances.' "

In the present instance, aspects pointed to as a foundation for special reasons for the purpose of s.69(2) include the fostering of tourism, benefits in the



telecommunications field, creation of employment and general economic on-flow effects.

On the first aspect, we are satisfied that a modern tower such as that proposed would provide a positive boost to tourism in Auckland; and in all probability it would become a "must see" attraction in addition to existing facilities such as the Museum and Kelly Tarlton's. While we are not convinced that a tower would necessarily produce longer stays in Auckland by tourists, it would certainly add to the portfolio of attractions which collectively may induce tourists to stay longer. It would also take the pressure off the access to and parking facilities on Mt Eden.

Having so found, we are not persuaded on the evidence that this site selects itself for a tower and that it stands out as the site for such a symbol for Auckland. While it was said that a tower must not be crowded by tall buildings and that access is important, we are not persuaded that the general location proposed is preferable to the Central Area, let alone that the Central Area is incapable of producing a suitable site. We have earlier said that various potential sites adverted to in the case for the council did not impress us. Nevertheless, it appears to us that the Quay Street "railway yard" area could well be a candidate (depending upon the precise location and layout within that area). Importantly, a tower in that location would not be within the E10 viewshaft, but we acknowledge that planning consent in terms of the relevant zoning would still be necessary.

We have considered and reconsidered the evidence of various witnesses called for the appellant on the tourism aspect. While strong support was evinced for the proposed tower, we were not persuaded that the tourism advantages that a tower would bring would not equally flow from a site more felicitously located in terms of the district plan and the regional scheme - particularly in relation to the E10 viewshaft and building height allowances.

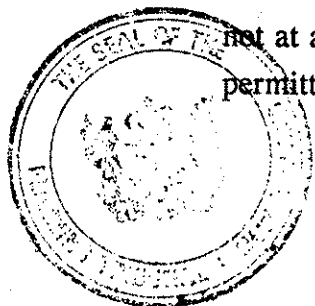
As to the telecommunications aspect, we regret to say that the evidence, looked at, overall, did not convince us that the antenna proposed at the top of the tower is essential either now or in the foreseeable future. We accept that such a facility could well assist competition and create a new worthwhile opportunity for some radio transmission operators (eg Country FM). Furthermore, we do not overlook the evidence of such witnesses as Mr Comfort and Mr Reynolds, plus letters of support tendered from various bodies. On the other hand, evidence on behalf of



major organisations such as BCL and Telecom was, at most, lukewarm. We are mindful of the constraints on the Waitakere Ranges as pointed to by Mr Green for Waitakere City Council. However, Mr Woods, in giving evidence for BCL, claimed that Waiatarua could accommodate all the probable FM stations and UHF TV channels over the next four years; and he also stated that "the existing building at Waiatarua has significant space in it for further transmitters and the existing antenna systems on the lower tower can be used to transmit additional services". Again, in the case of Telecom, Mr Harding maintained in his evidence-in-chief that the Mt Eden facility would still be required. He did not regard the proposed tower as a potential substitute, although, on cross-examination he accepted that a solution to most of the problems he perceived could be possible. Mr Johnston, on the other hand, was quite adamant that the problems adverted to were capable of practical solution.

We dare say that with Telecom presently ensconced relatively happily at Mt Eden, and with the council having indicated a relaxation of pressure to leave the mountain in any imminent sense, it is scarcely surprising that the company evinced no desire (through Mr Harding) to embrace the tower with open-armed enthusiasm. In short, we were left with the distinct impression by the evidence both for BCL and Telecom that the tower could prove a useful complementary facility, without going to the point of asserting, in a positive way, that the tower is highly desirable. We record, however, that in answer to a question regarding the height of the tower, Mr Harding volunteered that the further the location from Mt Eden, the higher a tower would need to be to avoid shadowing by the mountain. From a telecommunications point of view, a replicated tower would thus be less well situated in the Quay Street railway yards area than on the Symonds Street ridge.

As to the employment aspect, figures of between 150 to 200 were given by Mr Davies as the probable number to be employed in running the tower once constructed. Mr Bolton gave a figure of 1,000 to be employed in the construction. These figures were not elaborated on by other witnesses for the appellant or criticised by other objectors. We have to say that the evidence left us in some doubt as to what extent the tower would simply induce a sideways movement of labour, eg telecommunications engineers from an existing facility to the new one; and we were not at all clear on the employment potential of any alternative utilisation of the site permitted as of right under the zoning.



On the flow-on economic aspect, we have already adverted to the very large figures mentioned by Mr Bolton and Mr Crocombe. However, both witnesses' figures were related to a hypothetical increase in domestic and international tourists to Auckland and the ability of the tower proposal to encourage them to stay longer and spend more in the Auckland economy. While we are prepared to accept that tourism (and hence the economy indirectly) would gain from the presence of a prestigious tower in Auckland, we are unable to conclude that the subject site is unique for the purpose. As earlier noted, Mr Crocombe conceded in cross-examination that he had not visited the site.

By contrast with the foregoing matters contended by the appellant to warrant the Tribunal exercising its discretion under s.69(2), the council and others appearing in opposition contended that countervailing aspects when weighed in the balance, inexorably lead to the conclusion that the proposal must be declined. First, maintaining the integrity of the E10 viewshaft was emphasised; secondly, the shadowing aspect, visual dominance and privacy intrusion factors were pointed to. On the questions of shadowing and privacy we have to say that our view is basically similar to that expressed in the council's decision. We consider that the effects of shadowing caused by the tower, as explained by Mr Simpson and Mr Farrant in their evidence, would not be so deleterious to the Grafton area in terms of duration and extent as to warrant placing major weight on that aspect, other matters being in favour. Our view is similar as regards privacy, for reasons earlier discussed.

On the visual dominance aspect, the presiding Judge believes that this factor cannot be so easily surmounted, bearing in mind policies 3.10 and 3.11 of the regional scheme. In his view the tower would very much dominate parts of the residential Grafton area - for instance, when viewed at or about the corner of Carlton Gore Road and Glasgow Terrace. The other members, however, while acknowledging that the residential interests of Grafton are important, nevertheless point out that realistically an impact-free urban environment cannot be expected in an area so close to the central city. Indeed, various existing major non-residential buildings have had a marked effect on the residential environment. Rather ironically, Mr Nelson indicated in reply to questions from the Tribunal that the Association he represented would prefer the tower, (were it to proceed), to remain at the height proposed out of interests of privacy, rather than have it lowered to reduce the visual dominance.



Perhaps the most telling point raised by the council and others is that there is absolutely nothing in the district plan provisions for the Commercial 4a zone where the proposed tower would be located, which lends encouragement to the establishment of tourist-related activity in preference to the Central Area. Nevertheless, section 16 of the plan dealing with tourism states at paragraph 16.2:

"The scheme recognises that it cannot always anticipate and expressly provide for new tourist attractions or facilities."

Despite this statement, the basic difficulty with the appeal site is that, if we were to endorse this building, so much taller than the generality of development in the zone, it would not only militate against the provisions designed to control height and scale of buildings, but it would mean, as well, establishing a notable new land use at odds with the zone's intent. Furthermore, as Mr Cooper was at pains to stress, there are no maximum height controls in the Commercial 8c zone of the Central Area. While we were not impressed with various potential Central Area sites pointed to by Mr Lovett in his evidence, we cannot gainsay the possibility that a suitable tower site might not be produced via title amalgamation. Again, although a tower proposal affecting the Quay Street railway yard area would require planning consent, the E10 viewshaft would not be in issue.

Mr Cooper drew our attention to an overall goal for the Central Area as follows:

"To plan for the development of the Central Area so that it can fulfill its functions as the commercial, retail, administrative, entertainment, cultural and symbolic centre of the city and the region."

While it was acknowledged that there is nothing in the plan which indicates that all tourist activity should be located in the Central Area, it was contended that a tower would become (inter alia) a symbol for the Auckland region. Consequently, it was argued for the council that such an entity should be in the Central Area (the "cultural and symbolic centre of the city of the region") rather than in the Commercial 4a zone with a comparatively lesser-scale development intent. We see force in this on the basis of the district plan as it stands.

Weighing the various elements of public interest both for and against, we have regrettably concluded that we would not be justified in endorsing the proposal under s.69(2). The matters of public interest advanced in favour are not so compellingly established in relation to the appeal site as to warrant our upholding the appeals by

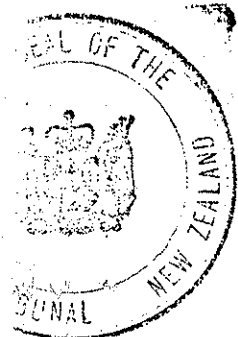


invoking our special jurisdiction. In reaching this conclusion, we have carefully perused both the regional scheme and the district plan and have sought to take account of all relevant provisions, both statutory and regulatory including, of course, ss.3 and 4 of the Act. Assuming that, in the circumstances of the case, s.3(1) considerations under such paragraphs as (a) and (b) of the subsection are required to be taken into account (affording them the priority required at law), we have satisfied ourselves in the course of our detailed deliberations on the merits of the case, that the determination we have come to takes due account of these matters. At the risk of repetition, in our judgment the site itself is not so special a resource as to dictate, in effect, that it be selected as the site for a tower for Auckland; and the need for a tower at such a scale and height on the site, bearing fully in mind the social and economic benefit arguments, does not outweigh the planning considerations earlier discussed.

In common parlance this may perhaps be termed a "no win" case. No doubt our decision will evoke differing opinions. For instance, some may allege fault in the land use planning system that the proposal cannot proceed. They may claim the tower would produce the type of boost that Auckland currently needs. Others may agree with the conclusion to which we have come. We hope that those who read our decision will understand something of the depth and breadth of the matters requiring our consideration. It must, of course, be appreciated that we do not have an unfettered discretion. We have had to determine the appeals within the applicable legal framework in the light of all the evidence adduced.

Before concluding, we should reiterate that we were impressed by the concept of and potential benefits from a tower - including benefits not only to the district, but the region. It would, therefore, we think, be appropriate for the regional council and the council to pursue the potential of such a symbol with some vigour - that is, by a proactive planning approach designed to give a positive lead to private enterprise, rather than run the risk of another lengthy case of this kind where the planning framework simply does not "fit" a would-be developer's aspirations. On a wider front, this case has highlighted the importance of tourism (however fostered) to the regional economy. We were thus disappointed to find the regional scheme devoid of any clear lead in this area.

Our decision should not be regarded as placing the appeal site out of future contention for tourist related purposes - particularly if this area of Symonds Street



should assume a new direction, with different forms of land use and development from these existing. We also bear in mind Mr Newhook's reference to s.367 of the 1991 Act in relation to the E10 provision. Significantly, the appellant chose to proceed under the 1977 Act, in terms of which the viewshaft provision has had to be respected on the basis intended by the relevant legislation.

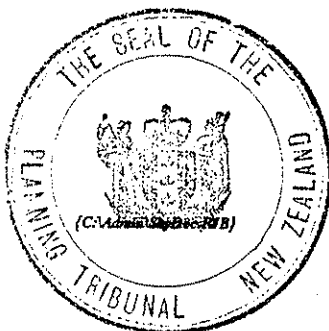
At the request of counsel we reserve the question of costs. Although the appellant has not succeeded, we tentatively think that costs should lie where they fall. The appellant was not able to seek and obtain an assessment under s.69(2) at first instance; and the significance of the proposal, coupled with the fully committed way in which it was propounded on appeal, well merited this Tribunal's attention. Nevertheless, if any party seeks costs, full particulars are to be filed and served within 14 days, the appellant having a similar period in which to reply.

ADDENDUM: Since drafting the foregoing, counsel for the regional council has very properly drawn to our attention that s.39 of the Auckland Regional Authority Act 1963 is to be repealed as from 1 July 1992, by virtue of s.78 of the Local Government Amendment Act (No.4) 1992 read in conjunction with s.1(2) of that Act. In view of our decision on the merits, no comment on the consequences of this legislative change appears necessary.

DATED at AUCKLAND this 30th day of June 1992

R J Bollard

R J Bollard
Planning Judge



Attachment 4: Proposed Chapters

D14: Volcanic Viewshaft and Height Sensitive Areas Overlay

E12 Land Disturbance

E26 Infrastructure

Chapter I323 Observatory Precinct

Schedule 9 Volcanic Viewshafts Schedule

Appendix 20 Volcanic viewshafts and height sensitive areas – values assessment

D14. Volcanic Maunga Viewshafts and Height and Building Sensitive Areas Overlay

D14.1. Overlay description

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

This overlay contributes to Auckland's unique identity by protecting the natural and cultural heritage values of significant ~~volcanic cones~~ maunga. This overlay has been identified as a qualifying matter in accordance with section 77I(a) and (h) and section 77O(a) and (h) of the RMA.

This overlay incorporates three elements:

- (1) Regionally significant ~~volcanic~~ maunga viewshafts which protect regionally significant views to the Auckland maunga. Buildings that intrude into a regionally significant ~~volcanic~~ maunga viewshaft require restricted discretionary activity consent up to 9m in height, beyond which they are a non-complying activity.
- (2) Locally significant ~~volcanic~~ maunga viewshafts manage development to maintain locally significant views to the Auckland maunga. Buildings that intrude into a locally significant ~~volcanic~~ maunga viewshaft are a permitted activity up to 9m in height, beyond which they are a restricted discretionary activity.
- (3) Height and building sensitive areas are areas of land located on the slopes and surrounds of the ~~volcanic cones~~ maunga. These areas are mapped and are identified as a layer on the planning maps and are marked with the following symbol: ▼.

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

D14.2. Objectives [rcp/dp]

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

(3) The height and building sensitive areas are managed to protect the visual character, identity, physical integrity and form of the maunga.

D14.3. Policies [rcp/dp]

(1) Protect the visual character, identity and form of regionally significant ~~volcanic~~ maunga, together with local views to them, by:

(a) locating height and building sensitive areas around the base of the ~~volcanic~~ maunga; and

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

(2) Manage subdivision, use and development to ensure that the overall contribution of the regionally significant ~~volcanic~~ maunga scheduled as outstanding natural features to the landscape of Auckland is maintained and where practicable enhanced, including by protecting physical and visual connections to and views between the ~~volcanic~~ maunga.

(3) Protect the historic, archaeological and cultural integrity of regionally significant volcanic features and their surrounds by avoiding activities that detract from these values and the mana of the maunga.

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

(a) where they would have no adverse effect on the visual integrity of the ~~volcanic~~ maunga as seen from the identified viewing point or line; or

(b) to allow development up to a two-storey height to intrude into a ~~volcanic~~ maunga viewshaft, where any adverse effect of development is avoided or mitigated; or

(c) to allow development located within an identified height and building sensitive area up to defined appropriate height limits; or

(d) to allow the provision of infrastructure where there are particular functional or operational needs that necessitate a structure that penetrates the floor of a ~~volcanic~~ maunga viewshaft, there is no reasonably practicable alternative and adverse effects of development are avoided or mitigated.

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

(5A) Protect the unique visual character, identity, physical integrity and form of the maunga by:

(a) limiting building height and bulk;

(b) using building coverage and landscaped area controls to maintain and enhance visual permeability to the slopes of the maunga

(c) minimising earthworks and retaining walls; and

(d) respecting the maunga as sacred places to mana whenua.

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

D14.4. Activity table [rcp/dp]

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

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

Table D14.4.1 Activity table

Activity		Activity status	
Buildings (where they intrude into a scheduled volcanic <u>maunga</u> viewshaft), excluding network utilities, electricity generation facilities, broadcasting facilities and road networks			
		Regionally Significant Volcanic <u>Maunga</u> Viewshaft	Locally Significant Volcanic <u>Maunga</u> Viewshaft
(A1)	Buildings that do not intrude into a viewshaft scheduled in Schedule 9 Volcanic Maunga Viewshafts Schedule	P	P
(A2)	Temporary activities	P	P
(A3)	Buildings, except for fences and walls, up to 9m in height	RD	P
(A4)	Fences and walls, where their height does not exceed 2.5m	RD	P
(A5)	Towers associated with fire stations operated by Fire and Emergency New Zealand that are no higher than the height allowed as a permitted activity in the zone.	RD	P

Qualifying matter as per s771(a) and (h) and s770(a) and (h)

Qualifying matter as per s77I(a) and (h) and s77O(a) and (h)

(A6)	Buildings not otherwise provided for or that do not comply with the standards under D14.6.1, D14.6.3, D14.6.4	NC	RD
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Buildings in a height and building sensitive area, excluding network utilities, electricity generation facilities, broadcasting facilities and road networks

Qualifying matter as per s77I(a) and (h) and s77O(a) and (h)

(A7)	Buildings up to 9m in height except as specified in Standard D14.6.3.	P
(A7A)	<u>Buildings that do not comply with standard D14.6.5 Building coverage</u>	<u>RD</u>
(A7B)	<u>Buildings that do not comply with standard D14.6.6 Landscaped area</u>	<u>RD</u>
(A7C)	<u>Buildings not complying with underlying zone Yards standards</u>	<u>RD</u>
(A7D)	<u>Buildings that do not comply with standard D14.6.7 Earthworks</u>	<u>RD</u>

Qualifying matter as per s77I(a) and (h) and s77O(a) and (h)

(A8)	Buildings up to 13m in height in the areas identified in Figure D14.10.1	P
(A9)	Temporary activities	P

Qualifying matter as per s77I(a) and (h) and s77O(a) and (h)

(A10)	Towers associated with fire stations operated by Fire and Emergency New Zealand that are no higher than the height allowed as a permitted activity in the zone	RD
(A11)	Buildings not otherwise provided for or that do not comply with the standards	NC

D14.5. Notification

(1) Any application for resource consent for any of the following non-complying activities must be publicly notified:

(a) D14.4.1(A6) Buildings not otherwise provided for or that do not comply with the standards (non-complying only); and

(b) D14.4.1(A11) Buildings not otherwise provided for or that do not comply with the standards.

(2) Any application for resource consent for an activity listed in Table D14.4.1 Activity table and which is not listed in D14.5(1) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.

(3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

D14.6. Standards

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

Qualifying matter
as per s77I(a) and
(h) and s77O(a)
and (h)

D14.6.1. Height

- (1) In applying these standards, height must be measured using the rolling height method except if using standards D14.6.3(1)(a)(i), D14.6.3(1)(a)(iii) and D14.6.3(1)(c) where maximum height is restricted by another method.
- (2) Flagpoles, masts, lighting poles, chimneys and water overflow pipes must not exceed 300mm in any horizontal cross-sectional dimension and must be located at least 10m from any other flagpole, mast, lighting pole, chimney or water overflow pipe.
- (3) Except for guy wires and chain link or other open or transparent fences, the list of exclusions in the plan's definition of height do not apply.

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

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

Qualifying matter
as per s77I(a) and
(h) and s77O(a)
and (h)

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

- (1) Buildings on sites that have a contiguous boundary with a site with a ~~volcanic~~ maunga feature mapped as an outstanding natural feature must not exceed a height of:
 - (a) the height and building sensitive area maximum of 9m except where the lesser height of the following applies;
 - (i) the average height above NZVD2016 of the highest points of the nearest two buildings (not including accessory buildings) on adjoining sites where those sites also have contiguous boundary with the ~~volcanic~~ maunga feature; or
 - (ii) *[deleted]*
 - (iii) where D14.6.3(1)(a)(i) cannot be applied, the average height above NZVD2016 of the site boundary which is contiguous with the ~~volcanic~~ maunga feature. Average height will be calculated using the average of measurements of height above NZVD2016, taken along the contiguous boundary at 1m intervals.
 - (b) 7.3m for buildings on 14A Pickens Crescent Mt Albert (Lot 1 DP 394305; CT 377258); or

Qualifying matter
as per s77(a) and
(h) and s77O(a)
and (h)

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

D14.6.4. Temporary construction and safety structures

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

The following Standards D14.6.5 – D14.6.8 apply only to buildings in Residential Zones within the Height and Building Sensitive Areas Overlay.

D14.6.5. Building coverage

Purpose: To protect the visual character, identity, physical integrity and form of the maunga when viewed from public places by restricting the form and location of buildings.

- (1) Within Height and Building Sensitive Areas the maximum building coverage is 35 per cent of the net site area.

D14.6.6. Landscaped area

Purpose: To protect the visual character, identity, physical integrity and form of the maunga when viewed from public places

- (1) Within Height and Building Sensitive Areas the minimum landscaped area must be at least 40 per cent of the net site area.

D14.6.7. Earthworks

Purpose: To protect the visual character, identity, physical integrity and form of the maunga

- (1) Within Height and Building Sensitive Areas Land Disturbance shall comply with E12.4.2 (A32) and (A33)

D14.7. – controlled activities

D14.7.1. Matters of control

There are no controlled activities in this overlay.

D14.8. Assessment – restricted discretionary activities

D14.8.1. Matters of discretion

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

- (1) all restricted discretionary activities:
- (a) effects on the visual integrity of the view of the maunga from the identified viewing point or line;

- (b) location, nature, form and extent of proposed works;
 - (c) mana whenua values associated with the maunga; and
 - (d) the functional or operational need for the proposal and any alternatives considered to fulfil that need without the intrusion into the viewshaft or exceeding the maximum height limit of a height and building sensitive area.
- (2) Buildings in Residential Zones not complying with standards D14.6.5 Building coverage; D14.6.6 Landscaped area; D14.6.7 Earthworks or underlying zone Yard standards:
- (a) Cultural values associated with the maunga
 - (b) The visual character, identity, physical integrity and form of the maunga.

D14.8.2. Assessment criteria

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

- (1) all restricted discretionary activities:
- (a) having regard to the viewshaft or height sensitive area statement in [Appendix 20 ~~Volcanic~~ Maunga Viewshafts and Height and Building Sensitive Areas – Values Assessments](#), whether the nature, form and extent of the building adversely affects the visual integrity of the maunga;
 - (b) whether the proposed building has a functional or operational requirement to be in the location proposed and the proposed height of the building is consistent with that requirement;
 - (c) whether there are practicable alternatives available that will not intrude into, or will minimise the intrusion into the viewshaft or exceedance of the maximum height of a height and building sensitive area;
 - (d) whether the proposed building will impact on Mana Whenua values associated with the maunga; and
 - (e) the relevant objectives and policies in [B4.3](#), D14.2 and D14.3
- (2) Buildings in Residential Zones not complying with standards D14.6.5 Building coverage; D14.6.6 Landscaped area; D14.6.7 Earthworks or underlying zone Yards standards:
- (a) Policy D14.3 (1)
 - (b) Policy D14.3 (2)
 - (c) Policy D14.3 (3)
 - (d) Policy D14.3(5A)
 - (e) Policy D14.3 (6)

D14.9. Special information requirements

There are no special information requirements in this overlay.

D14.10. Figures

Figure D14.10.1 Devonport Height and Building Sensitive Area height



E12. Land disturbance – District

E12.1. Background

Land disturbance is an essential prerequisite for the development of urban land, for the use of rural land for both farming and forestry, for mineral extraction and the construction and maintenance of infrastructure. In this plan, land disturbance encompasses the defined activities of earthworks, ancillary farming earthworks and ancillary forestry earthworks.

The management of the adverse effects of land disturbance focuses on both large and small disturbance areas, as the cumulative adverse effects from a number of small earthwork sites can be significant as can single large areas of exposed earth.

Land disturbance can have direct physical impacts on sites of archaeological and heritage value. Given the lengthy history of Māori settlement in Auckland, sites of significance including burial sites are found across Auckland. Procedures are in place for dealing with any human remains found during land disturbance. There are also places and areas that have landscape or landform values that are identified in the plan, where land disturbance is discouraged.

E12.2. Objectives

- (1) Land disturbance is undertaken in a manner that protects the safety of people and avoids, remedies or mitigates adverse effects on the environment.

E12.3. Policies

- (1) Avoid where practicable, and otherwise, mitigate, or where appropriate, remedy adverse effects of land disturbance on areas where there are natural and physical resources that have been scheduled in the Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character.
- (2) Manage the amount of land being disturbed at any one time, to:
 - (a) avoid, remedy or mitigate adverse construction noise, vibration, odour, dust, lighting and traffic effects;
 - (b) avoid, remedy or mitigate adverse effects on accidentally discovered sensitive material; and
 - (c) maintain the cultural and spiritual values of Mana Whenua in terms of land and water quality, preservation of wāhi tapu, and kaimoana gathering.
- (3) Enable land disturbance necessary for a range of activities undertaken to provide for people and communities social, economic and cultural well-being, and their health and safety.
- (4) Manage the impact on Mana Whenua cultural heritage that is discovered undertaking land disturbance by:
 - (a) requiring a protocol for the accidental discovery of kōiwi, archaeology and artefacts of Māori origin;

- (b) undertaking appropriate actions in accordance with mātauranga and tikanga Māori;
and
 - (c) undertaking appropriate measures to avoid adverse effects, or where adverse effects cannot be avoided, effects are remedied or mitigated.
- (5) Design and implement earthworks with recognition of existing environmental site constraints and opportunities, specific engineering requirements, and implementation of integrated water principles.
- (6) Require that earthworks are designed and undertaken in a manner that ensures the stability and safety of surrounding land, buildings and structures.

E12.4. Activity tables

The following tables specify the activity status for land disturbance, which encompasses earthworks, ancillary farming earthworks and ancillary forestry earthworks. Refer to other provisions in the Plan for the activity status of the related land use activity.

The land disturbance area and volume thresholds listed in the rules below are to be interpreted as follows:

- for network utility the thresholds apply to the area and volume of work being undertaken at any one time at a particular location such that, where practicable, progressive closure and stabilisation of works could be adopted to maintain the activity within the thresholds; and
- for other land disturbance, the cumulative total area and volume of land disturbance associated with a given project will be used when determining the activity status of the project.

For drilling holes and bores refer to Section [E7 Taking, using, damming and diversion of water and drilling](#).

Activities regulated by the 'Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009' are not affected by the provisions below.

Resource Management (National Environmental Standards for Plantation Forestry) Regulations 2017

If any activity listed in rules (including standards) E12.4.1 to E12.6.4 is regulated by the Resource Management (National Environmental Standard for Plantation Forestry) Regulations 2017 ("NesPF") then the NesPF applies and prevails.

However, the NesPF allows the plan to include more restrictive rules in relation to one or more of the following:

- Significant Ecological Areas Overlay;
- Water Supply Management Areas Overlay;
- Outstanding Natural Character Overlay;
- High Natural Character Overlay;

- Outstanding Natural Landscapes Overlay;
- Outstanding Natural Features Overlay; or
- activities generating sediment that impact the coastal environment.

Where there is a rule in the plan that relates to any of the matters listed above then the plan rule will apply. In the event that there is any conflict between the rules in the plan and the NESPF in relation to any of the above, the most restrictive rule will prevail.

If the NESPF does not regulate an activity then the plan rules apply.

Tables E12.4.1, E12.4.2 and E12.4.3 specify the activity status of land use and development activities pursuant to section 9(3) of the Resource Management Act 1991.

- The land disturbance rules that apply to network utilities are located in [E26 Infrastructure](#).

Table E12.4.1 Activity table – all zones and roads

Activity		Activity status						
		Residential zones	Business zones and City Centre Zone	Future Urban Zone and rural zones (excluding Rural – Rural Conservation Zone)	Open space zones (excluding Open Space – Conservation Zone)	Rural – Rural Conservation and Open Space – Conservation Zone	Special Purpose – Quarry Zone	All other zones and roads
Fences, service connections, effluent disposal systems, swimming pools, garden amenities, gardening, planting of any vegetation, arenas for equestrian activities, burial of marine mammals, interments in a burial ground, cemetery or ūrupā, bridle paths, cycle and walking tracks but excluding ancillary farming earthworks and ancillary forestry earthworks								
(A1)	Earthworks for installation, operation, maintenance and repair	P	P	P	P	P	P	P
Driveways, parking areas and sports fields and major recreational facilities								
(A2)	Earthworks for operation, maintenance, resurfacing and repair	P	P	P	P	P	P	P
General earthworks not otherwise listed in this table ¹								
(A3)	Up to 500m ²	P	P	P	P	P	P	P
(A4)	Greater than	RD	P	P	P	RD	P	P

E12 Land disturbance – District

	500m ² up to 1000m ²							
(A5)	Greater than 1000m ² up to 2500m ²	RD	P	RD	RD	RD	P	P
(A6)	Greater than 2500m ²	RD	RD	RD	RD	RD	Refer to H28 Special Purpose – Quarry Zone	RD
(A7)	Up to 250m ³	P	P	P	P	P	P	P
(A8)	Greater than 250m ³ up to 1000m ³	RD	P	P	P	RD	P	P
(A9)	Greater than 1000m ³ up to 2500m ³	RD	P	RD	RD	RD	P	P
(A10)	Greater than 2500m ³	RD	RD	RD	RD	RD	Refer to H28 Special Purpose – Quarry Zone	RD
(A11)	Earthworks that exceed 1m in depth below ground level within the limited earthworks corridor measured 5m either side of the centre line which is shown on Figure E12.10.1 Limited earthworks corridor	NA	C	NA	NA	NA	NA	NA
Lava caves, fossils and sub-fossils								

(A12)	Land disturbance that disturbs known lava caves more than 1m diameter along any axis or fossils or subfossils	RD	RD	RD	RD	RD	RD	RD
Farming								
(A13)	Ancillary farming earthworks	P	P	P	P	P	P	P
Forestry								
(A14)	Ancillary forestry earthworks	P	P	P	P	P	P	P
Hauraki Gulf islands								
(A15)	Hauraki Gulf islands	Refer to the Auckland Council District Plan (Hauraki Gulf Islands Section) for district activity status and E11 Land Disturbance – Regional for the relevant regional activity status						

Note 1

For the purposes of determining activity status for the general earthworks not otherwise listed in Table E12.4.1, both the area and volume thresholds must be taken into account and the more restrictive activity status applies.

In addition to the objectives and policies above, the rules in Table E12.4.2, notification, standards, matters and assessment criteria implement the objectives and policies in the following chapters:

- [D10 Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay](#);
- [D11 Outstanding Natural Character and High Natural Character Overlay](#);
- [D12 Waitākere Ranges Heritage Area Overlay](#)
- [D14 Maunga Viewshafts and Height and Building Sensitive Areas](#)
- [D17 Historic Heritage Overlay](#);
- [D18 Special Character Areas – Residential and Business Overlay](#); and

- [D21 Sites and Places of Significance to Mana Whenua Overlay.](#)

Table E12.4.2 Activity table – overlays (except Outstanding Natural Features Overlay)

Activity		Activity status						
		Outstanding Natural Character Overlay	Outstanding Natural Landscapes Overlay	High Natural Character Overlay and	Historic Heritage Overlay	Sites and Places of Significance to Mana Whenua Overlay	Special Character Areas Overlay – Residential: Isthmus C (except – Residential: Isthmus C – Three Kings)	Special Character Areas Overlay – Residential: Isthmus C – Three Kings
Fences, service connections, effluent disposal systems, swimming pools, garden amenities, gardening, planting of any vegetation, burial of marine mammals, bridle paths, cycle and walking tracks but excluding ancillary farming earthworks and ancillary forestry earthworks								
(A16)	Earthworks for maintenance and repair	P	P	P	P			
(A17)	Earthworks for the installation of fences, walking tracks and burial of marine mammals RD* where archaeological rules apply as listed in Schedule 14.1	P	P	P RD*	RD			
(A18)	Earthworks for interments in a burial ground, cemetery or urupā (within the burial plot for that interment)	P	P	P	P			
(A19)	Earthworks for	P	P	P	P			

	gardening or planting							
Driveways, parking areas and, sports fields and major recreational facilities								
(A20)	Earthworks for operation, maintenance, resurfacing and repair	P	P	P	P			
Cultivation								
(A21)	Up to 500m ²	RD	P	RD	D			
(A22)	Greater than 500m ² up to 2500m ²	RD	P	RD	D			
(A23)	Greater than 2500m ²	RD	P	D	D			
Irrigation or land drainage								
(A24)	Works below the natural ground level	RD	P	D				
Farming								
(A25)	Ancillary farming earthworks for maintenance of tracks RD* where archaeological rules apply as listed in Schedule 14.1	P	P	P RD*	P			
Forestry								
(A26)	Ancillary forestry earthworks for maintenance RD* where archaeological rules apply as listed in Schedule 14.1	P	P	P RD*	P			
Temporary activities								
(A27)	Earthworks associated with	P	P	P RD*	RD			

	the installation of the temporary activity RD* where archaeological rules apply as listed in Schedule 14.1							
Land disturbance not otherwise listed in this table ³								
(A28)	Up to 5m ² RD* where archaeological rules apply as listed in Schedule 14.1	P	P	P RD*	D			
(A29)	Greater than 5m ² up to 50m ²	RD	P	RD	D			
(A30)	Greater than 50m ²	RD	RD	RD	D			
(A31)	Up to 5m ³ RD* where archaeological rules apply as listed in Schedule 14.1	P	P	P RD*	D			
(A32)	Greater than 5m ³ up to 250m ³	RD	P	RD	D	D		<u>RD</u>
(A33)	Greater than 250m ³	RD	RD	RD	D	D	D	<u>RD</u>
(A33A)	Up to 50m ³						P	
(A33B)	Greater than 50m ³ up to 250m ³						RD	

Note 2

[deleted]

Note 3

For the purposes of determining activity status for the general earthworks not otherwise listed in Table E12.4.1, both the area and volume thresholds must be taken into account and the more restrictive activity status applies.

In addition to the objectives and policies above, the rules in Table E12.4.3, notification, standards, matters and assessment criteria implement the objectives and policies in [D10 Outstanding Natural Features Overlay](#).

Table E12.4.3 Activity table – Outstanding Natural Features Overlay

Activity		Activity status									
		A1	A	V1	V2	B	C	D	E	F1	F2
(A34)	Earthworks for maintenance and repair limited to the area and depth of earth previously disturbed or modified for the same activity	P	P	P	P	P	P	P	P	P	P
(A35)	Ancillary farming earthworks limited to the area and depth of earth previously disturbed or modified for the same activity	P	P	RD	RD	RD	RD	RD	RD	RD	RD
Irrigation or land drainage											
(A36)	Land disturbance for irrigation or land drainage	P	P	RD	RD	RD	RD	RD	RD	RD	RD
Forestry											
(A37)	Ancillary forestry earthworks limited to the area and depth of earth previously disturbed or modified for the same activity	P	P	RD	RD	RD	RD	RD	RD	RD	RD

General land disturbance not otherwise listed in this table											
(A38)	Up to 2m ³	P	P	P	P	RD	RD	RD	RD	NC	RD
(A39)	Greater than 2m ³ up to 10m ³	P	P	RD	RD	RD	RD	RD	NC	NC	NC
(A40)	Greater than 10m ³ up to 50m ³	P	RD	RD	RD	RD	RD	RD	NC	NC	NC
(A41)	Greater than 50m ³	RD	RD	RD	RD	RD	RD	RD	NC	NC	NC

E12.5. Notification

- (1) An application for resource consent for a controlled activity listed in Table E12.4.1 Activity table all zones and roads above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (2) Any application for resource consent for an activity listed in Table E12.4.1 Activity table all zones and roads Table E12.4.2 Activity table overlays (except Outstanding Natural Features Overlay) and Table E12.4.3 Activity table Outstanding Natural Features Overlay and which is not listed in E12.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

E12.6. Standards

E12.6.1. Accidental discovery rule

- (1) Despite any other rule in this Plan permitting earthworks or land disturbance or any activity associated with earthworks or land disturbance, in the event of discovery of sensitive material which is not expressly provided for by any resource consent or other statutory authority, the standards and procedures set out in this rule must apply.
- (2) For the purpose of this rule, 'sensitive material' means:
 - (a) human remains and kōiwi;
 - (b) an archaeological site;
 - (c) a Māori cultural artefact/taonga tuturu;
 - (d) a protected New Zealand object as defined in the Protected Objects Act 1975 (including any fossil or sub-fossil);

- (e) evidence of contaminated land (such as discolouration, vapours, asbestos, separate phase hydrocarbons, landfill material or significant odour); or
- (f) a lava cave greater than 1m in diameter on any axis.

(3) On discovery of any sensitive material, the owner of the site or the consent holder must take the following steps:

Cease works and secure the area

- (a) immediately cease all works within 20m of any part of the discovery, including shutting down all earth disturbing machinery and stopping all earth moving activities, and in the case of evidence of contaminated land apply controls to minimise discharge of contaminants into the environment;
- (b) secure the area of the discovery, including a sufficient buffer area to ensure that all sensitive material remains undisturbed;

Inform relevant authorities and parties

- (c) inform the following parties immediately of the discovery:
 - (i) the New Zealand Police if the discovery is of human remains or kōiwi;
 - (ii) the Council in all cases;
 - (iii) Heritage New Zealand Pouhere Taonga if the discovery is an archaeological site, Māori cultural artefact, human remains or kōiwi;
 - (iv) Mana Whenua if the discovery is an archaeological site, Māori cultural artefact, or kōiwi.

Wait for and enable inspection of the site

- (d) wait for and enable the site to be inspected by the relevant authority or agency:
 - (i) if the discovery is human remains or kōiwi the New Zealand Police are required to investigate the human remains to determine whether they are those of a missing person or are a crime scene. The remainder of this process will not apply until the New Zealand Police confirm that they have no further interest in the discovery; or
 - (ii) if the discovery is of sensitive material, other than evidence of contaminants, a site inspection for the purpose of initial assessment and response will be arranged by the Council in consultation with Heritage New Zealand Pouhere Taonga and appropriate Mana Whenua representatives; or
 - (iii) if the discovery is evidence of contaminants, a suitably qualified and experienced person is required to complete an initial assessment and provide information to the Council on the assessment and response.
- (e) following site inspection and consultation with all relevant parties (including the owner and consent holder), the Council will determine the area within which work

must cease, and any changes to controls on discharges of contaminants, until the requirements of E12.6.1(3)(f) are met.

Recommencement of work

- (f) work within the area determined by the Council at E12.6.1(3)(e) must not recommence until all of the following requirements, so far as relevant to the discovery, have been met:
- (i) Heritage New Zealand has confirmed that an archaeological authority has been approved for the work or that none is required;
 - (ii) any required notification under the Protected Objects Act 1975 has been made to the Ministry for Culture and Heritage;
 - (iii) the requirements of [E30 Contaminated land](#) and/or the National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 have been met;
 - (iv) any material of scientific or educational importance has been recorded and if appropriate recovered and preserved;
 - (v) if the discovery is a lava cave as outlined in E12.6.1(2)(f) above and if the site is assessed to be regionally significant, reasonable measures have been taken to minimise adverse effects of the works on the scientific values of the site; and
 - (vi) where the site is of Māori origin and an authority from Heritage New Zealand Pouhere Taonga is not required the Council will confirm, in consultation with Mana Whenua, that:
 - any kōiwi have either been retained where discovered or removed in accordance with the appropriate tikanga; and
 - any agreed revisions to the planned works to be/have been made in order to address adverse effects on Māori cultural values.
 - (vii) resource consent has been granted for any alteration or amendment to the earthworks or land disturbance that may be necessary to avoid the sensitive materials and that is not otherwise permitted under the Plan or allowed by any existing resource consent; and
 - (viii) there are no requirements in the case of archaeological sites that are not of Māori origin and are not covered by the Heritage New Zealand Pouhere Taonga Act 2014

E12.6.2. General standards

All activities (except ancillary farming earthworks, ancillary forestry earthworks and network utilities) listed as a permitted activity, controlled activity or restricted discretionary activity in Table E12.4.1, Table E12.4.2 or Table E12.4.3 must comply with the following standards.

- (1) Land disturbance within riparian yards and coastal protection yards are limited to:

- (a) operation, maintenance and repair (including network utilities);
 - (b) less than 5m² or 5m³; for general earthworks;
 - (c) less than 10m² or 5m³ for the installation of new network utilities;
 - (d) installation of fences and walking tracks; or
 - (e) burial of marine mammals.
- (2) Land disturbance must not result in any instability of land or structures at or beyond the boundary of the property where the land disturbance occurs.
- (3) The land disturbance must not cause malfunction or result in damage to network utilities, or change the cover over network utilities so as to create the potential for damage or malfunction.
- (4) Access to public footpaths, berms, private properties, network utilities, or public reserves must not be obstructed unless that is necessary to undertake the works or prevent harm to the public.
- (5) Measures must be implemented to ensure that any discharge of dust beyond the boundary of the site is avoided or limited such that it does not cause nuisance.
- (6) Burial of marine mammals must be undertaken by the Department of Conservation or the agents of the Department of Conservation.
- (7) Land disturbance around Transpower NZ Ltd electricity transmission line poles must:
- (a) be no deeper than 300mm within 2.2m of a transmission pole support structure or stay wire; and
 - (b) be no deeper than 750mm within 2.2 to 5m of a transmission pole support structure or stay wire; except that
 - (c) vertical holes not exceeding 500mm diameter beyond 1.5m from the outer edge of a pole support structure or stay wire are exempt from Standards E12.6.2(7)(a) and E12.6.2(7)(b) above.
- (8) Land disturbance around Transpower NZ Ltd electricity transmission lines towers must:
- (a) be no deeper than 300mm within 6m of the outer visible edge of a transmission tower support structure; and
 - (b) be no deeper than 3m between 6-12m from the outer visible edge of a transmission tower support structure.
- (9) Land disturbance within 12m of a Transpower NZ Ltd electricity transmission line pole or tower must not:
- (a) create an unstable batter that will affect a transmission support structure; or

(b) result in a reduction in the ground to conductor clearance distances as required by New Zealand Electrical Code of Practice for Electrical Safe Distances NZECP34:2001.

(10) Only cleanfill material may be imported and utilised as part of the land disturbance.

(11) Earthworks (including filling) within a 100 year annual exceedance probability (AEP) flood plain:

(a) must not raise ground levels more than 300mm, to a total fill volume up to 10m³ which must not be exceeded through multiple filling operations; and

(b) must not result in any adverse changes in flood hazard beyond the site.

Note1

This standard does not limit excavation and replacement of fill to form building platforms, where those works do not raise ground levels.

(12) Earthworks (including filling) within overland flow paths must maintain the same entry and exit point at the boundaries of a site and not result in any adverse changes in flood hazards beyond the site, unless such a change is authorised by an existing resource consent.

(13) Temporary land disturbance and stockpiling of soil and other materials within the one per cent annual exceedance probability (AEP) flood plain and/or overland flow path for up to a maximum of 28 days in any calendar year may occur as part of construction or maintenance activities.

(14) Earthworks for maintenance and repair of driveways, parking areas, sports fields and major recreational facilities on a site or places of Significance to Mana Whenua must be limited to the area and depth of earth previously disturbed or modified.

(15) Earthworks for maintenance and repair of driveways, parking areas, sports fields and major recreational facilities within the Historic Heritage Overlay must not extend more than 300 mm below the surface where additional rules for archaeological sites or features apply as listed in [Schedule 14 Historic Heritage Schedule, Statements and Maps](#).

(16) Earthworks associated with a temporary activity on a site or place of significance to Mana Whenua shall be limited to the area of earthwork previously disturbed or modified.

(17) Earthworks/land disturbance for the planting of any tree within the Historic Heritage Overlay must not be undertaken where additional rules for archaeological sites or features apply as listed in [Schedule 14 Historic Heritage Schedule, Statements and Maps](#), other than as a replacement for a pre-existing tree; and, within the area previously occupied by the root plate of the pre-existing tree.

E12.6.3. Standards for ancillary farming earthworks

Ancillary farming earthworks listed as a permitted activity in Table E12.4.1, Table E12.4.2 or Table E12.4.3 must comply with the following permitted activity standards.

- (1) Ancillary farming earthworks for maintenance of tracks on sites identified in the Sites and Places of Significance to Mana Whenua Overlay must be limited to the area and depth of earth previously disturbed.
- (2) Land disturbance around Transpower NZ Ltd electricity transmission line poles must:
 - (a) be no deeper than 300mm within 2.2m of a transmission pole support structure or stay wire; and
 - (b) be no deeper than 750mm within 2.2 to 5m of a transmission pole support structure or stay wire; except that
 - (c) vertical holes not exceeding 500mm diameter beyond 1.5m from the outer edge of a pole support structure or stay wire are exempt from E12.6.2(2)(a) and E12.6.2(2)(b) above.
- (3) Land disturbance around Transpower NZ Ltd electricity transmission lines towers must:
 - (a) be no deeper than 300mm within 6m of the outer visible edge of a transmission tower support structure; and
 - (b) be no deeper than 3m between 6-12m from the outer visible edge of a transmission tower support structure.
- (4) Land disturbance within 12m of a Transpower NZ Ltd electricity transmission line pole or tower must not:
 - (a) create an unstable batter that will affect a transmission support structure; or
 - (b) result in a reduction in the ground to conductor clearance distances as required by NZECP34:2001.

E12.6.4. Standards for ancillary forestry earthworks

Ancillary forestry earthworks listed as a permitted activity in Table E12.4.1, Table E12.4.2 or Table E12.4.3 must comply with the following permitted activity standards.

- (1) Other than for ancillary forestry earthworks on sand soils, the Council must be notified at least 48 hours prior to the earthworks starting.
- (2) The ancillary forestry earthworks must not take place on land within a coastal fore-dune.
- (3) Slash associated with landing sites and processing sites must be placed on stable ground and contained to prevent accumulated slash from causing erosion or land instability.

- (4) Ancillary forestry earthworks for maintenance shall be limited to the area and depth of earth previously disturbed or modified on a site or place identified in the Site or Place of Significance to Mana Whenua Overlay.
- (5) Only cleanfill material may be imported and utilised as part of the land disturbance.
- (6) Works must not result in any instability of land or structures at or beyond the boundary of the property where the land disturbance occurs.
- (7) The land disturbance must not cause malfunction or result in damage to network utilities, or change the cover over network utilities so as to create the potential for damage or malfunction.
- (8) Access to public footpaths, berms, private properties, network utilities or public reserves must not be obstructed unless that is necessary to undertake the works or prevent harm to the public.
- (9) Measures must be implemented to ensure that any discharge of dust beyond the boundary of the site is avoided or limited such that it does not cause nuisance.
- (10) Burial of marine mammals must be undertaken by the Department of Conservation or the agents of the Department of Conservation.
- (11) Land disturbance around Transpower NZ Ltd electricity transmission line poles must:
 - (a) be no deeper than 300mm within 2.2m of a transmission pole support structure or stay wire; and
 - (b) be no deeper than 750mm within 2.2 to 5m of a transmission pole support structure or stay wire; except that
 - (c) vertical holes not exceeding 500mm diameter beyond 1.5m from the outer edge of a pole support structure or stay wire are exempt from E12.6.4(11)(a) and E12.6.4(11)(b) above.
- (12) Land disturbance around Transpower NZ Ltd electricity transmission lines towers must:
 - (a) be no deeper than 300mm within 6m of the outer visible edge of a transmission tower support structure; and
 - (b) be no deeper than 3m between 6-12m from the outer visible edge of a transmission tower support structure.
- (13) Land disturbance within 12m of a Transpower NZ Ltd electricity transmission line pole or tower must not:
 - (a) create an unstable batter that will affect a transmission support structure; or
 - (b) result in a reduction in the ground to conductor clearance distances as required by New Zealand Code of Practice for Electrical Safe Distances NZECP34:2001.

E12.7. Assessment – controlled activities

E12.7.1. Matters of control

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

- (1) all controlled activities:
 - (a) compliance with the standards;
 - (b) effects of noise, vibration, odour, dust, lighting and traffic on the surrounding environment;
 - (c) effects on the stability and safety of surrounding land, buildings and structures;
 - (d) effects on overland flow paths and flooding;
 - (e) protocol for the accidental discovery of kōiwi, archaeology and artefacts of Māori origin;
 - (f) staging of works and progressive stabilisation;
 - (g) timing and duration of works;
 - (h) term of consent; and
 - (i) potential effects on significant ecological and indigenous biodiversity values.
- (2) additional matter of control for earthworks that exceed 1m in depth below ground level within the limited earthworks corridor measured 5m either side of the centre line which is shown on Figure E12.10.1 Limited earthworks corridor:
 - (a) effect on the relationship of Mana Whenua and their culture and traditions with wāhi tapu in the precinct, especially wāhi whenua and wāhi pito.

E12.7.2. Assessment criteria

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

- (1) all controlled activities:
 - (a) whether applicable standards are complied with;
 - (b) the extent to which the earthworks will generate adverse noise, vibration, odour, dust, lighting and traffic effects on the surrounding environment and the effectiveness of proposed mitigation measures;
 - (c) whether the earthworks and any associated retaining structures are designed and located to avoid adverse effects on the stability and safety of surrounding land, buildings, and structures;

- (d) whether the earthworks and final ground levels will adversely affect overland flow paths or increase potential volume or frequency of flooding within the site or surrounding sites;
 - (e) whether a protocol for the accidental discovery of kōiwi, archaeology and artefacts of Māori origin has been provided and the effectiveness of the protocol in managing the impact on Mana Whenua cultural heritage if a discovery is made; and
 - (f) whether the extent or impacts of adverse effects from the land disturbance can be mitigated by managing the duration, season or staging of such works.
- (2) additional assessment criteria for earthworks that exceeds 1m in depth below ground level within the limited earthworks corridor measured 5m either side of the centre line which is shown on Figure E12.10.1 Limited earthworks corridor:
- (a) conditions may be imposed on consents to avoid, remedy or mitigate any adverse effects of works to support Mana Whenua, including:
 - (i) a requirement to notify the Council and Mana Whenua before any earthworks start;
 - (ii) supervision of works by a Council-appointed archaeologist and Mana Whenua representatives; and
 - (iii) control how earthworks are managed, such as hand digging rather than mechanical digging.

E12.8. Assessment – restricted discretionary activities

E12.8.1. Matters of discretion

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

- (1) all restricted discretionary activities:
 - (a) compliance with the standards;
 - (b) effects of noise, vibration, odour, dust, lighting and traffic on the surrounding environment;
 - (c) effects on the stability and safety of surrounding land, buildings and structures;
 - (d) effects on overland flow paths and flooding;
 - (e) protocol for the accidental discovery of kōiwi, archaeology and artefacts of Māori origin;
 - (f) the treatment of stockpiled materials on the site including requirements to remove material if it is not to be reused on the site;
 - (g) staging of works and progressive stabilisation;

- (h) information and monitoring requirements;
 - (i) timing and duration of works;
 - (j) term of consent;
 - (k) potential effects on significant ecological and indigenous biodiversity values;
 - (l) risk that may occur as a result of natural hazards;
 - (m) protection of or provision of network utilities and road networks.
 - (n) potential effects on the natural character and values of the coastal environment, lakes, rivers and their margins, where works encroach into riparian or coastal yards; and
 - (o) positive effects enabled through the land disturbance.
- (2) additional matters of discretion for land disturbance within overlay areas:
- (a) within the Outstanding Natural Character, High Natural Character Overlay or Outstanding Natural Landscapes Overlay:
 - (i) the objectives and policies in [D10](#) as they relate to Outstanding Natural Landscapes and [D11](#) as they relate to Outstanding Natural Character and High Natural Character;
 - (ii) setback from mean high water springs;
 - (iii) cumulative effects;
 - (iv) landscape, visual and amenity effects;
 - (v) mitigation of effects;
 - (vi) modification to landform;
 - (vii) vegetation clearance; and
 - (viii) Mana Whenua values.
 - (b) within the Historic Heritage Overlay:
 - (i) effects on historic heritage.
 - (c) within the Sites and Places of Significance to Mana Whenua Overlay:
 - (i) potential effects on the water quality of taiāpure or mahinga maataitai, wāhi tapu, taonga and other scheduled sites in the Sites and Places of Significance to Mana Whenua; and
 - (ii) potential effects on the values and associations of Mana Whenua with the site or place including effects on the context of the Maori cultural landscape.

(d) within the Outstanding Natural Features Overlay:

- (i) the objectives and policies in [D10](#);
- (ii) nature, form and extent of proposed works;
- (iii) effects on landscape values;
- (iv) the degree of existing geological modification;
- (v) protection or enhancement of the feature; and
- (vi) Mana Whenua values.

(e) within the Special Character Area – Residential: Isthmus C – Three Kings:

- (i) the objectives and policies in Chapter D18 as they relate to Special Character Areas – Residential areas;
- (ii) nature and extent of any disturbance to the biophysical components in Isthmus C – Three Kings (i.e. landform, tuff ring or vegetation) that contribute to the identified special character values;
- (iii) degree of existing modification to the landform and vegetation;
- (iv) landscape, visual and amenity effects;
- (v) mana whenua values, in particular mātauranga, tikanga, spiritual values for those landforms and vegetation that contribute to the identified special character values; and
- (vi) cumulative effects in the identified special character values.

(f) Residential Zones within Height and Building Sensitive Areas:

- (i) mana whenua values associated with the maunga;
- (ii) the visual character, identity, physical integrity, and form of the maunga.

(3) Additional matters of discretion for land disturbance that disturbs lava cavities more than 1m diameter along any axis or fossils or sub-fossils:

- (a) effects on known lava caves, fossils and sub-fossils.

E12.8.2. Assessment criteria

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

(1) all restricted discretionary activities:

- (a) whether applicable standards are complied with;
- (b) the extent to which the earthworks will generate adverse noise, vibration, odour, dust, lighting and traffic effects on the surrounding environment and the effectiveness of proposed mitigation measures;

- (c) whether the earthworks and any associated retaining structures are designed and located to avoid adverse effects on the stability and safety of surrounding land, buildings, and structures;
 - (d) whether the earthworks and final ground levels will adversely affect overland flow paths or increase potential volume or frequency of flooding within the site or surrounding sites;
 - (e) whether a protocol for the accidental discovery of kōiwi, archaeology and artefacts of Māori origin has been provided and the effectiveness of the protocol in managing the impact on Mana Whenua cultural heritage if a discovery is made;
 - (f) whether the extent or impacts of adverse effects from the land disturbance can be mitigated by managing the duration, season or staging of such works;
 - (g) the extent to which the area of the land disturbance is minimised, consistent with the scale of development being undertaken;
 - (h) the extent to which the land disturbance is necessary to provide for the functional or operational requirements of the network utility installation, repair or maintenance;
 - (i) the extent of risks associated with natural hazards and whether the risks can be reduced or not increased;
 - (j) whether the land disturbance and final ground levels will adversely affect existing utility services;
 - (k) the extent to which the land disturbance is necessary to accommodate development otherwise provided for by the Plan, or to facilitate the appropriate use of land in the open space environment, including development proposed in a relevant operative reserve management plan or parks management plan;
 - (l) for land disturbance near Transpower New Zealand Limited transmission towers:
 - (i) the outcome of any consultation with Transpower New Zealand Limited; and
 - (ii) the risk to the structural integrity of transmission lines.
 - (m) the extent to which earthworks avoid, minimise, or mitigate adverse effects on any archaeological sites that have been identified in the assessment of effects.
- (2) additional assessment criteria for land disturbance within overlay areas:
- (a) within the Outstanding Natural Character and High Natural Character Overlay or the Outstanding Natural Landscapes Overlay:
 - (i) the extent to which the land disturbance, its design, location and execution provide for the maintenance and protection of:
 - protected trees;

- cliff faces/cliff tops; and
 - identified landscape features
- (ii) the extent to which the proposal will adversely affect amenity and identified natural character values, and whether the proposed mitigation measures can ensure there will be no more than minor effects on:
- amenity values or views, both from land and sea;
 - landscape and natural character values; and
 - people's experience and values associated with an area, including the predominance of nature and wilderness values.
- (iii) the extent to which there are adverse visual and or ecological effects from any land disturbance, associated with creating farm tracks, driveways or other servicing requirements;
- (iv) the extent to which the activity impacts on Mana Whenua values;
- (v) the extent to which the functional need for farm tracks, driveways or other servicing requirements to be in the location proposed; and
- (vi) the objectives and policies in [D10 Outstanding Natural Landscapes Overlay](#) and [D11 Outstanding Natural Character and High Natural Character Overlay](#).
- (b) within the Historic Heritage Overlay;
- (i) the extent to which the land disturbance, its design, location and execution provide for the maintenance and protection of heritage sites.
- (c) within the Sites and Places of Significance to Mana Whenua Overlay:
- (i) whether the proposal will protect the relationship of Mana Whenua with their cultural heritage by:
- avoiding the physical destruction in whole or in part of the site or place of significance to Mana Whenua;
 - avoiding significant adverse effects on the values and associations of Mana Whenua with the site or place;
 - where relevant, recognising and providing for the outcomes articulated by Mana Whenua through the cultural impact assessment process and within iwi planning documents;
 - incorporating mātauranga, tikanga and Mana Whenua values, including spiritual values;
 - demonstrating consideration of practicable alternative methods, locations or designs which would avoid or reduce the impact on the values of scheduled sites and places of significance to Mana Whenua;
- or

- demonstrating consideration of practical mechanisms to maintain or enhance the ability to access and use the scheduled site or feature for karakia, monitoring, customary purposes and ahikā roa by Mana Whenua.

(d) within the Outstanding Natural Features Overlay:

- (ii) whether the nature, form and extent of the proposed works or activity adversely affects the feature or features for which the item was scheduled;
- (iii) whether the activity will interfere with natural processes e.g. hydrology or adverse effects on nature and form of sand dunes;
- (iv) whether the proposed works or activity cause adverse visual effects or adversely affect landscape values;
- (v) the degree to which the feature or features have already been modified so that further modification will not cause significant additional loss of geological value;
- (vi) the extent to which the proposed works will protect the feature from further damage, such as erosion protection, or remediate it from previous damage. This excludes potential damage from the activity for which consent is sought;
- (vii) whether the proposed land disturbance is for an activity which has a functional or operational need to be in the location proposed; and
- (viii) the objectives and policies in [D10 Outstanding Natural Features Overlay](#)

(e) within the Special Character Area – Residential: Isthmus C – Three Kings:

- (i) Policies D18.3(1) to (7) in Chapter D18 Special Character Areas Overlay Residential areas;
- (ii) the impact of the proposal on the special character values as identified in the special character statement;
- (iii) the extent to which land disturbance, its design, location and execution will:
 - adversely impact on the physical integrity of those volcanic landforms identified as contributing to the identified special character values;
 - maintain or enhance the visual integrity of the landscape values identified in the special character statement, including the effects of the proposal on the volcanic landform and vegetation;
 - maintain or enhance the relationship of built form to the natural landscape context identified as contributing to the stated special character values; and
 - avoid, remedy, or mitigate any adverse effects on mana whenua values, in particular mātauranga, tikanga and spiritual values, where they are relevant to the identified special character values.

- (iv) the degree to which the biophysical components of Isthmus C – Three Kings, including volcanic landscapes and vegetation have already been modified, and the extent to which further modification would adversely impact on the special character values of the area.

(f) Residential Zones within Height and Building Sensitive Areas:

(i) Policies listed in Chapter D14.8.2(2).

- (3) additional assessment criteria for land disturbance that disturbs lava cavities more than 1m diameter along any axis or fossils or sub-fossils:

- (a) the extent to which adverse effects on the features can be avoided or mitigated having regard to:

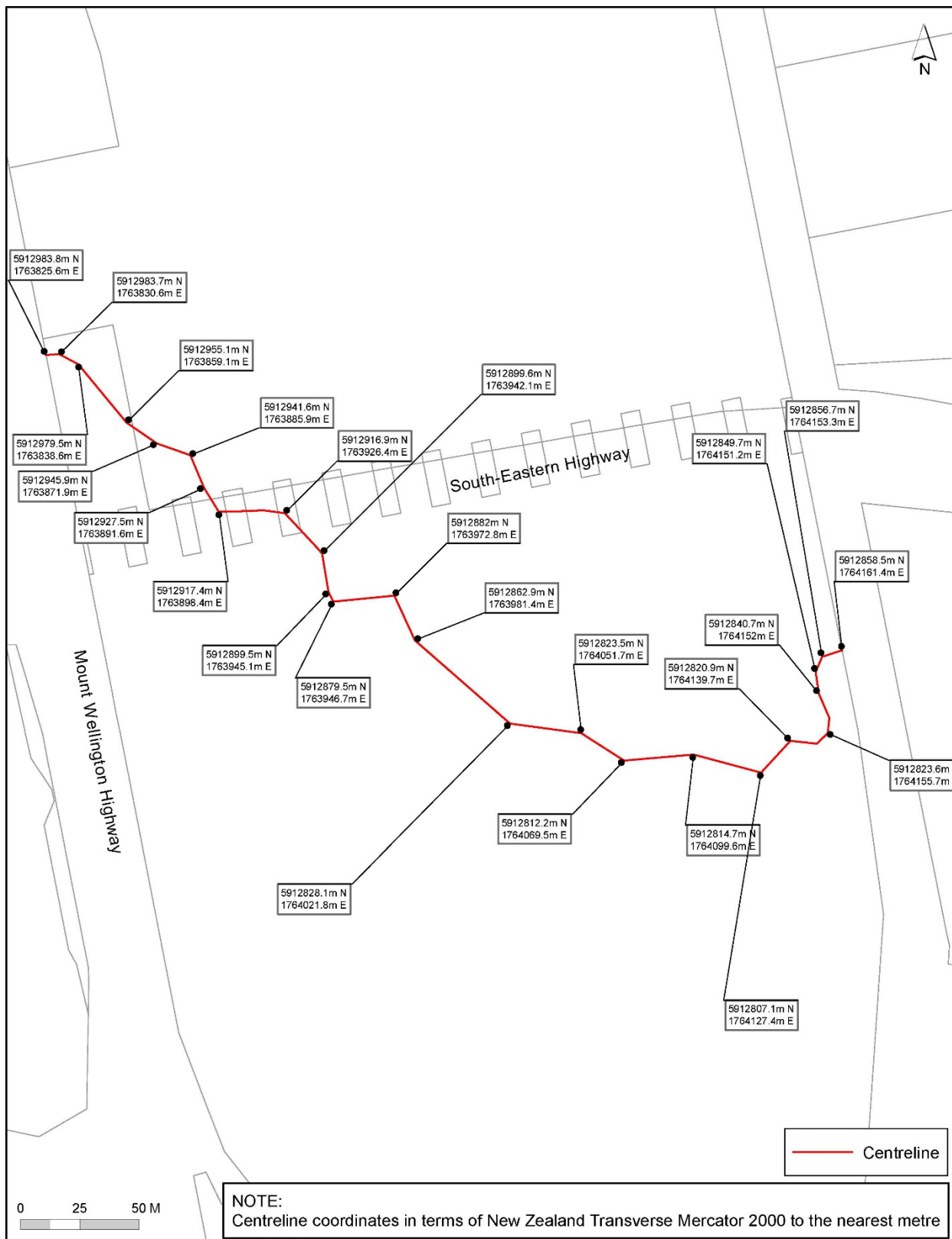
- (i) the provision of a satisfactory record of the location, extent and any notable aspects of the feature;
- (ii) the documentation, recovery and preservation of materials of scientific or educational importance; and
- (iii) whether access can be maintained to significant lava caves once the works are completed.

E12.9. Special information requirements

There are no special information requirements in this section.

E12.10. Figures

Figure E12.10.1 Limited earthworks corridor



E26. Infrastructure

E26.1. Introduction and other relevant regulatory requirements

E26.1.1. Introduction

Infrastructure is critical to the social, economic, and cultural well-being of people and communities and the quality of the environment. This section provides a framework for the development, operation, use, maintenance, repair, upgrading and removal of infrastructure.

As well as benefits infrastructure can have a range of adverse effects on the environment, visual amenity of an area, and public health and safety. The sensitivity of adjacent activities, particularly residential, to these effects can lead to complaints and ultimately constraints on the operation of infrastructure. Managing these reverse sensitivity effects is essential. Equally in some circumstances other activities and development need to be managed in a way that does not impede the operation of infrastructure.

Infrastructure is provided for on the basis of Auckland-wide provisions. Additional infrastructure provisions (zones, overlays and precincts), such as the National Grid Corridor Overlay, Auckland Airport Precinct and the Strategic Transport Corridor Zone are also provided throughout the plan and should be referred to where applicable. Designations may also provide for infrastructure.

The overlay and Auckland-wide provisions that are included in this section are set out in Table E26.1.1.1.

Table E26.1.1.1 Structure

Overlay or Auckland-wide provisions	E26 sub-section reference	Page number
Network utilities and electricity generation – All zones and roads	E26.2 Network utilities and electricity generation – All zones and roads	3
D9 Significant Ecological Areas Overlay E15 Vegetation management and biodiversity	E26.3 Network utilities and electricity generation – Vegetation management	33
D13 Notable Trees Overlay E16 Trees in open space zones E17 Trees in roads	E26.4 Network utilities and electricity generation – Trees in roads and open space zones and the Notable Trees Overlay	43
E11 Land disturbance – Regional E12 Land disturbance – District	E26.5 Network utilities and electricity generation – Earthworks all zones and roads E26.6 Network utilities and electricity generation – Earthworks overlays except	51 62

	Outstanding Natural Features Overlay E26.7 Network utilities and electricity Generation – Earthworks Outstanding Natural Features Overlay	76
D17 Historic Heritage Overlay	E26.8 Network utilities and electricity generation – Historic Heritage Overlay	86
D18 Special Character Areas Overlay – Residential and Business	E26.9 Network utilities and electricity generation – Special Character Areas Overlay – Residential and Business	91
D21 Sites and Places of Significance to Mana Whenua Overlay	E26.10 Network utilities and electricity generation – Sites and Places of Significance to Mana Whenua Overlay	96
D14 Volcanic Maunga Viewshafts and Height and Building Sensitive Areas Overlay	E26.11 Network utilities and electricity generation – Volcanic Maunga Viewshafts and Height and Building Sensitive Areas Overlay	98
D15 Ridgeline Protection Overlay D16 Local Public Views Overlay D19 Auckland War Memorial Museum Viewshaft Overlay D20A Stockade Hill Viewshaft Overlay	E26.12 Network utilities and electricity generation – Auckland War Memorial Museum Viewshaft, Local Public Views, Ridgelines Overlays	102
D10 Outstanding Natural Landscapes Overlay D11 Outstanding Natural Character and High Natural Character Overlay	E26.13 Network utilities and electricity generation – Outstanding Natural Landscapes Overlay (excluding outstanding natural features) and Outstanding Natural Character and High Natural Character Overlay	107
D10 Outstanding Natural Features Overlay	E26.14 Network utilities and electricity generation – Outstanding Natural Features Overlay (excluding outstanding natural landscapes)	112

E26.1.2. Other relevant regulatory requirements

- (1) Where relevant, the requirements of the National Code of Practice for Utility Operators' Access to Transport Corridors will apply to the placement, maintenance, improvement and removal of utility structures in the road, unformed road and Strategic Transport Corridor.
- (2) The requirements of the Resource Management (National Environmental Standards for Electricity Transmission Activities "NESETA") Regulations 2009 apply directly to the operation, maintenance, upgrading, relocation or removal of transmission line(s) that were operating or able to be operated on or prior to 14 January 2010 and remain part of the National Grid. In the case

of conflict with any other provision of this plan, including any provision in the activity table in this section, the NESETA provisions shall prevail.

- (3) The Resource Management (National Environmental Standards for Telecommunication Facilities “NESTF”) Regulations 2016 provide for:
- (a) the planning and operation of a telecommunication facility such as a mobile phone transmitter, that generates radio frequency fields as a permitted activity provided it complies with the New Zealand Standard on Radiofrequency Fields Part 1: Maximum Exposure Levels 3 kHz to 300 GHz (NZS 2772.1: 1999);
 - (b) the installation of telecommunication equipment cabinets in the road reserve as a permitted activity, subject to specified limitations on their size and location;
 - (c) noise from telecommunication equipment cabinets located in the road reserve as a permitted activity, subject to the specified noise limits; and
 - (d) the installation or replacement of masts and antennas on existing structures in the road reserve as a permitted activity, subject to specified limitations on height and size.
- (4) Compliance with the NZECP 34:2001 is mandatory under the Electricity Act 1992. All activities regulated by the NZECP 34:2001, including any activities that are otherwise permitted by the Plan must comply with this regulation.
- (5) Connections to a network utility require approval of the relevant network utility operator and works within roads require approval of the relevant road controlling authority.

(6) *Resource Management (National Environmental Standards for Freshwater) Regulations 2020*

The Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (‘Freshwater NES’) came into force on 3 September 2020. Currently, there may be duplication or conflict between specific plan rules and the Freshwater NES.

If an activity provided for in rules E26.2.3 to E26.14.8, including any associated matters of discretion, is also regulated by the Freshwater NES, where there is conflict then the most restrictive provision will prevail.

If the Freshwater NES regulations do not apply to an activity, then the plan rules apply.

Duplication or conflict between plan rules and the Freshwater NES will be addressed in the plan as soon as practicable.

E26.2. Network utilities and electricity generation – All zones and roads

E26.2.1. Objectives [rp/dp]

- (1) The benefits of infrastructure are recognised.

- (2) The value of investment in infrastructure is recognised.
- (3) Safe, efficient and secure infrastructure is enabled, to service the needs of existing and authorised proposed subdivision, use and development.
- (4) Development, operation, maintenance, repair, replacement, renewal, upgrading and removal of infrastructure is enabled.
- (5) The resilience of infrastructure is improved and continuity of service is enabled.
- (6) Infrastructure is appropriately protected from incompatible subdivision, use and development, and reverse sensitivity effects.
- (7) The national significance of the National Grid is recognised and provided for and its effective development, operation, maintenance, repairs, upgrading and removal is enabled.
- (8) The use and development of renewable electricity generation is enabled.
- (9) The adverse effects of infrastructure are avoided, remedied or mitigated.

E26.2.2. Policies [rp/dp]

- (1) Recognise the social, economic, cultural and environmental benefits that infrastructure provides, including:
 - (a) enabling enhancement of the quality of life and standard of living for people and communities;
 - (b) providing for public health and safety;
 - (c) enabling the functioning of businesses;
 - (d) enabling economic growth;
 - (e) enabling growth and development;
 - (f) protecting and enhancing the environment;
 - (g) enabling the transportation of freight, goods, people; and
 - (h) enabling interaction and communication.
- (2) Provide for the development, operation, maintenance, repair, upgrade and removal of infrastructure throughout Auckland by recognising:
 - (a) functional and operational needs;
 - (b) location, route and design needs and constraints;
 - (c) the complexity and interconnectedness of infrastructure services;
 - (d) the benefits of infrastructure to communities with in Auckland and beyond;
 - (e) the need to quickly restore disrupted services; and

- (f) its role in servicing existing, consented and planned development.

Adverse effects on infrastructure

- (3) Avoid where practicable, or otherwise remedy or mitigate adverse effects on infrastructure from subdivision, use and development, including reverse sensitivity effects, which may compromise the operation and capacity of existing, consented and planned infrastructure.

Adverse effects of infrastructure

- (4) Require the development, operation, maintenance, repair, upgrading and removal of infrastructure to avoid, remedy or mitigate adverse effects, including, on the:
 - (a) health, well-being and safety of people and communities, including nuisance from noise, vibration, dust and odour emissions and light spill;
 - (b) safe and efficient operation of other infrastructure;
 - (c) amenity values of the streetscape and adjoining properties;
 - (d) environment from temporary and ongoing discharges; and
 - (e) values for which a site has been scheduled or incorporated in an overlay.
- (5) Consider the following matters when assessing the effects of infrastructure:
 - (a) the degree to which the environment has already been modified;
 - (b) the nature, duration, timing and frequency of the adverse effects;
 - (c) the impact on the network and levels of service if the work is not undertaken;
 - (d) the need for the infrastructure in the context of the wider network; and
 - (e) the benefits provided by the infrastructure to the communities within Auckland and beyond.
- (6) Consider the following matters where new infrastructure or major upgrades to infrastructure are proposed within areas that have been scheduled in the Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character:
 - (a) the economic, cultural and social benefits derived from infrastructure and the adverse effects of not providing the infrastructure;
 - (b) whether the infrastructure has a functional or operational need to be located in or traverse the proposed location;
 - (c) the need for utility connections across or through such areas to enable an effective and efficient network;

- (d) whether there are any practicable alternative locations, routes or designs, which would avoid, or reduce adverse effects on the values of those places, while having regard to E26.2.2(6)(a) - (c);
 - (e) the extent of existing adverse effects and potential cumulative adverse effects;
 - (f) how the proposed infrastructure contributes to the strategic form or function, or enables the planned growth and intensification, of Auckland;
 - (g) the type, scale and extent of adverse effects on the identified values of the area or feature, taking into account:
 - (i) scheduled sites and places of significance and value to Mana Whenua;
 - (ii) significant public open space areas, including harbours;
 - (iii) hilltops and high points that are publicly accessible scenic lookouts;
 - (iv) high-use recreation areas;
 - (v) natural ecosystems and habitats; and
 - (vi) the extent to which the proposed infrastructure or upgrade can avoid adverse effects on the values of the area, and where these adverse effects cannot practicably be avoided, then the extent to which adverse effects on the values of the area can be appropriately remedied or mitigated.
 - (h) whether adverse effects on the identified values of the area or feature must be avoided pursuant to any national policy statement, national environmental standard, or regional policy statement.
- (7) Enable the following activities within natural heritage, natural resources, coastal environment, historic heritage, special character and Mana Whenua cultural heritage overlays:
- (a) the use and operation of existing infrastructure; and
 - (b) the minor upgrading, maintenance and repair of existing infrastructure, while ensuring that the adverse effects on the values of the area are avoided and where those effects cannot practicably be avoided, minimise any such effects and ensure they are appropriately remedied or mitigated.
- (8) Encourage new linear infrastructure to be located in roads, and where practicable within the road reserve adjacent to the carriage way.
- Undergrounding of infrastructure in urban areas*
- (9) Require new or major upgrades to electricity and telecommunications lines to be located underground in urban areas unless:

- (a) there are significant operational, functional, technical or economic reasons that require an aboveground network; or
 - (b) the additional lines are part of minor upgrading to the network or are service connections.
- (10) Enable the coordinated undergrounding of existing electricity and telecommunications lines in the road, particularly where the opportunity exists when network improvements are undertaken.

New technologies

- (11) Provide flexibility for infrastructure operators to use new technological advances that:
- (a) improve access to, and efficient use of services;
 - (b) allow for the re-use of redundant services and structures where appropriate;
 - (c) result in environmental benefits and enhancements; and
 - (d) utilise renewable sources.

Renewable electricity generation

- (12) Provide for renewable electricity generation activities to occur at different scales and from different sources, including small and community-scale renewable electricity generation activities.

National Grid

- (13) Have regard to the extent to which actual and potential effects have been avoided, remedied or mitigated by the route, site and method selected when assessing the development of the National Grid.

Road network

- (14) Require road network activities to:
- (a) avoid, remedy or mitigate adverse effects on residential or other sensitive activities, including effects of vibration, noise, glare and vehicle emissions;
 - (b) avoid, remedy or mitigate adverse effects on amenity values of adjoining properties and the streetscape; and
 - (c) maintain or enhance the safety and efficiency of the transport network.
- (15) Ensure roads are designed, located and constructed to:
- (a) provide for the needs of all road users and modes of transport;
 - (b) avoid, remedy or mitigate adverse effects on amenity values of adjoining properties;

- (c) avoid, remedy or mitigate adverse construction effects including effects of vibration, noise, and dust;
- (d) avoid, remedy or mitigate adverse operational effects particularly on residential or other sensitive activities, including effects of vibration, noise, glare and vehicle emissions;
- (e) minimise severance effects and changes to drainage patterns; and
- (f) maintain or enhance the safety and efficiency of the transport network.

E26.2.3. Activity table

Table E26.2.3.1 Activity table specifies the activity status of land use and development activities in all zones and roads pursuant to section 9(3) of the Resource Management Act 1991.

- Network utilities include road network activities within the legal road and its formation width, unless otherwise stated in the activity table.

Table E26.2.3.1 Activity table - Network utilities and electricity generation – All zones and roads

Activity		Roads, unformed roads and the Strategic Transport Corridor Zone	Rural zones, Future Urban Zone and Special Purpose – Quarry Zone	Coastal – Marina Zone (land) and Coastal – Minor Port Zone (land)	Residential zones, Special Purpose – Māori Purpose Zone and Special Purpose – School Zone	Industrial zones and the Business – General Business Zone	Centres zones, Business – Mixed Use Zone, Special Purpose – Airports and Airfields Zone, Special Purpose – Major Recreation Facility Zone, Special Purpose – Healthcare Facility and Hospital Zone, Business – Business Park Zone and Special Purpose – Tertiary Education Zone	Open space zones and the Special Purpose – Cemetery Zone
General								
(A1)	Operation, maintenance and repair of network utilities and electricity generation facilities in existence on 30 September 2013 or which have been lawfully established or granted resource consent	P	P	P	P	P	P	P
(A2)	Minor infrastructure upgrading of network utilities	P	P	P	P	P	P	P
(A3)	Service connections	P	P	P	P	P	P	P
(A4)	Minor utility structure	P	P	P	P	P	P	P
(A5)	Electric vehicle charging stations	P	P	P	P	P	P	P
(A6)	Removal of network utilities and electricity generation facilities	P	P	P	P	P	P	P
(A7)	Ancillary telecommunication equipment/devices and networks for supporting the operation of a network utility and/or electricity generation facility, including but not limited to smart meters, antennae and aerials(excludes microwave and satellite dish	P	P	P	P	P	P	P

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	aerials)							
(A8)	Pipes and cables for the conveyance of water, wastewater, stormwater, electricity, gas and telecommunications that are attached to existing structures	P	P	P	P	P	P	P
(A9)	Pipe and cable bridges for the conveyance of water, wastewater, stormwater, electricity, gas and telecommunications	P	P	P	P	P	P	P
(A10)	Air quality and meteorological monitoring structures and devices	P	P	P	P	P	P	P
(A11)	Temporary network utilities operating for less than 12 months	P	P	P	P	P	P	P
(A12)	Temporary signage during the construction of network utilities and electricity generation facilities, which is in place for no longer than 12 months	P	P	P	P	P	P	P
(A13)	Diesel or petrol electricity generators used for the emergency backup of any activities in Table E26.2.3.1 Activity Table	P	P	P	P	P	P	P
(A14)	Network utilities and energy storage inside existing buildings used for network utilities.	P	P	P	P	P	P	P
(A15)	Network utilities and energy storage within buildings where the network utilities or energy storage services that building	P	P	P	P	P	P	P
(A16)	Network utilities and electricity generation facilities not listed in Table E26.2.3.1 Activity Table	D	D	D	D	D	D	D
Electricity transmission and distribution								
(A17)	Distribution substations	P	P	P	P	P	P	P
(A18)	Substations within new buildings *Centres zones and Business – Mixed Use Zone	NA	P	P	C	P	C *RD#	RD#
(A19)	Substations within existing buildings	NA	P	P	P	P	P	P
(A20)	Substations within existing buildings that require an increase in building platform area or building height *Centres zones and Business – Mixed Use Zone	NA	P	P	C	P	C *RD	RD
(A21)	Unenclosed Substations *Business – Heavy Industry Zone	NA	RD#	D	D	D *RD	D	D
(A22)	Underground electricity lines	P	P	P	P	P	P	P
(A23)	Pole mounted transformer * within areas of the Road, Unformed Road and the Strategic Transport Corridor Zone, this activity shall have the same status as the adjacent zone ** Industrial zones *** within areas of the road, unformed road and the Strategic Transport Corridor Zone, where the area is adjacent to the relevant zone and is located outside the RUB	*	P	P	RD P***	RD P**	RD	RD P***
(A24)	Overhead electricity lines up to and including 110kV * within areas of the Road, Unformed Road and Strategic Transport Corridor this activity shall have the same status as the adjacent zone; ** Business – Heavy Industry Zone	*	P	P	D	RD P**	D	D
(A25)	Overhead electricity lines greater than 110kV * Business – Heavy Industry Zone	D	D	D	D	D P*	D	D
Liquid fuels and gas transmission and distribution								
(A26)	Underground gas distribution regulator stations	P	P	P	P	P	P	P
(A27)	Aboveground gas distribution regulator stations	P	P	P	P	P	P	P
(A28)	Aboveground gas and petroleum product transmission regulator, valve, or pump stations	D	D	D	D	D RD*	D	D

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	* Business – Heavy Industrial Zone							
(A29)	Underground gas distribution pipelines at a gauge pressure not exceeding 2000 kilopascals, including any aerial crossings of streams using bridges or any other structures, and ancillary underground equipment and fittings	P	P	P	P	P	P	P
(A30)	Underground gas and petroleum product transmission pipelines at a gauge pressure exceeding 2000 kilopascals including any aerial crossings of streams or other low lying areas using bridges or any other structures, and ancillary underground equipment and fittings	D	D	D	D	D	D	D
Telecommunications								
(A31)	Antennas attached to a replacement utility structure that are subject to and do not comply with Regulations 28 and 29 of the NESTF	C	NA					
(A32)	Antennas attached to retaining walls, tunnels, bridges and other structures (other than replacement utility structures under the NESTF) in the road, unformed Road and Strategic Transport Corridor Zone	P	NA					
(A33)	Antennas attached to a building and/or structure where the face of the antenna does not exceed 1.5m ² or 1.2m in diameter for dish antennas (excludes private television antennas and satellite dishes)	NA	P	P	RD	P	P	P
(A34)	Mast and attached antennas * within Business – Local Centre Zone and Business – Neighbourhood Centre Zone ** within the Strategic Transport Corridor zone	RD# P**	P	P	D	P	P RD*#	RD#
(A35)	Antennas inside of new or existing buildings	P	P	P	P	P	P	P
(A36)	Antennas that do not exceed the following dimensions: GPS Antennas: <ul style="list-style-type: none"> • 300mm high and 130mm in diameter • small cell units/antennas that do not exceed a volumetric dimension of 0.25m³ Omni-directional antennas: <ul style="list-style-type: none"> • 1.6m high; • 650mm horizontal length for dipole antennas; and • Whip or cross rod section of 60mm in diameter 	P	P	P	P	P	P	P
(A37)	Externally mounted telecommunication satellite dishes attached to buildings not exceeding 0.8m in diameter and ancillary components	NA	P	P	P	P	P	P
(A38)	Telecommunication cabinets and shelters *that meet the permitted standards in NESTF if within a road	P*	P	P	P	P	P	P
(A39)	Telecommunication cabinets in roads and Strategic Transport Corridor zone that do not meet the permitted standards in NESTF (excludes rail corridors)	RD						
(A40)	Underground telecommunication lines and facilities	P	P	P	P	P	P	P
(A41)	Overhead telecommunication lines * within areas of the road, unformed road and Strategic Transport Corridor Zone this activity shall have the same status as the adjacent zone ** Business – Heavy Industry Zone	*	P	P	D	RD P**	D	D
(A42)	Telecommunication kiosks	P	P	P	P	P	P	P
(A43)	Telephone exchanges	P	P	P	P	P	P	P
(A44)	Installation and operation of equipment inside	P	P	P	P	P	P	P

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	existing telephone exchanges							
Amateur radio								
(A45)	Amateur radio configurations	NC	P	P	P	P	P	P
(A46)	Amateur radio configurations that do not comply with Standard E26.2.5.3(25)	NC	D	D	D	D	D	D
Water, wastewater and stormwater structures								
(A47)	Underground reservoirs	P	P	P	P	P	P	P
(A48)	Above ground reservoirs	RD	P	P	RD	P	RD	RD
(A49)	Underground pipelines and ancillary structures for the conveyance of water, wastewater and stormwater (including above ground ancillary structures associated with underground pipelines)	P	P	P	P	P	P	P
(A50)	Aboveground pipelines and attached ancillary structures for the conveyance of water, wastewater and stormwater	RD	RD	RD	RD	RD	RD	RD
(A51)	Water, wastewater and stormwater pump stations	P	P	P	P	P	P	P
(A51A)	Water, wastewater and stormwater pump stations that do not comply with standards E26.2.5.2(2)(a) or E26.2.5.2 (3)(a) *Centres zones and Business – Mixed Use Zone	NA	P	P	C	P	C *RD#	RD#
(A52)*	Water, wastewater and stormwater storage tanks	P	P	P	P	P	P	P
(A53)	Water treatment plants	D	P	P	RD	P	RD	RD
(A54)	Wastewater treatment plants	D	RD	D	D	RD	D	D
(A55)	Stormwater detention/retention ponds/wetlands	C	C	C	C	C	C	C
(A56)	Water, wastewater and stormwater outfalls and ancillary structures	P	P	P	P	P	P	P
(A57)	Ventilation facilities, drop shafts and manholes	P	P	P	P	P	P	P
(A58)	Stormwater treatment devices; erosion protection; culverts; measuring devices (flows structures)	P	P	P	P	P	P	P
Electricity generation and its storage								
(A59)	Small-scale electricity generation * solar electricity generation which is ancillary to network utilities located in roads and unformed roads and Strategic Transport Corridor Zone	NA P*	P	P	P	P	P	P
(A60)	Community-scale electricity generation * solar electricity generation	NA	P	P	RD# P*	P	RD# P*	RD# P*
(A61)	Large scale wind farms	NA	RD#	D	NC	RD#	D	NC
(A62)	Research and exploratory scale investigations for renewable electricity generation activities	D	P	NA	NA	NA	NA	P
(A63)	Other electricity generating facilities	NC	D	D	NC	D	D	NC
(A64)	Electricity storage facility that is not a minor utility structure	RD	P	P	RD#	P	RD#	RD#
Infringement of standards								
(A65)	Any activity that does not comply with Standard E26.2.5.2(6) and E26.2.5.1(6)	NC	NC	NC	NC	NC	NC	NC
(A66)	Any activity that does not comply with Standard E26.2.5.2(7) and E26.2.5.1(7)	NC	NC	NC	NC	NC	NC	NC

* rainwater tank standards listed below do not apply to item (A52) which only relates to network utility tanks.

- H3.6.13 Single House Zone
- H3A – Low Density Residential Zone

- H1.6.8 Large Lot Zone
- H2.6.11 Rural and Coastal Settlement Zone
- H4.6.16 Mixed Housing Suburban Zone
- H5.6.17 Mixed Housing Urban Zone
- H6.6.18 Terrace Housing and Apartment Buildings Zone
- H19.10.17 Rural Zones
- H20.6.9 Waitākere Foothills Zone
- H21.6.9 Waitākere Ranges Zone
- H27.6.9 Special Purpose - Māori Purpose Zone

Table E26.2.3.2 Activity table specifies the activity status of land use and development for road network activities pursuant to section 9(3) of the Resource Management Act 1991.

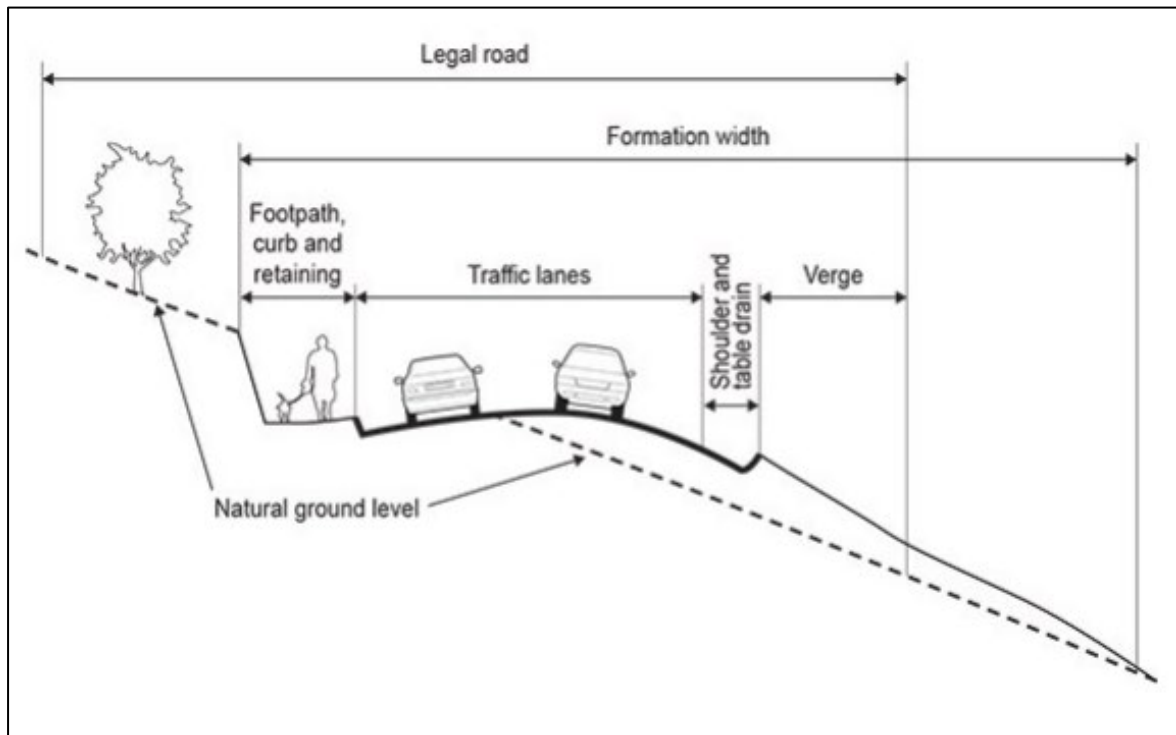
(1) The rules in Table E26.2.3.2 apply to the local public road network operated by Auckland Transport and any private road (provided the private road is in private ownership, provides public access and is connected to the public road network).

(2) in this section:

(a) 'existing road' has the same meaning as in section 315 of the Local Government Act 1974 and includes legally established private roads (a road in private ownership providing public access and is connected to the public road network). Section 315 does not include a motorway within the meaning of the Government Rounding Powers Act 1989; and

(b) for the purposes of these rules, the existing road includes activities undertaken within the formation width of the road which may extend beyond the legal road width refer to Figure E26.2.3.1; and

Figure E26.2.3.1 Formation width of the road



- (c) 'unformed road' means land that is vested or dedicated that has never been formed in full or in part,
- (3) Any zoning (including precinct provisions) ceases to have effect from the time the land is vested or dedicated as a road.
- (4) In the case of stopped roads, the zoning reverts to that of the adjoining land at the time when the road is stopped, and where there are two different zones, the adjacent zone extends to the centre line of the former road.
- (5) This section controls the road network activities (including structures) undertaken in the local public road network, and associated/ancillary structures and activities adjacent to but within the formation width of the existing road by Auckland Transport (or its agents) except where the overlay and Auckland-wide rules apply additional rules that must also be complied with.
- (6) Where an existing road (as defined in Rule E26.2.3(2) above) is also identified as having an underlying zoning, the rules as set out below will have precedence over any zone rules in regard to the activity status and standards.

Table E26.2.3.2 Activity table for road network activities

Activity		Existing Road	Unformed Road
(A67)	Construction, operation, use, maintenance and repair of road network activities	P	P
(A68)	Transportation of people, goods and services	P	P
(A69)	Construction of unformed roads	NA	RD#
(A70)	Public amenities	P	P

E26.2.4. Notification

- (1) An application for resource consent for a controlled or restricted discretionary activity listed in Table E26.2.3.1 Activity table or Table E26.2.3.2 Activity table for road network activities above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991, except that:
 - (a) any restricted discretionary activity identified by a # in the in Table E26.2.3.1 Activity table and Table E26.2.3.2 Activity table for road network activities will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) Any application for resource consent for an activity that infringes the permitted or controlled activity standards will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

E26.2.5. Standards**E26.2.5.1. Activities within roads and unformed roads in Table E26.2.3.1 Activity table**

All activities listed as permitted in Table E26.2.3.1 Activity table must comply with the following permitted activity standards.

- (1) Temporary network utilities:
 - (a) all temporary network utilities and associated buildings and structures must be removed from the site on completion of the works; and
 - (b) the site must be reinstated in accordance with conditions specified in the National Code of Practice for Utility Operators' Access to Transport Corridors (2011).

(2) Building area:

- (a) the maximum aboveground building area for structures, excluding electricity and telecommunication support structures is 2m^2 . This excludes:
 - (i) *[intentionally blank]*
 - (ii) telecommunication cabinets permitted under NESTF;
 - (iii) distribution substations and gas distribution regulator stations provided they do not exceed 6m^2 ;
 - (iv) distribution substations that specifically connect between networks operating at different voltages or phase angles, and are located outside of urban areas provided they do not exceed 10m^2 ; and
 - (v) pole mounted transformers provided the transformer does not exceed 2m^3 .

(3) Height:

- (a) the maximum height for structures, excluding electricity and telecommunication support structures, telecommunication devices, earth peaks, lightning rods, smart meters and GPS antennas is 1.8m;
- (b) the maximum height for support structures for electricity lines, telecommunication lines, telecommunication equipment/devices, including telecommunication equipment/devices is 25m. This measurement of height of the structure excludes any earth peaks, lightning rods, smart meters, omni-directional whip antennas and GPS antennas; and
- (c) the maximum height for of 2.5m applies to:
 - (i) telecommunication kiosk; and
 - (ii) distribution substations that specifically connect between networks operating at different voltages or phase angles, and are located outside of urban areas.

(4) Electric vehicle charging stations:

- (a) maximum height of 1.8m;
- (b) maximum area of 1.5m^2 ;
- (c) either have a socket connection, or a fitted cable management accessory;

- (d) the equipment must be removed by the owner when the equipment becomes obsolete; and
- (e) in addition to the above, where the electric vehicle charging station is located on an arterial road:
 - (i) it must be located adjacent to part of a road on which car parking is authorised by Auckland Transport for a time period of at least 30 minutes for either general vehicle use or reserved for electric vehicles;
 - (ii) the equipment must be removed by the owner (at the owner's sole cost) at least 30 days prior to the adjacent car parking space being permanently removed; and
 - (iii) written notice of any proposed installation of the equipment must be given to Auckland Transport at least 2 months prior to the lodgement of any request to access the road corridor.
- (5) Minor infrastructure upgrading
 - (a) All activities and works must be in accordance with the permitted activity standards for minor infrastructure upgrading in E26.2.5.3(1).
- (6) Electricity transmission and distribution (Electric and magnetic fields):
 - (a) network utilities that emit electric and magnetic field emissions must comply with the International Commission on Non-ionising Radiation Protection Guidelines for limiting exposure to time varying electric and magnetic fields (1Hz – 100kHz) (Health Physics, 2010, 99(6); 818-836) and recommendations from the World Health Organisation Monograph Environmental Health Criteria (No 238, June 2007).
- (7) Radio Frequency Fields (RF fields):
 - (a) network utilities should not result in radio-frequency fields produced by the network utility exceeding the maximum exposure level of the general public in the New Zealand Standard for Radiofrequency Fields Part 1: Maximum Exposure Levels 3 kHz to 300GHz (NZS 2772.1: 1999) measured at all places reasonably accessible to the general public.

E26.2.5.2. Activities within zones in Table E26.2.3.1 Activity table

All activities listed as permitted in Table E26.2.3.1 Activity table must comply with the following permitted activity standards.

- (1) Temporary network utilities:

- (a) all temporary network utilities, temporary electricity generation facilities and associated buildings and structures must be removed from the site on completion of the works.

(2) Building area:

- (a) the maximum aboveground building area for structures, excluding electricity and telecommunication support structures:
 - (i) in residential zones is 20m²;
 - (ii) in all other zones is 30m²;
- (b) Standard E26.2.5.2(2)(a)(i) and (ii) excludes:
 - (i) structures in industrial zones; and
 - (ii) substations or telephone exchanges incorporated within a building complying with the rules for the relevant zone which are provided for as a separate activity.

(3) Height:

- (a) the maximum height for structures, excluding electricity and telecommunication support structures, telecommunication devices, earth peaks, lightning rods, smart meters and GPS antennas, is 2.5m. Excludes:
 - (i) structures in industrial zones, where the height controls of the relevant zone will apply;
 - (ii) substations and telephone exchanges incorporated within a building complying with the rules for the relevant zone or otherwise approved; and
 - (iii) telecommunication shelters and electricity storage facilities in rural zones, where a maximum height of 3m applies;
- (b) the maximum height for support structures for electricity lines and telecommunication lines is 25m.
- (c) The maximum height for rainwater tanks is 3m

(4) Yards:

- (a) electricity and telecommunication support structures must be set back at least 1m from any adjoining site that is zoned residential or Special Purpose – Māori Purpose Zone.

(5) Pole mounted transformers:

- (a) The maximum dimension for transformers is 2m³

(6) Electricity transmission and distribution (Electric and magnetic fields):

- (a) network utilities that emit electric and magnetic field emissions must comply with the International Commission on Non-ionising Radiation Protection Guidelines for limiting exposure to time varying electric and magnetic fields (1Hz – 100kHz) (Health Physics, 2010, 99(6); 818-836) and recommendations from the World Health Organisation monograph Environmental Health Criteria (No 238, June 2007).

(7) Radio Frequency Fields (RF fields):

- (a) network utilities should not result in radio-frequency fields produced by the network utility exceeding the maximum exposure level of the general public in the New Zealand Standard for Radiofrequency Fields Part 1: Maximum Exposure Levels 3 kHz to 300GHz (NZS 2772.1: 1999) measured at all places reasonably accessible to the general public.

E26.2.5.3. Specific activities within zones in Table E26.2.3.1

The specific activities listed below are required to comply with the permitted activity standards in E26.2.5.1 and E26.2.5.2. Where a standard in E26.2.5.3 for a specified activity varies from a standard in E26.2.5.1 or E26.2.5.2, E26.2.5.3 shall apply.

Minor infrastructure upgrading [rcp/dp]

(1) Minor infrastructure upgrading of network utilities must comply with the following controls (where relevant):

- (a) minor re-alignment, configuration, relocation or replacement of electricity, gas distribution, or telecommunication line, pipe, pole, conductors, cross arms, switches, transformers, cabinets or ancillary structures:
 - (i) that is within 2m of the existing alignment or location;
 - (ii) that is within 5m of the existing alignment or location when associated with road widening reasons or road safety or electricity clearance reasons.
- (b) alterations and additions to overhead electricity and telecommunication lines on existing poles:
 - (i) do not increase the number of conductors or wires/lines by more than 100 percent;
 - (ii) or when installing a new low voltage circuit on an existing pole, the total number of new conductors or wires/lines must not exceed 8, consisting specifically of 4 lines for electricity circuit (or single bundled line containing up to 4 electricity lines), 1 hot water pilot

line, 1 street light line, and 2 for telecommunication purposes. Where the hot water pilot and street light lines are not required, the maximum number of new conductors must not exceed 6 (unless some of the electricity lines are bundled in a single bundled line, in which case the maximum number of new conductors or wires/lines must not exceed 7, less the number of electricity lines in the bundled line).

- (iii) the provisions in E26.2.5.3(1)(b)(i) and E26.2.5.3(1)(b)(ii) above exclude service connections and lateral network connections
- (iv) additional cross arms that do not exceed the length of the existing cross arm by more than 100 percent, up to a maximum of 4m; and
- (v) additional or replacement electricity and telecommunication lines that:
 - do not exceed 30mm in diameter; or
 - in the case of a single bundled line containing up to 4 electricity lines provided for under E26.2.5.3(1)(b)(ii), does not exceed 44mm in diameter. Only one bundled electricity line per span is permitted.

(c) the addition or replacement of:

- (i) earthwires, either overhead or underground, and underground earthgrids, which may contain telecommunication lines, and earthpeaks; or
- (ii) above-ground insulators on the poles.

(d) any pole which replaces an existing pole provided that:

- (i) it must not have a diameter or width that is more than the existing pole's diameter or width at its largest point plus 50 percent and in the case of double pole 100 percent; and
- (ii) it must not have a height greater than 25m

(e) modification of an existing pole:

- (i) only where the mechanical loading requirements make this necessary in order to undertake reconductoring or the reconfiguration of equipment, such as staywires, anchor blocks, on overhead electricity and telecommunication lines; or
- (ii) when modifications to structures are required to meet mechanical loading requirements the height and profile of any modified

support structure must remain the same as existed prior to the modifications.

- (f) the installation of new mid-span electricity poles in existing networks to address clearances in NZECP 34:2001;
- (g) an increase in the power carrying or operating capacity, efficiency or security of electricity lines, gas distribution lines and telecommunications lines, where this uses the existing network utility and meets the requirements of E26.2.5.3(1)(c) - (f) above;
- (h) the alteration, replacement or relocation of water, wastewater or stormwater structures (excluding pipes):
 - (i) there must be no more than a 10 percent increase in the width, length and/or height of the structure; and
 - (ii) the structure must be located within the 2m of existing alignment or location.
- (i) the alterations or replacement of water, wastewater, stormwater, gas pipes provided that:
 - (i) above ground pipes must not exceed 300mm increase in diameter of the pipe;
 - (ii) underground pipes must not exceed a 50 percent increase in the diameter of the pipe
- (j) the replacement of an existing antenna with a new antenna provided that:
 - (i) the new antenna does not exceed the maximum dimension of the existing antenna by more than 20 per cent; and
 - (ii) where the antenna is a dish antenna the diameter of the new antenna must not increase by more than 20 percent; and
 - (iii) the overall height of the facility to which the antenna is attached either does not increase or that any height increase is as a result of the antenna size increase only.
- (k) Any upgrading of infrastructure that does not comply with the relevant standards for minor infrastructure upgrading specified above, shall be subject to the relevant activity status for that activity specified in Activity Table E26.2.3.1.

Substations and electricity storage facilities

- (2) Noise from substations must not exceed the following noise limits when measured within the boundary of a residential zone site or within the notional boundary of a rural zone site:
 - (a) 55 dB L_{Aeq} between Monday to Saturday 7am to 10pm and Sundays 9am to 6pm and
 - (b) 45 dB L_{Aeq} /75 dB L_{Amax} for all other times
- (2A) Noise from electricity storage facilities must not exceed:
 - (a) The noise limits in E26.2.5.3(2) when the electricity storage facility is located on the same site as a substation and the noise levels are assessed cumulatively; or
 - (b) The following noise limits when measured within the boundary of a residential zone site or within the notional boundary of a rural zone site:
 - (i) 50 dB L_{Aeq} between Monday to Saturday 7am to 10pm and Sundays 9am to 6pm and
 - (ii) 40 dB L_{Aeq} /75 dB L_{Amax} for all other times.
- (3) Noise from substations and electricity storage facilities in other zones must not exceed the noise limits for the zone in which they are located as provided in E25 Noise and vibration.
- (4) Noise from distribution substations and electricity storage facilities within roads, unformed roads and Strategic Transport Corridor Zone must not exceed 40 dB L_{Aeq} :
 - (i) in adjacent residential areas – 6m from the distribution substation or electricity storage facility, or at the nearest residential boundary (whichever is furthest); and
 - (ii) in adjacent rural zones – 6m from the distribution substation or electricity storage facility, or at the nearest rural notional boundary (whichever is furthest).
- (5) In respect of E26.2.5.3(3) and (4) above noise levels must be measured in accordance with NZS6801:2008 “Acoustics – Measurement of environmental sound” and assessed in accordance with NZS6802:2008 “Acoustics – Environmental noise”.
- (6) Antennas attached to buildings must not exceed the height at the point of attachment to the building by more than the height specified in Table E26.2.5.3.1.

For the purposes of this rule, the following ancillary components are excluded from the height standards: radio frequency units; GPS antennas; smart meters, lightning rods, shrouds and ancillary equipment such as amplifiers, controller boxes and tilt motors.

Table E26.2.5.3.1 Telecommunication antennas attached to buildings

Zone group	Permitted height
<ul style="list-style-type: none"> • Rural zones; • Coastal – Marina Zone (land) and Coastal – Minor Port Zone (land); • Future Urban Zone; • Special Purpose – Quarry Zone; • Industrial zones; • Centres zones and Business – Mixed Use Zone (excluding the Business – Local Centre Zone and Business – Neighbourhood Centre Zone); • Business – General Business Zone; • Special Purpose – Airports and Airfields Zone, Special Purpose – Major Recreation Zone, Special Purpose – Healthcare Facility and Hospital Zone and the Business – Business Park Zone; and • Special Purpose – Tertiary Education Zone 	5m
<ul style="list-style-type: none"> • Business – Local Centre Zone and Business – Neighbourhood Centre Zone; • Open space zones; and • Special Purpose – Cemetery Zone 	3.5m

(7) Standards E26.2.5.3(8) - (10) apply to individual antennas or clusters of antennas, provided that collectively these do not exceed 600mm in diameter.

(8) The maximum number of antennas specified in E26.2.5.3(9) and (10) do not apply to:

- (a) antennas mounted on the fascia of a building below the roofline; and
- (b) GPS antennas, smart meters, lightning rods, shrouds and ancillary equipment such as radio frequency units, amplifiers, controller boxes and tilt motors

(9) The maximum number of antennas in the Business – Local Centre Zone and Business – Neighbourhood Centre Zone are in Table E26.2.5.3.2.

Table E26.2.5.3.2 Maximum number of antennas

Roof area (plan view)	Maximum number of antennas per site
300m ² or less	6
Greater than 300m ² and less than 1,000m ²	8
1,000m ² or more	12

(10) For all other zones the maximum number of antennas is 12 per site.

Height of masts and attached antennas (excludes NESTF)

- (11) Masts and attached antennas identified as permitted activities in Table E26.2.3.1 must not exceed the height limits in Table E26.2.5.3.3, excluding provision for lightning rods, omni-directional whip antennas and GPS antennas, telecommunication devices and earthpeaks.

Table E26.2.5.3.3 Height of masts and attached antennas (excludes NESTF)

Zone groups	Maximum height
<ul style="list-style-type: none"> • Rural zones; • Industrial zones; • Strategic Transport Corridor Zone; • Centres zones and Business - Mixed Use Zone (excluding the Business – Local Centre Zone and Business – Neighbourhood Centre Zone); • Special Purpose – Airport Zone; • Special Purpose – Major Recreation Facility Zone; • Special Purpose – Healthcare Facility and Hospital Zone; • Business – Business Park Zone; • Business – General Business Zone; • Coastal – Minor Port Zone (land); • Future Urban Zone; • Coastal – Marina Zone (land); and • Special Purpose – Quarry Zone 	25m

Electricity generation – wind generation scale and location

- (12) Meteorological masts for wind research and exploration must not exceed 90m in height.
- (13) Roof-mounted wind turbines for small-scale electricity generation must:
- (a) not exceed the permitted height of the zone by more than 3m;
 - (b) have a rotor diameter no more than 2.5m; and
 - (c) be limited to one per dwelling within the residential zones.
- (14) Freestanding wind turbines for small-scale electricity generation must comply with Table E26.2.5.3.4.

Table E26.2.5.3.4 Freestanding wind turbines for small-scale electricity generation

Zone	Maximum height	Maximum rotor diameter (m)
Residential zones and the Special Purpose – Māori Purpose Zone	12	2.5
Rural zones, Future Urban Zone, Special Purpose – Quarry Zone and industrial zones	20	5
All other zones	15	3

- (15) In residential zones and the Special Purpose – Māori Purpose Zone, freestanding wind turbines for small-scale electricity generation are limited to one per site.
- (16) The noise (rating) level from small scale electricity generation must not exceed the noise control specified for activities in the zone in which the small scale electricity generation activity is located (including noise control for any zone interface), following the subtraction of 10 decibels from every applicable A-weighted noise limit in the applicable rule. A penalty for the noise containing Special Audible Characteristics in accordance with NZS6802:2008 Acoustics – Environmental Noise must not be applied.
- (17) Wind turbine towers, either freestanding tubular, lattice or tubular mast supported by guy wires, for a community-scale electricity generation facility must not exceed 25m in height.
- (18) Small and community scale wind turbines on sites adjoining residential zones must meet the height in relation to boundary control for the adjoining zone in which they are located.
- (19) There is no height limit for wind turbine towers associated with large-scale wind farms.

Electricity generation - solar panels

- (20) For small scale and community scale electricity, solar panels on the roof of a building must not exceed 250mm in height above the existing roof.

Setbacks

- (21) Wind turbine towers must be set back from the boundary of the site on which the wind turbine is located at a distance equivalent to the length of the turbine blades. The tips of the turbine blades must stay within the site at all times.

Shadow flicker

- (22) No dwellings on a neighbouring property must be exposed to more than 30 hours of shadow flicker per year based on realistic shadow flicker hours calculations from large-scale wind farms.

Pipe and cable bridges

- (23) Pipe and cable bridges must not exceed:

- (a) 25m in length;
- (b) 1m in diameter or width

Underground pipelines for the conveyance of gas, water, wastewater and stormwater

- (24) Any aboveground section of underground pipelines for the conveyance of gas, water, wastewater and stormwater must not exceed:

- (a) 25m continuous length of pipe that is aboveground in any one section; and
- (b) 300mm in diameter.

Amateur Radio Configurations

- (25) Amateur radio configuration activities must comply with the following standards:

- (a) no limit to the number of supporting structures less than 102mm in diameter. Where guy wires are used, these must not exceed 10mm in diameter;
- (b) a maximum of one supporting structure greater than 102mm. The maximum height of the supporting structure shall be the relevant building height. The maximum horizontal diameter of the pole or supporting structure is 800mm. The minimum setback from any boundary is 1.5m. Any guys used to support the pole must not exceed 10mm in diameter;
- (c) dish antennas located less than 5m above ground have a maximum horizontal diameter of 4m and a minimum boundary setback of 1m. Dish antennas situated more than 5m above ground have a maximum diameter of 1.2m;
- (d) the maximum height of antennas mounted on buildings using a supporting structure less than 102mm diameter shall be 18m in the residential zones, and 18m or the relevant permitted or actual building height plus 5m (whichever is greatest) in all other zones;

- (e) all antennas must be designed and operated in compliance with New Zealand Standard NZS 2772 : Part 1 : 1999 Radiofrequency Fields Part 1 – Maximum Exposure Levels – 3 kHz to 300 GHz at all times and in all places to which the public has access; and
- (f) no amateur radio configuration may be located on a site that is, or contains, a scheduled historic heritage place. In respect of a scheduled historic heritage place, no amateur radio configuration shall be located on a site with a extent of place or any area of legal road within that extent of place.

Licensed amateur radio operators have an important role in civil defence activities in the city. The rules recognise this by permitting certain amateur radio configurations for use by licensed amateur radio operators.

Electric vehicle charging stations

(26) Electric vehicle charging stations must be:

- (a) maximum height of 1.8m;
- (b) maximum area of 1.5m²; and
- (c) either have a socket connection, or a fitted cable management accessory.

E26.2.5.4. Standards for road network activities in Table E26.2.3.2

The following permitted activity standards apply to activities within Table E26.2.3.2 Activity table for road network activities in the existing road.

- (1) Temporary works, buildings and structures must be removed from the road on completion of works.
- (2) After completion of works, the ground must be reinstated to at least the condition existing prior to any work starting.
- (3) Work within the formation width of the road must be incidental to, and serve a supportive function for the existing public road or is required for the safety of road users or is required for the safety of adjacent landowners or occupiers.
- (4) Road network activities involving the construction, renewal or minor upgrading of road pavement (excluding footpaths), bridges, retaining walls and tunnels, that are within 20m of any building or structure that is listed as a primary feature in Schedule 14.1, shall prepare a vibration management plan. The plan shall be prepared by a suitably qualified and experienced person and shall demonstrate that vibration levels in E25.6.30 (1)(a) German Industrial Standard DIN 4150-3(1999): Structural vibration – Part 3 Effects of vibration on structures will be complied with.

The plan must include the information set out in E26.8.8 and be provided to the council no less than 5 days prior to the works commencing.

E26.2.5.5. Controlled activity standards

All activities listed as controlled in Table E26.2.3.1 Activity table must comply with the following controlled activity standards.

Antennas

- (1) Antennas attached to replacement utility structures that do not comply with Regulation 7 of the NESTF in roads, unformed roads and the Strategic Transport Corridor Zone:
 - (a) the total height of the structure may exceed the limit specified in Regulation 7(2) of NESTF, by an additional 0.5m;
 - (b) the maximum diameter of any shroud is 600mm; and
 - (c) there is no limit on the size of antennas where contained within a shroud not exceeding the above limits.

Substations within new or existing buildings and water, wastewater and stormwater pump stations that do not comply with standards E26.2.5.2(2)(a) or E26.2.5.2(3)(a)

- (2) Substations within new buildings, substations within existing buildings that require an increase in building platform area or building height, and water, wastewater and stormwater pump stations that do not comply with standards E26.2.5.2(2)(a) or E26.2.5.2(3)(a):
 - (a) the substation building or pump station must comply with the standards for the relevant zone; and
 - (b) noise from substations must not exceed the noise limits in Standards E26.2.5.3(2) - (5).

E26.2.6. Assessment – controlled activities

E26.2.6.1. Matters of control

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

- (1) antennas attached to replacement utility structure that do not comply with Regulation 7 of the NESTF in roads, unformed roads and the Strategic Transport Corridor Zone:
 - (a) compliance with Standard E26.2.5.5(1) Controlled activity standard for antennas.
- (2) stormwater detention and retention ponds and wetlands:

- (a) effects on the use of open space;
 - (b) provision of safe access for maintenance; and
 - (c) effects on health and safety.
- (3) substations within new buildings and substations within existing buildings that require an increase in building platform area or building height, and water, wastewater and stormwater pump stations that do not comply with standards E26.2.5.2(2)(a) or E26.2.5.2(3)(a):
- (a) external building appearance;
 - (b) landscaping and fencing;
 - (c) compliance with Standard E26.2.5.5(2); and
 - (d) effects on health and safety.

E26.2.6.2. Assessment criteria

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

- (1) antennas attached to replacement utility structure that do not comply with Regulation 7 of the NESTF in roads, unformed roads and the Strategic Transport Corridor Zone:
 - (a) whether Standard E26.2.5.5(1) is complied with; and
 - (b) the ability to use a shroud to encompass antennas.
- (2) stormwater detention and retention ponds and wetlands:
 - (a) the extent to which interference with public use and enjoyment of open space is minimised where stormwater detention and retention ponds and wetlands are located in public open space;
 - (b) whether safe and direct access can be provided to enable the maintenance of stormwater detention and retention ponds and wetlands; and
 - (c) whether there will be health and safety effects associated with stormwater detention and retention ponds and wetlands and the extent to which these can be mitigated through measures such as fencing.
- (3) substations within new buildings and substations within existing buildings that require an increase in building platform area or building height and water, wastewater and stormwater pump stations that do not comply with standards E26.2.5.2(2)(a) or E26.2.5.2(3)(a):

- (a) whether Standard E26.2.5.5(2) is complied with;
- (b) the extent to which design features can be used to break up the bulk of the building by, for example varying building elevations, setting parts of the building back, and the use of architectural features without compromising the functional requirements of the pump station or substation;
- (c) the extent to which the visual effects of the building can be softened by landscaping without compromising the functional requirements of the pump station or substation; and
- (d) the extent to which fencing can be used to minimise potential health and safety hazards.

E26.2.7. Assessment – restricted discretionary activities

E26.2.7.1. Matters of discretion

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

- (1) all restricted discretionary activities:
 - (a) functional and operational needs of, and benefits derived from, the infrastructure;
 - (b) visual effects;
 - (c) where located within a road, the operation and function of road network activities and effects on the amenity values of the streetscape;
 - (d) noise and vibration effects;
 - (e) odour effects;
 - (f) shadow flicker effects; and
 - (g) implications in terms of future planned urban development.
- (2) substations within new buildings and substations within existing buildings that require an increase in building platform area or building height, and water, wastewater and stormwater pump stations that do not comply with standards E26.2.5.2(2)(a) or E26.2.5.2(3)(a):
 - (i) effects of external building appearance on amenity values of the streetscape and adjoining properties; and
 - (ii) effects on health and safety.
- (3) road construction of unformed roads and their operation:

- (a) adverse effects on amenity values of adjoining properties;
- (b) adverse construction effects including effects of vibration, noise, and dust;
- (c) adverse operational effects particularly on residential or other sensitive activities, including effects of vibration, noise, glare and vehicle emissions;
- (d) severance effects and changes to drainage patterns;
- (e) safety and efficiency of the transport network; and
- (f) the benefits provided by the construction of the road.

E26.2.7.2. Assessment criteria

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

(1) all restricted discretionary activities:

- (a) function and operational needs of and the benefits derived from, infrastructure:
 - (i) the extent to which the functional and operational requirements of the infrastructure affects or necessitates its location, form, height and size;
 - (ii) the extent to which the infrastructure or upgrade will benefit and contribute to the social, economic and cultural and environmental wellbeing of businesses, people and communities; and
 - (iii) the extent to which the infrastructure improves the resilience and security of the network or utility service provided.
- (b) visual effects:
 - (i) the extent to which the cumulative adverse visual effects of additional infrastructure on the amenity values of the streetscape and adjoining properties, are avoided, remedied or mitigated;
 - (ii) the extent to which any adverse effects of the design, scale and height of the infrastructure can be internalised, modified or mitigated without compromising the functional requirements of the infrastructure;
 - (iii) the extent of any effects of any building envelope infringements on privacy, over-shadowing or domination of adjacent properties or roads; and

- (iv) the extent to which the visual effects of the infrastructure can be softened by landscaping without compromising the functional requirements of the infrastructure.
 - (c) where located within a road, the operation and function of road network activities and effects on the amenity values of the streetscape:
 - (i) the extent to which the infrastructure impedes, restricts or compromises the safe and efficient movement and function of transport activities within a road (including access to and from adjoining properties); and
 - (ii) the extent to which infrastructure in a road adversely effects the amenity values of the streetscape and the function of public amenities.
 - (d) implications in terms of future planned urban development:
 - (i) the extent to which the proposed infrastructure provides for any planned urban development (for example approved structure plans); and
 - (ii) the extent to which the proposed infrastructure may constrain future urban development.
 - (e) measures required to avoid, remedy or mitigate adverse effects:
 - (i) whether measures proposed to avoid, remedy or mitigate the adverse effects where relevant to the above criteria will be; effective.
 - (f) noise and vibration:
 - (i) the extent to which noise or vibration generated by the infrastructure adversely affects adjacent properties.
 - (g) odour:
 - (i) the extent to which any odour emissions from the infrastructure adversely affects the amenity values of surrounding properties.
 - (h) shadow flicker:
 - (i) the extent of any shadow flicker effects on adjacent properties and road.
- (2) substations within new buildings and substations within existing buildings that require an increase in building platform area or building height, and water, wastewater and stormwater pump stations that do not comply with standards E26.2.5.2(2)(a) or E26.2.5.2(3)(a):

- (a) the extent to which design features can be used to break up the bulk of the building by, for example varying building elevations, setting parts of the building back, and the use of architectural features without compromising the functional requirements of the pump station or substation;
 - (b) the extent to which the visual effects of the building can be softened by landscaping without compromising the functional requirements of the pump station or substation; and
 - (c) the extent to which fencing can be used to minimise potential health and safety hazards.
- (3) road construction of unformed roads and their operation:
- (a) whether adverse effects on amenity values of adjoining properties are avoided, remedied or mitigated;
 - (b) whether adverse construction effects including effects of vibration, noise, and dust are avoided, remedied or mitigated;
 - (c) whether adverse operational effects particularly on residential or other sensitive activities, including effects of vibration, noise, glare and vehicle emissions are avoided, remedied or mitigated;
 - (d) the extent to which severance effects and changes to drainage patterns can be avoided, remedied or mitigated; and
 - (e) whether the safety and efficiency of the transport network will be compromised and the impact on the network and levels of service if the work is not undertaken.

E26.2.8. Special information requirements

There are no special information requirements in this sub-section.

E26.3. Network utilities and electricity generation – Vegetation management

E26.3.1. Objectives

The objectives for vegetation management are located in:

- [D9 Significant Ecological Areas Overlay](#);
- [D10 Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay](#);
- [D11 Outstanding Natural Character and High Natural Character Overlay](#); and
- [E15 Vegetation management and biodiversity](#).

E26.3.2. Policies

The policies for vegetation management are located in:

- [D9 Significant Ecological Areas Overlay](#);
- [D10 Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay](#);
- [D11 Outstanding Natural Character and High Natural Character Overlay](#); and
- [E15 Vegetation management and biodiversity](#).

E26.3.3. Activity table

Table E26.3.3.1 Activity table specifies the activity status of land use and development activities pursuant to sections 9(2) and 9(3) of the Resource Management Act 1991 in the:

- rural zones, coastal areas and riparian areas (for the meaning of 'coastal areas' and 'riparian areas', refer to [E15 Vegetation management and biodiversity](#) and in particular [Table E15.4.1 Activity table - Auckland-wide vegetation and biodiversity management rules](#));
- [D9 Significant Ecological Areas Overlay](#); (SEA)
- [D10 Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay](#); and (ONF) and (ONL)
- [D11 Outstanding Natural Character Overlay and High Natural Character Overlay](#); (ONC) and (HNC)

The acronyms in brackets after the overlays identified above are used to identify those overlays in the headings in Table E26.3.3.1

For Table E26.3.3.1 Activity table:

- vegetation alteration or removal in relation to existing transmission lines as at 14 January 2010 which form part of the National Grid must also comply with relevant regulations in the Resource Management (National Environmental Standards for Electricity Transmission Activities Regulations 2009. These regulations will also determine the relevant activity status for such activities notwithstanding any other rules in the Plan;

- for the vegetation management rules except where otherwise stated any square metre limit applies on a 'per project' basis; and
- network utilities include road network activities within the legal road and its formation width, unless otherwise stated in the activity table.

Table E26.3.3.1 Activity table – Network utilities and electricity generation and vegetation management

Activity		Auckland wide rules Vegetation management	Overlay rules Vegetation management				
		Rural zones, coastal areas and riparian areas [rp]	SEA [rp]	ONF [dp]	HNC [dp]	ONL [dp]	ONC [dp]
Operation, maintenance, renewal, repair, construction and removal of network utilities and electricity generation facilities and minor infrastructure upgrading							
(A71)	Biosecurity tree works	P	P	P	P	P	P
(A72)	Dead wood removal	P	P	P	P	P	P
(A73)	Emergency tree works	P	P	P	P	P	P
(A74)	Pest plant removal	P	P	P	P	P	P
(A75)	Vegetation alteration or removal for the operation, repair and maintenance of access tracks and fences for network utilities	P	P	P	P	P	P
(A76)	Vegetation alteration or removal	P	P	P	P	P	P
(A77)	Vegetation alteration or removal that does not comply with Standards E26.3.5.1 to E26.3.5.4	RD	RD	RD	RD	RD	RD
(A78)	Vegetation alteration or removal not otherwise provided for	D	D	D	D	D	D

E26.3.4. Notification

- (1) Any application for resource consent for an activity listed in Table E26.3.3.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

E26.3.4A General Standard

All activities listed as permitted, or restricted discretionary in Table E26.3.3.1 must comply with the following standard.

Disposal of kauri material

- (1) All kauri material (including sawdust and woodchips) must be retained on site according to best practice or disposed of to an approved landfill facility.

E26.3.5. Permitted activity standards

All activities listed as permitted in Table E26.3.3.1 Activity table must comply with the following permitted activity standards.

Regional [rp]

Permitted activity standards for vegetation management in rural zones, coastal areas, riparian areas and the Significant Ecological Areas Overlay

E26.3.5.1. Vegetation alteration or removal for the operation, maintenance and repair of access tracks and fences for network utilities

- (1) Must be undertaken within and to 1m either side of existing tracks and fences.
- (2) Must not include trees over 6m in height, or 600mm in girth unless their removal is otherwise permitted by a rule in this Plan.
- (3) Must not result in the removal of more than 20m² of vegetation within a significant ecological area.
- (4) Must not result in the removal of more than 50m² of vegetation from areas not identified as a significant ecological area.

E26.3.5.2. Vegetation alteration or removal

- (1) Must not include trees over 6m in height, or 600mm in girth unless their removal is otherwise permitted by a rule in this Plan.
- (2) *[deleted]*
- (3) Must not result in the removal of more than 50m² of vegetation within a coastal area or riparian area not identified as a significant ecological area.
- (4) Must not result in the removal of more than 20m² of vegetation within the legal road or the formation width of the road in the Waitakere Ranges Heritage Area Overlay.
- (5) Must not result in the removal of more than 500m² of vegetation within the legal road or the formation width of the road in a rural zone.
- (6) Must not result in the removal of more than 250m² of vegetation outside the legal road or the formation width of the road in a rural zone.

- (7) Vegetation alteration or removal from a significant ecological area must be for the purpose of:
- (a) the operation, maintenance, renewal, repair or removal of network utilities or electricity generation facilities or minor infrastructure upgrading and not result in the removal of more than 20m² of vegetation, except within the formation width of the road; or
 - (b) the operation, maintenance, renewal, repair or removal of network utilities or electricity generation facilities or minor infrastructure upgrading and must be undertaken in any of the following:
 - (i) within the formation width of existing roads, except where Standard E26.3.5.2(4) applies; or
 - (ii) within 1m of the network utility, or existing access track; or
 - (iii) in accordance with the Electricity (Hazards from Trees) Regulations 2003; or
 - (c) maintaining the safety of the network utility and must be undertaken in any of the following:
 - (i) within state highway designations as at 30 September 2013; or
 - (ii) within railway designations as at 30 September 2013; or
 - (d) installing a service connection and must not result in the removal of more than 10m² of vegetation.
- (7A) Tree trimming or alteration of trees must comply with the following standards:
- (a) the maximum branch diameter must not exceed 50mm;
 - (b) no more than 10 per cent of live growth of the tree is removed in any one calendar year;
 - (c) the trimming or alteration must retain the natural shape, form and branch habit of the tree;
 - (d) trimming or alteration must meet accepted modern arboricultural practice.
- (8) Standards E26.3.5.2(1)-(7A) do not apply to vegetation alteration or removal required to maintain the visibility of road safety signage, vehicle sightlines, carriageway clearance heights and widths as follows:
- (a) clearance of 4.5m height above the road carriage way or up to 0.5m above any traffic signal, or road safety and directional signage located above the road carriageway;

- (b) clearance of a 0.5m width back from the road kerb;
- (c) clearance of a 0.6m width back from the un-kerbed road; or
- (d) clearance for any over dimension route requirement.

District [dp]

Permitted Activity Standards for vegetation management in the Outstanding Natural Features Overlay, Outstanding Natural Landscapes Overlay and Outstanding Natural Character and High Natural Character Overlay

E26.3.5.3. Vegetation alteration or removal for the operation, maintenance and repair of access tracks and fences for network utilities

- (1) Must be undertaken within and to 1m either side of existing tracks and fences.
- (2) Must not include trees over 6m in height, or 600mm in girth unless their removal is otherwise permitted by a rule in this Plan.
- (3) Must not result in the removal of more than 50m² of vegetation within an overlay.

E26.3.5.4. Vegetation alteration or removal

- (1) Vegetation alteration or removal must not include trees over 6m in height, or 600mm in girth unless their removal is otherwise permitted by a rule in this Plan.
- (2) Must not result in the removal of more than 50m² of vegetation within an overlay.
- (3) Must not result in the removal of more than 20m² of vegetation within the legal road or the formation width of the road in the Waitakere Ranges Heritage Area Overlay.
- (4) Must not result in the removal of more than 250m² of vegetation within the legal road or the formation width of the road in an overlay
- (5) Standards E26.3.5.4(1)-(4) do not apply to vegetation alteration or removal required to maintain the visibility of road safety signage, vehicle sightlines, carriageway clearance heights and widths as follows:
 - (a) clearance of 4.5m height above the road carriage way or up to 0.5m above any traffic signal, or road safety and directional signage located above the road carriageway;
 - (b) clearance of a 0.5m width back from the road kerb;
 - (c) clearance of a 0.6m width back from the un-kerbed road; or
 - (d) clearance for any over dimension route requirement.

E26.3.6. Assessment – controlled activities

There are no controlled activities in this sub-section.

E26.3.7. Assessment – restricted discretionary activities

E26.3.7.1. Matters of discretion

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

- (1) regional rules - vegetation management in rural zones, coastal areas, riparian areas and the Significant Ecological Areas Overlay that do not comply with the permitted activity standards [rp]:
 - (a) ecological values:
 - (i) the effects that the vegetation alteration or removal will have on ecological values, including on threatened species and ecosystems.
 - (aa) hazard mitigation:
 - (i) the role of the vegetation in avoiding or mitigating natural hazards and the extent to which the vegetation alteration or removal will increase any hazard risk.
 - (b) sediment, water quality and hydrology:
 - (i) the effects the vegetation alteration or removal will have on soil conservation, water quality and the hydrological function of the catchment.
 - (c) use:
 - (i) the extent to which the vegetation alteration or removal is necessary to provide for the functional and operational needs of infrastructure.
 - (d) methods and location:
 - (i) the minimisation of effects from alteration or removal of vegetation and land disturbance through alternative locations on the site and/or methods of undertaking the works.
 - (e) mitigation measures:
 - (i) the remedy or mitigation of adverse effects, including through revegetation, restoration of other areas of vegetation and ongoing maintenance.
 - (f) bonds and covenants:

- (i) the benefit of imposing bonds, covenants or similar instruments as conditions of consent in implementing any of the matters of discretion.
 - (g) Mana Whenua values:
 - (i) the effects on Mana Whenua values associated with a Significant Ecological Areas Overlay.
- (2) district rules - vegetation management in the Outstanding Natural Features Overlay, Outstanding Natural Landscapes Overlay, Outstanding Natural Character Overlay and High Natural Character Overlay that do not comply with the permitted activity standards [dp]:
- (a) hazard mitigation:
 - (i) the role of the vegetation in avoiding or mitigating natural hazards and the extent to which the vegetation alteration or removal will increase any hazard risk.
 - (b) landscape, natural features and natural character values:
 - (i) the effects the vegetation alteration or removal will have on landscape, natural features and natural character.
 - (c) amenity values:
 - (i) the effects the vegetation alteration or removal will have on the amenity values of any adjacent open space including the coast, parks, reserves and walkways.
 - (d) use:
 - (i) the extent to which the vegetation alteration or removal is necessary to provide for the functional and operational needs of infrastructure.
 - (e) methods and location:
 - (i) the minimisation of effects from alteration or removal of vegetation and land disturbance through alternative locations on the site and/or methods of undertaking the works.
 - (f) mitigation measures:
 - (i) the remedy or mitigation of adverse effects, including through revegetation, restoration of other areas of vegetation and ongoing maintenance.
 - (g) bonds and covenants:

- (i) the benefit of imposing bonds, covenants or similar instruments as conditions of consent in implementing any of the matters of discretion.
- (h) Mana Whenua values:
 - (i) the effects on Mana Whenua values associated with an Outstanding Natural Features Overlay, Outstanding Natural Character Overlay, High Natural Character Overlay or the Outstanding Natural Landscapes Overlay.

E26.3.7.2. Assessment criteria

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

- (1) regional rules - vegetation management in rural zones, coastal areas, riparian areas and the [D9 Significant Ecological Areas Overlay](#) that do not comply with the permitted activity standards [rp]:
 - (a) ecological values:
 - (i) the extent to which the vegetation alteration or removal is minimised and adverse effects on the ecological and indigenous biodiversity values of the vegetation are able to be avoided, remedied or mitigated;
 - (ii) whether vegetation removal will have an adverse effect on threatened species or ecosystems; and
 - (iii) the extent to which the proposal for vegetation alteration or removal has taken into account relevant objectives and policies in [D9 Significant Ecological Areas Overlay](#), [D10 Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay](#) and [E15 Vegetation management and biodiversity](#).
 - (aa) hazard mitigation:
 - (i) the extent to which the vegetation alteration or removal will increase natural hazard risks.
 - (b) sediment, water quality and hydrology:
 - (i) the extent to which vegetation alteration or removal will adversely affect soil conservation, water quality and the hydrological function of the catchment and measures to avoid remedy or mitigate any adverse effects.
 - (c) use:

- (i) whether the vegetation alteration or removal will improve the reliance and security of the network utility;
 - (ii) whether the vegetation alteration or removal is necessary for a structure that has a functional or operational need to be in the proposed location; and
 - (iii) the extent of the benefits derived from infrastructure.
- (d) methods and location:
 - (i) whether there are practicable alternative locations and methods including consideration of an application to infringe development control where this would result in retention and enhancement of vegetation on the site; and
 - (ii) whether the effects from the alteration or removal of vegetation and land disturbance can be minimised through works being undertaken on an alternative location on the site, and/or method of undertaking the works.
- (e) mitigation measures:
 - (i) the extent to which revegetation can remedy or mitigate adverse effects, including eco-sourcing and the ongoing maintenance of revegetation measures.
- (f) bonds and covenants:
 - (i) whether conditions of consent can avoid remedy or mitigate adverse effects including the imposition of bonds, covenants or similar instruments.
- (g) Mana Whenua values:
 - (i) the extent to which any adverse effects on Mana Whenua values can be avoided, remedied or mitigated, and having regard to the objectives and policies in [E20 Māori Land](#) whether the proposed works are appropriate to provide for Mana Whenua, mātauranga and tikanga values.
- (2) district rules - vegetation management in the Outstanding Natural Features Overlay, Outstanding Natural Landscapes Overlay, Outstanding Natural Character Overlay and High Natural Character Overlay that do not comply with the permitted activity standards [dp]:
 - (a) hazard mitigation:
 - (i) the extent to which the vegetation alteration or removal will increase natural hazard risks.

(b) landscape, natural features and natural character values:

- (i) the extent to which vegetation alteration or removal will have adverse effects on the values identified for scheduled outstanding natural landscape, outstanding natural features, outstanding natural character and high natural character areas; and
- (ii) the extent to which vegetation alteration or removal adversely affects landscape, natural features and natural character values particularly on adjacent public space including the coast, reserves and walkways and measures to avoid, remedy or mitigate any adverse effects.

(c) amenity values:

- (i) the extent to which the vegetation alteration or removal will have adverse effects on the amenity values of any adjacent open space including the coast, parks, reserves and walkways and measures to avoid, remedy or mitigate any adverse effects.

(d) use:

- (i) whether the vegetation alteration or removal will improve the reliance and security of the network utility;
- (ii) whether the vegetation alteration or removal is necessary for a structure that has a functional or operational need to be in the proposed location; and
- (iii) the extent of the benefits derived from infrastructure.

(e) methods and location:

- (i) whether there are practicable alternative locations and methods including consideration of an application to infringe development control where this would result in retention and enhancement of vegetation on the site; and
- (ii) whether the effects from the alteration or removal of vegetation and land disturbance can be minimised through works being undertaken on an alternative location on the site, and/or method of undertaking the works.

(f) mitigation measures:

- (i) the extent to which revegetation can remedy or mitigate adverse effects, including eco-sourcing and the ongoing maintenance of revegetation measures.

(g) bonds and covenants:

- (i) whether conditions of consent can avoid remedy or mitigate adverse effects including the imposition of bonds, covenants or similar instruments.
- (h) Mana Whenua values:
 - (i) the extent to which any adverse effects on Mana Whenua values can be avoided, remedied or mitigated, and having regard to the objectives and policies in [E20 Māori Land](#) whether the proposed works are appropriate to provide for Mana Whenua, mātauranga and tikanga values.

E26.3.8. Special information requirements

There are no special information requirements in this sub-section.

E26.4. Network utilities and electricity generation – Trees in roads and open space zones and the Notable Trees Overlay

E26.4.1. Objectives

The objectives for trees in roads and open space zones and the Notable Trees Overlay are located in [D13 Notable Trees Overlay](#), [E16 Trees in open space zones](#) and [E17 Trees in roads](#).

E26.4.2. Policies

The policies for trees in roads and open space zones and the Notable Trees Overlay are located in [D13 Notable Trees Overlay](#), [E16 Trees in open space zones](#) and [E17 Trees in roads](#).

E26.4.3. Activity table

Table E26.4.3.1 Activity table specifies the activity status of land use and development activities in the trees in roads and open space zones provisions and the Notable Trees Overlay pursuant to section 9(3) of the Resource Management Act 1991:

- the activity status and rule applying to any particular tree is determined by the location of the trunk;
- all activities obtain the approval of the Tree Asset Manager, which in respect of roads is Auckland Transport and in respect of open space zones, owned by the Council, is the Auckland Council Parks Department;
- for the tree rules except where otherwise stated any square metre limit applies on a 'per project' basis; and
- network utilities include road network activities within the legal road and its formation width, unless otherwise stated in the activity table.

Table E26.4.3.1 Activity table - Network utilities and electricity generation – Trees in roads and open space zones and the Notable Trees Overlay

Activity		Auckland wide-rules Trees		Overlay rules
		Trees in roads [dp]	Open space zones [dp]	Notable trees [dp]
Operation, maintenance, renewal, repair, construction and removal of network utilities and electricity generation facilities and, minor infrastructure upgrading				
(A79)	Biosecurity tree works	P	P	P
(A80)	Dead wood removal *if undertaken by a qualified arborist	P	P	P* C
(A81)	Emergency tree works	P	P	P
(A82)	Pest Plant Removal *of any tree less than 4m in height and less than 400mm in girth	P	P*	NA
(A83)	Tree trimming or alteration	P	P	P
(A84)	Tree trimming or alteration that does not comply with Standard E26.4.5.1 (Trees in streets and open space zones) or Standard E26.4.5.3 (Notable trees)	RD	RD	RD
(A85)	Tree trimming of branch diameters greater than 50mm of Notable Trees in accordance with the Electricity (Hazards from Trees) Regulations 2003 up to the growth limit zone	NA	NA	C
(A86)	Works within the protected root zone to enable by trenchless methods at a depth greater than 1m below ground level	NA	NA	P
(A87)	Works within the protected root zone that comply with Standard E26.4.5.2	P	P	NA
(A88)	Works within the protected root zone not otherwise provided for	RD	RD	RD
(A89)	Tree removal of Notable Trees	NA	NA	D
(A90)	Tree trimming, alteration or removal on roads adjoining rural zones and on roads adjoining the Future Urban Zone	P	NA	NA
(A91)	Tree alteration or removal of any tree less than 4m in height and/or less than 400mm in girth	P	P	NA
(A92)	Tree alteration or removal of any	RD	RD	NA

	tree greater than 4m in height and/or greater than 400mm in girth			
(A93)	Tree trimming, alteration or removal not otherwise provided for	D	D	D

E26.4.4. Notification

- (1) An application for resource consent for a controlled activity listed in Table E26.4.3.1 Activity table above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (2) Any application for resource consent for an activity listed in Table E26.4.3.1 Activity table and which is not listed in E26.4.4(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

E26.4.5. Standards

All activities listed as permitted in Table E26.4.3.1 Activity table must comply with the following permitted activity standards.

Trees in roads and open space zones

E26.4.5.1. Trees in roads and open space zones - tree trimming or alteration

- (1) Tree trimming or alteration of trees in streets and open space zones must comply with the following standards:
 - (a) the maximum diameter of any branch removed must be no greater than 100mm;
 - (b) no more than 20 per cent of live growth of the tree must be removed which can be increased to 30 per cent under the direct supervision of a suitably qualified arborist;
 - (c) the natural shape, form and branch habit of the tree must be retained for trees in public open space;
 - (d) the natural shape, form and branch habit of the tree must be retained for trees in streets where practicable; and
 - (e) All works must be carried out in accordance with best arboricultural practice.
- (2) The standards in E26.4.5.1(1) do not apply to tree trimming or alteration carried out:

- (a) in order to comply with the Electricity (Hazards from Trees) Regulations 2003;
 - (b) by Council or its agent or the road controlling authority or its agent to maintain the visibility of road safety signage, maintain vehicle sightlines for traffic safety, maintain legal clearance height and width above the road carriage way including to:
 - (i) maintain a clearance of 4.5 m height above the road carriage way or up to 0.5m above any traffic signal, or road safety and directional signage located above the carriageway;
 - (ii) maintain the clearance of 0.5m width back from the road kerb;
 - (iii) maintain the clearance of 0.6m width back from the unkerbed road; or
 - (iv) maintain clearance requirements for over dimension routes;
 - (c) within the legal road or the formation width of the road where the road adjoins any rural zone for maintaining visibility.
- (3) Any diseased tree material is to be treated in accordance with the Biosecurity Act 1993.

E26.4.5.2. Trees in roads and open space zones - works within the protected root zone

- (1) For roots under 60mm:
- (a) excavation undertaken by hand digging or air spade or hydro vac or machine excavator within the protected root zone without direction and/or supervision of a qualified arborist.
 - (i) the surface area of a single excavation shall not exceed 1m²;
 - (ii) works involving root pruning must be less than 35mm in diameter at severance;
 - (iii) works will disturb less than 10 per cent of the protected root zone; and
 - (iv) any machine excavator must operate on top of paved surfaces and/or ground protection measures and must be fitted with a straight blade bucket.
 - (b) excavation undertaken by hand digging or air spade or hydro vac or machine excavator within the protected root zone with direction and/or supervision of a qualified arborist:

- (i) works must not disturb more than 20 per cent of the protected root zone;
 - (ii) works involving root pruning must not be on roots greater than 60mm in diameter at severance; and
 - (iii) any machine excavator must operate on top of paved surfaces and/or ground protection measures and must be fitted with a straight blade bucket.
- (c) excavation undertaken by trenchless methods must not be undertaken at a depth less than 800mm below ground level, and does not require the direction or supervision of a qualified arborist;
- (d) replacement of structures kerbs, and hard surfaces must be done so that:
- (i) the removal of the surface is carried out without damage to any tree roots; and
 - (ii) the machine excavator must operate on top of paved surfaces and/or ground protection measures and must be fitted with a straight blade bucket.
- (e) Standards E26.4.5.2(1)(a) - (d) above do not apply to any tree works undertaken inside infrastructure such as pipes and meter boxes.
- (2) For roots greater than 60mm but less than 80mm:
- (a) excavation undertaken by hand digging or air spade or hydro vac or machine excavator within the protected root zone with direction and/or supervision of a qualified arborist:
 - (i) works must not disturb more than 20% of the protected root zone;
 - (ii) works involving root pruning must not be on roots greater than 80mm in diameter at severance;
 - (iii) any machine excavator must operate on top of paved surfaces and/or ground protection measures and must be fitted with a straight blade bucket;
 - (b) Standard E26.4.5.2(2)(a) above do not apply to any tree works undertaken inside infrastructure such as pipes and meter boxes.

Notable trees

E26.4.5.3. Notable trees - tree trimming or alteration

- (1) Tree trimming or alteration of notable trees must meet the following standards:

- (a) the maximum branch diameter must not exceed 50mm at severance;
- (b) must not result in the removal of more than 10 per cent of live growth of the tree in any one calendar year;
- (c) the trimming must retain the natural shape, form and branch habit of the tree.
- (d) the works must meet best arboricultural practice

E26.4.5.4. Notable trees - works within the protected root zone to enable trenchless methods at a depth greater than 1m below ground level

- (1) Excavation must be undertaken by hand-digging, air spade, hydro vac or drilling machine, within the protected root zone at a depth of 1m or greater.
- (2) The surface area of a single excavation must not exceed 1m².
- (3) Works involving root pruning must not be on roots greater than 35mm in diameter at severance.
- (4) Works must not disturb more than 10 per cent of the protected root zone.
- (5) Any machines must operate on top of paved surfaces and/or ground protection measures.
- (6) Any machines used must be fitted with a straight blade bucket.
- (7) All works must be undertaken under the direction of a qualified arborist.

E26.4.6. Assessment – controlled activities

E26.4.6.1. Matters of control

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

- (1) for deadwood removal not undertaken by a qualified arborist:
 - (a) the extent of the alteration of the tree; and
 - (b) the method to be employed.
- (2) for tree trimming of branch diameters greater than 50mm at severance in accordance with Electricity (Hazards from Trees) Regulations 2003 up to the Growth Limit Zone:
 - (a) the required Growth Limit Zone clearances required by the Electricity (Hazards from Trees) Regulations 2003;
 - (b) the extent of the alteration to the tree; and
 - (c) the method to be employed.

E26.4.6.2. Assessment criteria

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

- (1) for deadwood removal not undertaken by a qualified arborist:
 - (a) criteria for the extent of the alteration of the tree and the method to be employed:
 - (i) the tree will not be unduly damaged or its health endangered through removal of deadwood;
 - (ii) the timing of the deadwood removal;
 - (iii) the size of the wounds; and
 - (iv) the position of the wounds.
- (2) tree trimming of branch diameters greater than 50mm at severance in accordance with Electricity (Hazards from Trees) Regulations 2003 up to the Growth Limit Zone:
 - (a) that the trimming must not exceed the Growth Limit Zone clearances required by the Electricity (Hazards from Trees) Regulations 2003; and
 - (b) whether the trimming retains the natural shape, form and branch habit of the tree, as far as practicable.

E26.4.7. Assessment – restricted discretionary activities

E26.4.7.1. Matters of discretion

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

- (1) trees in roads and open space zones:
 - (a) for tree trimming or alteration not meeting Standard E26.4.5.1;
 - (i) the methods proposed to reduce any adverse effects; and
 - (ii) the extent of the alteration of the tree or trees.
 - (b) for work within the protected root zone not otherwise provided for:
 - (i) the methods proposed to reduce any adverse effects of the works, including the depth of the works; and
 - (ii) the extent of area of the protected root zone or zones that is affected.

- (c) tree alteration or removal of greater than 4m in height and trees 400mm in girth:
 - (i) the effect on the values of the tree or trees; and
 - (ii) any loss or reduction of amenity values provided by the tree or trees;
 - (iii) any mitigation proposed; and
 - (iv) the functional and operational requirements and benefits derived from infrastructure.

(2) Notable Tree Overlay:

- (a) for tree trimming or alteration not meeting Standard E26.4.5.3:
 - (i) the methods proposed to reduce any adverse effects; and
 - (ii) the extent of the alteration of the tree or trees.
- (b) for work within the protected root zone not otherwise provided for:
 - (i) the methods proposed to reduce any adverse effects of the works, including the depth of the works; and
 - (ii) the extent of area of the protected root zone or zones that is affected.

E26.4.7.2. Assessment criteria

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

- (1) trees in roads and open space zones:
 - (a) the extent to which effects on the values of the tree or trees including any effects on the natural shape, form and branch habit and the root network can be minimised;
 - (b) the extent to which any impact on the immediate or long term health and stability of the tree or trees is able to be minimised or avoided;
 - (c) the risk of actual damage to people and property from the tree or trees including the extent to which adverse effects on the health and safety of people have been addressed;
 - (d) the degree to which any proposed mitigation adequately responds to the effects on the tree or trees;
 - (e) the degree to which the proposal is consistent with best arboricultural practice guidelines for tree management;

- (f) whether there is a need for the direction and supervision of a qualified arborist while the works are being carried out; and
- (g) the extent to which functional and operational requirements make the works necessary.

(2) Notable Tree Overlay:

- (a) the extent to which effects on the values of the tree or trees including any effects on the natural shape, form and branch habit and the root network can be minimised;
- (b) the extent to which any impact on the immediate or long term health and stability of the tree or trees is able to be minimised or avoided;
- (c) the risk of actual damage to people and property from the tree or trees including the extent to which adverse effects on the health and safety of people have been addressed;
- (d) the degree to which any proposed mitigation adequately responds to the effects on the tree or trees;
- (e) the degree to which the proposal is consistent with best arboricultural practice guidelines for tree management;
- (f) the need for the direction and supervision of a qualified arborist while the works are being carried out; and
- (g) the functional and operational requirements and benefits derived from infrastructure.

E26.4.8. Special information requirements

There are no special information requirements in this sub-section.

E26.5. Network utilities and electricity generation – Earthworks all zones and roads

E26.5.1. Objectives

The objectives for earthworks are located in:

- [E11 Land disturbance – Regional](#); and
- [E12 Land disturbance – District](#).

E26.5.2. Policies

The policies for earthworks are located in:

- [E11 Land disturbance – Regional](#); and
- [E12 Land disturbance – District](#).

E26.5.3. Activity table

Table E26.5.3.1 Activity table specifies the activity status of land use and development activities to pursuant to section 9(3) of the Resource Management Act 1991.

- for network utilities the thresholds apply to the area and volume of work being undertaken at any one time at a particular location such that, where practicable, progressive closure and stabilisation of works could be adopted to maintain the activity within the thresholds; and
- network utilities include road network activities within the legal road and its formation width, unless otherwise stated in the activity table.

Table E26.5.3.1 Activity table - Earthworks all zones and roads [dp]

Activity		Residential zones	Business zones and Business – City Centre Zone	Future Urban Zone and rural zones (excluding Rural – Rural Conservation)	Open space zones	Rural – Rural Conservation Zone and Open Space – Conservation Zone	Special Purpose – Quarry Zone	All other zones and roads
(A94)	Earthworks for maintenance, repair, renewal, minor infrastructure upgrading and service connections	P	P	P	P	P	P	P
(A95)	Earthworks up to 2500m ² other than for maintenance, repair, renewal, minor infrastructure upgrading	P	P	P	P	P	P	P
(A96)	Earthworks up to 2500m ³ other than for maintenance, repair, renewal, minor infrastructure upgrading	P	P	P	P	P	P	P
(A97)	Earthworks greater than 2500m ² other than for maintenance, repair, renewal, minor infrastructure upgrading	RD	RD	RD	RD	RD	RD	RD
(A97A)	Earthworks greater than 2500m ³ other than for maintenance, repair, renewal, minor infrastructure upgrading	RD	RD	RD	RD	RD	RD	RD
(A98)	Earthworks not otherwise listed in this table	Refer to Table E12.4.1 Activity table – all zones and roads						
Earthworks - Lava caves, fossils and sub-fossils								
(A99)	Land disturbance that disturb known lava caves >1m diameter along any axis or fossils or subfossils	RD	RD	RD	RD	RD	RD	RD

Table E26.5.3.2 Activity table specifies the activity status of land use and development activities pursuant to section 9(2) of the Resource Management Act 1991.

- for network utilities the thresholds apply to the area and volume of work being undertaken at any one time at a particular location such that, where practicable, progressive closure and stabilisation of works could be adopted to maintain the activity within the thresholds; and
- network utilities include road network activities within the legal road and its formation width, unless otherwise stated in the activity table.

Table E26.5.3.2 Activity table all zones and roads [rp]

Activity		Residential zones	Business zones and Business - City Centre Zones	Future Urban Zone and Rural zones (excluding Rural – Rural Conservation Zone)	Open space Zone	Rural - Rural Conservation Zone and Open Space - Conservation Zone	Special Purpose - Quarry Zone	All other zones and roads
(A100)	Earthworks for maintenance, repair, renewal, minor infrastructure upgrading, service connections	P	P	P	P	P	P	P
(A101)	Up to 10,000m ² where land has a slope less than 10 degrees outside the Sediment Control Protection Area ¹ other than for maintenance, repair, renewal, minor infrastructure upgrading	P	P	P	P	P	P	P
(A102)	Greater than 10,000m ² up to 50,000m ² where land has a slope less than 10 degrees outside the Sediment Control Protection Area ¹ other than for maintenance, repair, renewal, minor infrastructure upgrading	C	C	C	C	C	C	C
(A103)	Greater than 50,000m ² where land has a slope less than 10 degrees outside the Sediment Control Protection Area ¹ other than for maintenance, repair, renewal, minor infrastructure upgrading	RD	RD	RD	RD	RD	RD	RD
(A104)	Up to 2,500m ² where the land has a slope equal to or greater than 10 degrees other than for maintenance, repair, renewal, minor infrastructure upgrading	P	P	P	P	P	P	P
(A105)	Up to 2,500m ² within the Sediment Control Protection Area ¹ other than for maintenance, repair, renewal, minor infrastructure upgrading	P	P	P	P	P	P	P
(A106)	Greater than 2,500m ² where the land has a slope equal to or greater than 10 degrees other than for maintenance, repair, renewal, minor	RD	RD	RD	RD	RD	RD	RD

Activity		Residential zones	Business zones and Business - City Centre Zones	Future Urban Zone and Rural zones (excluding Rural – Rural Conservation Zone)	Open space Zone	Rural - Rural Conservation Zone and Open Space - Conservation Zone	Special Purpose - Quarry Zone	All other zones and roads
	infrastructure upgrading							
(A107)	Greater than 2,500m ² within the Sediment Control Protection Area ¹ other than for maintenance, repair, renewal, minor infrastructure upgrading	RD	RD	RD	RD	RD	RD	RD
(A108)	General earthworks not otherwise listed in this table	Refer Table E11.4.1 Activity table – all zones and roads [rp]						
(A109)	Activities ancillary to erosion and sediment control	Refer Table E11.4.2 Activity table all zones and roads – diversion, damming and discharge of treated sediment laden water [rp]						

E26.5.4. Notification

- (1) An application for resource consent for a controlled activity listed in Tables E26.5.3.1 and E26.5.3.2 above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (2) Any application for resource consent for an activity listed in Table E26.5.3.1 and E26.5.3.2 and which is not listed in E26.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

E26.5.5. Standards

E26.5.5.1. Accidental discovery rule

- (1) Despite any other rule in this Plan permitting earthworks or land disturbance or any activity associated with earthworks or land disturbance, in the event of discovery of sensitive material which is not expressly provided for by any resource consent or other statutory authority, the standards and procedures set out in this rule must apply.
- (2) For the purpose of this rule, “sensitive material” means:
 - (a) human remains and kōiwi;
 - (b) an archaeological site;

- (c) a Māori cultural artefact/taonga tuturu;
 - (d) a protected New Zealand object as defined in the Protected Objects Act 1975 (including any fossil or sub-fossil);
 - (e) evidence of contaminated land (such as discolouration, vapours, asbestos, separate phase hydrocarbons, landfill material or significant odour); or
 - (f) a lava cave greater than 1m in diameter on any axis.
- (3) On discovery of any sensitive material, the owner of the site or the consent holder must take the following steps:

Cease works and secure the area

- (a) immediately cease all works within 20 metres of any part of the discovery, including shutting down all earth disturbing machinery and stopping all earth moving activities, and in the case of evidence of contaminated land apply controls to minimise discharge of contaminants into the environment;
- (b) secure the area of the discovery, including a sufficient buffer area to ensure that all sensitive material remains undisturbed;

Inform relevant authorities and parties

- (c) inform the following parties immediately of the discovery:
 - (i) the New Zealand Police if the discovery is of human remains or kōiwi;
 - (ii) the Council in all cases;
 - (iii) Heritage New Zealand Pouhere Taonga if the discovery is an archaeological site, Māori cultural artefact, human remains or kōiwi;
 - (iv) Mana Whenua if the discovery is an archaeological site, Māori cultural artefact, or kōiwi.

Wait for and enable inspection of the site

- (d) wait for and enable the site to be inspected by the relevant authority or agency:
 - (i) if the discovery is human remains or kōiwi the New Zealand Police are required to investigate the human remains to determine whether they are those of a missing person or are a crime scene. The remainder of this process will not apply until the New Zealand Police confirm that they have no further interest in the discovery; or

- (ii) if the discovery is of sensitive material, other than evidence of contaminants, a site inspection for the purpose of initial assessment and response will be arranged by the Council in consultation with Heritage New Zealand Pouhere Taonga and appropriate Mana Whenua representatives, or.
- (iii) if the discovery is evidence of contaminants, a suitably qualified and experienced person is required to complete an initial assessment and provide information to the Council on the assessment and response.
- (e) following site inspection and consultation with all relevant parties (including the owner and consent holder), the Council will determine the area within which work must cease, and any changes to controls on discharges of contaminants, until the requirements of step E26.5.5.1(3)(f) are met.

Recommencement of work

- (f) work within the area determined by the Council at step E26.5.5.1(3)(e) must not recommence until all of the following requirements, so far as relevant to the discovery, have been met:
 - (i) Heritage New Zealand has confirmed that an archaeological authority has been approved for the work or that none is required;
 - (ii) any required notification under the Protected Objects Act 1975 has been made to the Ministry for Culture and Heritage;
 - (iii) the requirements of the Unitary Plan – Section [E30 Contaminated land](#) and/or the National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 have been met;
 - (iv) any material of scientific or educational importance has been recorded and if appropriate recovered and preserved;
 - (v) if the discovery is a lava cave as outlined in E26.5.5.1(2)(f) above and if the site is assessed to be regionally significant, reasonable measures have been taken to minimise adverse effects of the works on the scientific values of the site; and
 - (vi) where the site is of Māori origin and an authority from Heritage New Zealand Pouhere Taonga is not required the Council will confirm, in consultation with Mana Whenua, that:
 - any kōiwi have either been retained where discovered or removed in accordance with the appropriate tikanga; and

- any agreed revisions to the planned works to be/have been made in order to address adverse effects on Māori cultural values; and
- (vii) resource consent has been granted for any alteration or amendment to the earthworks or land disturbance that may be necessary to avoid the sensitive materials and that is not otherwise permitted under the Plan or allowed by any existing resource consent; and
- (viii) that there are no requirements in the case of archaeological sites that are not of Māori origin and are not covered by the Heritage New Zealand Pouhere Taonga Act 2014.

E26.5.5.2. General standards

All activities listed as permitted, controlled and restricted discretionary in Table E26.5.3.1 and E26.5.3.2 must comply with the following standards.

Regional [rp]

- (1) Earthworks associated with the operation, repair, renewal, upgrading and maintenance of existing roads, will be undertaken within the legal road or the formation width of existing roads if this extends beyond the legal road width.
- (2) Land disturbed for the operation, repair, renewal, upgrading or maintenance of utilities will be stabilised by re-vegetation, grassing or other suitable means as soon as practicable after completion of the works to avoid erosion and scouring.
- (3) Land disturbance must not, after reasonable mixing, result in any of the following effects in receiving waters:
 - (a) the production of conspicuous oil or grease films, scums or foams, or floatable or suspended materials;
 - (b) any conspicuous change in the colour or visual clarity;
 - (c) any emission of objectionable odour;
 - (d) the rendering of fresh water unsuitable for consumption by farm animals; or
 - (e) any significant adverse effects on aquatic life.
- (4) Best practice erosion and sediment control measures must be implemented for the duration of the land disturbance. Those measures must be installed prior to the commencement of land disturbance and maintained until the site is stabilised against erosion.

Note 1

Best practice in Auckland is generally deemed to be compliance with Auckland Council Technical Publication 90 Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region or similar design.

- (5) Dewatering of trenches and other excavations must be done in accordance with best practice and must not result in a discharge of untreated sediment laden water to any stormwater reticulation system or water body.
- (6) Trenching must be progressively closed and stabilised such that no more than 120m of continuous trench is exposed to erosion at any one time.
- (7) Only cleanfill material may be imported and utilised as part of the land disturbance.
- (8) To prevent the spread of contaminated soil and organic material with kauri dieback disease, vehicle and equipment hygiene procedures must be adopted when working within 3 times the radius of the canopy drip line of a New Zealand kauri tree. Soil and organic material from land disturbance within 3 times the radius of the canopy drip line must not be transported beyond that area unless being transported to landfill for disposal.

District [dp]

- (9) Earthworks associated with the operation, repair, renewal, upgrading and maintenance of existing roads, will be undertaken within the legal road or the formation width of existing roads if this extends beyond the legal road width.
- (10) Land disturbed for the operation, renewal, repair, upgrading or maintenance of utilities outside the formation width of existing roads or abutments, or within an overland flow path, will be reinstated to the ground level prior to the works being undertaken as soon as practicable after completion of the works.
- (11) Land disturbed for the operation, repair, renewal, upgrading or maintenance of utilities will be stabilised by re-vegetation, grassing or other suitable means as soon as practicable after completion of the works to avoid erosion and scouring.
- (12) Land disturbance within Riparian Yards and Coastal Protection Yards are limited to:
 - (a) operation, maintenance and repair (including network utilities);
 - (b) less than 5m² or 5m³; for general earthworks;

- (c) less than 10m² or 5m³ for the installation of new network utilities;
 - (d) installation of fences and walking tracks;
 - (e) burial of marine mammals.
- (13) Works must not result in any instability of land or structures at or beyond the boundary of the property where the land disturbance occurs.
- (14) The land disturbance must not cause malfunction or result in damage to network utilities, or change the cover over network utilities so as to create the potential for damage or malfunction.
- (15) Access to public footpaths, berms, private properties, network utilities, or public reserves must not be obstructed unless that is necessary to undertake the works or prevent harm to the public.
- (16) Only cleanfill material may be imported and utilised as part of the land disturbance.
- (17) Measures must be implemented to ensure that any discharge of dust beyond the boundary of the site is avoided or limited such that it does not cause nuisance.
- (18) Earthworks (including filling) within a 1% AEP flood plain (excluding road network activities):
- (a) must not raise ground levels more than 300mm, to a total fill volume up to 10m³ which must not be exceeded through multiple filling operations; and
 - (b) must not result in any adverse changes in flood hazard beyond the site.

Note 1

This standard does not limit excavation and replacement of fill to form building platforms, where those works do not raise ground levels.

- (19) Earthworks (including filling) within overland flow paths (excluding road network activities) must maintain the same entry and exit point at the boundaries of a site and not result in any adverse changes in flood hazards beyond the site, unless such a change is authorised by an existing resource consent.
- (20) Temporary land disturbance and stockpiling of soil and other materials within 1% AEP flood plain and/or overland flow path for up to a maximum of 28 days in any calendar year may occur as part of construction or maintenance activities.

- (21) Burial of marine mammals must be undertaken by the Department of Conservation or the agents of the Department of Conservation.
- (22) Land disturbance around Transpower NZ Ltd electricity transmission line poles must:
 - (a) be no deeper than 300mm within 2.2m of a transmission pole support structure or stay wire; and
 - (b) be no deeper than 750mm within 2.2 to 5m of a transmission pole support structure or stay wire; except that:
 - (c) vertical holes not exceeding 500mm diameter beyond 1.5m from the outer edge of a pole support structure or stay wire are exempt from Standards E26.5.5.2(22)(a) and (b) above.
- (23) Land disturbance around Transpower NZ Ltd electricity transmission lines towers must:
 - (a) be no deeper than 300mm within 6m of the outer visible edge of a transmission tower support structure; and
 - (b) be no deeper than 3m between 6 to 12m from the outer visible edge of a transmission tower support structure.
- (24) Land disturbance within 12m of a Transpower NZ Ltd electricity transmission line pole or tower must not:
 - (a) create an unstable batter that will affect a transmission support structure; or
 - (b) result in a reduction in the ground to conductor clearance distances as required by NZECP34:2001.

E26.5.6. Assessment – controlled activities

E26.5.6.1. Matters of control

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

- (1) all regional controlled activities [rp]:
 - (a) compliance with the standards;
 - (b) the design and suitability of erosion and sediment control measures to be implemented;
 - (c) adverse effects of land disturbance and sediment discharge on water bodies, particularly sensitive receiving environments;
 - (d) the proportion of the catchment which is exposed;

- (e) staging of works and progressive stabilisation;
- (f) timing and duration of works;
- (g) term of consent; and
- (h) potential effects on significant ecological and indigenous biodiversity values.

E26.5.6.2. Assessment criteria

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

- (1) all regional controlled activities [rp]:
 - (a) whether applicable standards are complied with;
 - (b) the proximity of the earthworks to any water body and the extent to which erosion and sediment controls and the proposed construction methodology will adequately avoid or minimise adverse effects on:
 - (i) water quality including of the Coastal Marine Area; and
 - (ii) ecological health including of the Coastal Marine Area.
 - (c) the extent to which the earthworks minimises soil compaction, other than where it benefits geotechnical or structural performance;
 - (d) the proximity of the earthworks to areas of significant ecological value and the extent the design, location and execution of the works provide for the maintenance and protection of these areas;
 - (e) whether monitoring the volume and concentration of sediment that may be discharged by the activity is appropriate within the scale of the proposed land disturbance; or
 - (f) whether the extent or impacts of adverse effects from the land disturbance can be mitigated by managing the duration, season or staging of such works.

E26.5.7. Assessment – restricted discretionary activities

E26.5.7.1. Matters of discretion

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

- (1) all regional restricted discretionary activities [rp]:
 - (a) compliance with the standards;
 - (b) the design and suitability of erosion and sediment control measures to be implemented;

- (c) adverse effects of land disturbance and sediment discharge on water bodies, particularly sensitive receiving environments;
 - (d) effects on cultural and spiritual values of Mana Whenua including water quality, preservation of wāhi tapu, and kaimoana gathering;
 - (e) the proportion of the catchment which is exposed;
 - (f) staging of works and progressive stabilisation;
 - (g) timing and duration of works;
 - (h) term of consent;
 - (i) potential effects on significant ecological and indigenous biodiversity values;
 - (j) the treatment of stockpiled materials on the site including requirements to remove material if it is not to be reused on the site; and
 - (k) information and monitoring requirements.
- (2) all district restricted discretionary activities [dp]:
- (a) compliance with the standards;
 - (b) effects of noise, vibration, odour, dust, lighting and traffic on the surrounding environment;
 - (c) effects on the stability and safety of surrounding land, buildings and structures;
 - (d) effects on overland flow paths and flooding;
 - (e) protocol for the accidental discovery of kōiwi, archaeology and artefacts of Māori origin;
 - (f) the treatment of stockpiled materials on the site including requirements to remove material if it is not to be reused on the site;
 - (g) staging of works and progressive stabilisation;
 - (h) information and monitoring requirements;
 - (i) timing and duration of works;
 - (j) term of consent;
 - (k) potential effects on significant ecological and indigenous biodiversity values;
 - (l) risk that may occur as a result of natural hazards;

- (m) protection of or provision of network utilities and road networks.
- (n) potential effects on the natural character and values of the coastal environment, lakes, rivers and their margins, where works encroach into riparian or coastal yards; and
- (o) positive effects enabled through the land disturbance.

E26.5.7.2. Assessment criteria

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

- (1) all regional restricted discretionary activities [rp]:
 - (a) whether applicable standards are complied with;
 - (b) the proximity of the earthworks to any water body and the extent to which erosion and sediment controls and the proposed construction methodology will adequately avoid or minimise adverse effects on:
 - (i) water quality including of the coastal marine area;
 - (ii) ecological health including of the coastal marine area;
 - (iii) riparian margins;
 - (iv) the mauri of water;
 - (c) the quality of taiāpure or mahinga mātaītai;
 - (d) the extent to which the earthworks minimises soil compaction, other than where it benefits geotechnical or structural performance;
 - (e) the proximity of the earthworks to areas of significant ecological value and the extent the design, location and execution of the works provide for the maintenance and protection of these areas;
 - (f) whether monitoring the volume and concentration of sediment that may be discharged by the activity is appropriate within the scale of the proposed land disturbance; or
 - (g) whether the extent or impacts of adverse effects from the land disturbance can be mitigated by managing the duration, season or staging of such works.
 - (h) the extent to which appropriate methods are used to prevent the spread of total control pest plants or unwanted organisms (as listed under the Biosecurity Act 1993), such as kauri dieback disease.
- (2) general district assessment criteria [dp]:
 - (a) whether applicable standards are complied with;

- (b) the extent to which the earthworks will generate adverse noise, vibration, odour, dust, lighting and traffic effects on the surrounding environment and the effectiveness of proposed mitigation measures;
- (c) whether the earthworks and any associated retaining structures are designed and located to avoid adverse effects on the stability and safety of surrounding land, buildings, and structures;
- (d) whether the earthworks and final ground levels will adversely affect overland flow paths or increase potential volume or frequency of flooding within the site or surrounding sites;
- (e) whether a protocol for the accidental discovery of kōiwi, archaeology and artefacts of Māori origin has been provided and the effectiveness of the protocol in managing the impact on Mana Whenua cultural heritage if a discovery is made;
- (f) whether the extent or impacts of adverse effects from the land disturbance can be mitigated by managing the duration, season or staging of such works;
- (g) the extent to which the area of the land disturbance is minimised, consistent with the scale of development being undertaken;
- (h) the extent to which the land disturbance is necessary to provide for the functional or operational requirements of the network utility installation, repair or maintenance;
- (i) the extent of risks associated with natural hazards and whether the risks can be reduced or not increased;
- (j) whether the land disturbance and final ground levels will adversely affect existing utility services;
- (k) the extent to which the land disturbance is necessary to accommodate development otherwise provided for by the Unitary Plan, or to facilitate the appropriate use of land in the open space environment, including development proposed in a relevant operative reserve management plan or parks management plan;
- (l) for land disturbance near Transpower New Zealand Limited transmission towers:
 - (i) the outcome of any consultation with Transpower New Zealand Limited; and
 - (ii) the risk to the structural integrity of transmission lines; or

- (m) the extent to which earthworks avoid, minimise, or mitigate adverse effects on any archaeological sites that have been identified in the assessment of effects.

E26.5.8. Special information requirements

There are no special information requirements in this sub-section.

E26.6. Network utilities and electricity generation – Earthworks overlays except Outstanding Natural Features Overlay

E26.6.1. Objectives

The objectives for earthworks are located in:

- [D9 Significant Ecological Areas Overlay](#);
- [D10 Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay](#);
- [D11 Outstanding Natural Character and High Natural Character Overlay](#);
- [D17 Historic Heritage Overlay](#);
- [D18 Special Character Areas Overlay – Residential and Business](#)
- [E11 Land disturbance – Regional](#); and
- [E12 Land disturbance – District](#).

E26.6.2. Policies

The policies for earthworks are located in:

- [D9 Significant Ecological Areas Overlay](#);
- [D10 Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay](#);
- [D11 Outstanding Natural Character and High Natural Character Overlay](#);
- [D17 Historic Heritage Overlay](#);
- [D18 Special Character Areas Overlay – Residential and Business](#)
- [E11 Land disturbance – Regional](#); and
- [E12 Land disturbance – District](#).

E26.6.3. Activity table

Table E26.6.3.1 Activity table specifies the activity status of land use and development activities pursuant to sections 9(2) and 9(3) of the Resource Management Act 1991 in the:

- [D9 Significant Ecological Areas Overlay](#); (SEA)
- [D7 Water Supply Management Areas Overlay](#);(WSMA)

- [D10 Outstanding Natural Features Overlay and Outstanding Natural Landscapes Overlay](#); (ONF) and (ONL)
- [D11 Outstanding Natural Character and High Natural Character Overlay](#); (ONC) and (HNC)
- [D17 Historic Heritage Overlay](#); (HH)
- [D21 Sites and Places of Significance to Mana Whenua Overlay](#); (SSMW) and
- [D18 Special Character Areas Overlay – Residential and Business](#) (Special Character)

The acronyms in brackets after the overlays identified above (and the words “Special Character”) are used to identify those overlays in the headings in Table E26.6.3.1

For Table E26.6.3.1 Activity table:

- additional controls apply for earthworks within the [D26 National Grid Corridor Overlay](#); and
- for network utilities the thresholds apply to the area and volume of work being undertaken at any one time at a particular location such that, where practicable, progressive closure and stabilisation of works could be adopted to maintain the activity within the thresholds; and
- network utilities include road network activities within the legal road and its formation width, unless otherwise stated in the activity table.

Table E26.6.3.1 Activity table - Earthworks in overlay areas except Outstanding Natural Features Overlay

Activity		SEA [rp]	ONC [dp]	WSM A [rp]	ONL and HNC [dp]	Historic Heritage [dp]	SSMW [dp]	Special Charact er [dp]
(A110)	Earthworks for maintenance, renewal and repair of network utilities and electricity generation activities RD* where archaeological controls apply as listed in Schedule 14	P	P	P	P	P RD*	P	P
(A111)	Earthworks for service connections P* where identified as a site exception in	P	P	P	P	P RD*	D P*	P

	Schedule 12 RD* where archaeological controls apply as listed in Schedule 14							
(A112)	Earthworks for minor infrastructure upgrading P* within the legal road or the formation width of the road RD* where archaeological controls apply as listed in Schedule 14	P	RD P*	P	P	P RD*	P	P
(A113)	Earthworks for minor utility structures P* within the legal road or the formation width of the road RD* where archaeological controls apply as listed in Schedule 14	P	RD P*	P	P	P RD*	P	P*
(A114)	Earthworks for minor upgrading of road network activities within the legal road or the formation width of the road RD* where archaeological controls apply as listed in Schedule 14.1	P	P	P	P	P RD*	P	P
(A115)	Earthworks for network utilities and electricity generation facilities that do not comply with the standards in E26.6.5.2	RD	RD	RD	RD	RD	RD	RD
(A116)	Other earthworks up to 10m ² and 5m ³ RD* where archaeological controls apply as listed in Schedule 14	P	P	P	P	P RD*	D	P

(A117)	Earthworks from 10m ² to 2500m ² and from 5m ³ to 2500m ³ *Earthworks greater than 5m ³ within the Isthmus C Special Character Overlay ³	RD	RD	RD	RD	RD	D	RD D*
(A118)	Earthworks greater than 2500m ² or 2500m ³	D	RD	D	RD	D	D	D
(A119)	Earthworks associated with temporary activities and land disturbance not otherwise listed in this table			Refer Table E11.4.3 Activity table overlays for regional overlays and Table E12.4.2 Activity table overlays (except Outstanding Natural Features Overlay) for district overlays .				

E26.6.4. Notification

- (1) Any application for resource consent for an activity listed in Table E26.6.3.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

E26.6.5. Standards

E26.6.5.1. Accidental discovery rule

- (1) Despite any other rule in this Plan permitting earthworks or land disturbance or any activity associated with earthworks or land disturbance, in the event of discovery of sensitive material which is not expressly provided for by any resource consent or other statutory authority, the standards and procedures set out in this rule must apply.
- (2) For the purpose of this rule, “sensitive material” means:
 - (a) human remains and kōiwi;
 - (b) an archaeological site;
 - (c) a Māori cultural artefact/taonga tuturu;
 - (d) a protected New Zealand object as defined in the Protected Objects Act 1975 (including any fossil or sub-fossil);
 - (e) evidence of contaminated land (such as discolouration, vapours, asbestos, separate phase hydrocarbons, landfill material or significant odour); or

- (f) a lava cave greater than 1m in diameter on any axis.
- (3) On discovery of any sensitive material, the owner of the site or the consent holder must take the following steps:

Cease works and secure the area

- (a) immediately cease all works within 20 metres of any part of the discovery, including shutting down all earth disturbing machinery and stopping all earth moving activities, and in the case of evidence of contaminated land apply controls to minimise discharge of contaminants into the environment;
- (b) secure the area of the discovery, including a sufficient buffer area to ensure that all sensitive material remains undisturbed;

Inform relevant authorities and parties

- (c) inform the following parties immediately of the discovery:
 - (i) the New Zealand Police if the discovery is of human remains or kōiwi;
 - (ii) the Council in all cases;
 - (iii) Heritage New Zealand Pouhere Taonga if the discovery is an archaeological site, Māori cultural artefact, human remains or kōiwi; and
 - (iv) Mana Whenua if the discovery is an archaeological site, Māori cultural artefact, or kōiwi.

Wait for and enable inspection of the site

- (d) wait for and enable the site to be inspected by the relevant authority or agency:
 - (i) if the discovery is human remains or kōiwi the New Zealand Police are required to investigate the human remains to determine whether they are those of a missing person or are a crime scene. The remainder of this process will not apply until the New Zealand Police confirm that they have no further interest in the discovery; or
 - (ii) if the discovery is of sensitive material, other than evidence of contaminants, a site inspection for the purpose of initial assessment and response will be arranged by the Council in consultation with Heritage New Zealand Pouhere Taonga and appropriate Mana Whenua representatives, or

- (iii) if the discovery is evidence of contaminants, a suitably qualified and experienced person is required to complete an initial assessment and provide information to the Council on the assessment and response.
- (e) following site inspection and consultation with all relevant parties (including the owner and consent holder), the Council will determine the area within which work must cease, and any changes to controls on discharges of contaminants, until the requirements of step E26.6.5.1(3)(f) are met.

Recommencement of work

- (f) work within the area determined by the Council at step E26.6.5(3)(e) must not recommence until all of the following requirements, so far as relevant to the discovery, have been met:
 - (i) Heritage New Zealand has confirmed that an archaeological authority has been approved for the work or that none is required;
 - (ii) any required notification under the Protected Objects Act 1975 has been made to the Ministry for Culture and Heritage;
 - (iii) the requirements of the Unitary Plan – Section [E30 Contaminated land](#) and/or the National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 have been met;
 - (iv) any material of scientific or educational importance has been recorded and if appropriate recovered and preserved;
 - (v) if the discovery is a lava cave as outlined in E26.6.5.1(2)(f) above and if the site is assessed to be regionally significant, reasonable measures have been taken to minimise adverse effects of the works on the scientific values of the site; and
 - (vi) where the site is of Māori origin and an authority from Heritage New Zealand Pouhere Taonga is not required the Council will confirm, in consultation with Mana Whenua, that:
 - any kōiwi have either been retained where discovered or removed in accordance with the appropriate tikanga; and
 - any agreed revisions to the planned works to be/have been made in order to address adverse effects on Māori cultural values.
 - (vii) resource consent has been granted for any alteration or amendment to the earthworks or land disturbance that may be necessary to avoid the sensitive materials and that is not

otherwise permitted under the Plan or allowed by any existing resource consent; and

- (viii) that there are no requirements in the case of archaeological sites that are not of Māori origin and are not covered by the Heritage New Zealand Pouhere Taonga Act 2014.

E26.6.5.2. General standards

All activities listed as permitted, controlled or restricted discretionary in Table E26.6.3.1 Activity table must comply with the following standards.

Regional [rp]

Regional permitted activity standards for the Significant Ecological Areas Overlay and Water Supply Management Area Overlay

- (1) Earthworks for network utilities outside the legal road or the formation width of the road shall be limited to the area and depth of the land previously disturbed or modified or within a width or depth not exceeding 2m either side of a National Grid structure or cable.
- (2) Earthworks for network utilities (excluding road maintenance, repair and renewals, and minor infrastructure upgrading) within the legal road or the formation width of the road shall not exceed 10m² and 5m³
- (3) Earthworks for the minor upgrading of road network activities that exceed 10m² or 5m³ shall not exceed an excavation depth of 0.6m, or the depth of land previously disturbed.
- (4) Earthworks for service connections in SEAs shall be limited to the area and depth of earth previously disturbed or modified or shall not exceed 10m² and 5m³
- (5) After completion of the earthworks, the ground must be reinstated to at least the condition existing prior to any work starting.
- (6) Land disturbance must not, after reasonable mixing, result in any of the following effects in receiving waters:
 - (a) the production of conspicuous oil or grease films, scums or foams, or floatable or suspended materials;
 - (b) any conspicuous change in the colour or visual clarity;
 - (c) any emission of objectionable odour;
 - (d) the rendering of fresh water unsuitable for consumption by farm animals; or
 - (e) any significant adverse effects on aquatic life.

- (7) Best practice erosion and sediment control measures must be implemented for the duration of the land disturbance. Those measures must be installed prior to the commencement of land disturbance and maintained until the site is stabilised against erosion.

Note 1

Best practice in Auckland is generally deemed to be compliance with Auckland Council Technical Publication 90 Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region or similar design.

- (8) Dewatering of trenches and other excavations must be done in accordance with best practice and must not result in a discharge of untreated sediment laden water to any stormwater reticulation system or water body.
- (9) Trenching must be progressively closed and stabilised such that no more than 120m of continuous trench is exposed to erosion at any one time.
- (10) Only cleanfill material may be imported and utilised as part of the land disturbance.
- (11) Earthworks for maintenance and repair of driveways, parking areas, sports fields and major recreational facilities within a Significant Ecological Area Overlay shall be limited to the area of earth previously disturbed or modified.
- (12) Earthworks associated with a temporary activity within a Significant Ecological Area Overlay shall be limited to the area of earthwork previously disturbed or modified.
- (13) To prevent the spread of contaminated soil and organic material with kauri dieback disease, vehicle and equipment hygiene procedures must be adopted when working within 3 times the radius of the canopy drip line of a New Zealand kauri tree. Soil and organic material from land disturbance within 3 times the radius of the canopy drip line must not be transported beyond that area unless being transported to landfill for disposal.

District [dp]

District permitted activity standards for the Outstanding Natural Landscapes Overlay, Outstanding Natural Character and High Natural Character Overlay, Historic Heritage Overlay, Sites and Places of Significance to Mana Whenua Overlay and Special Character Areas Overlay – Residential and Business

- (14) Earthworks for network utilities outside the legal road or the formation width of the road shall be limited to the area and depth of the land

previously disturbed or modified or within a width or depth not exceeding 2m either side of a National Grid structure or cable.

- (15) Earthworks for network utilities (excluding road maintenance, repair and renewals, and minor infrastructure upgrading) within the legal road or the formation width of the road shall not exceed 10m² and 5m³
- (16) Earthworks for the minor upgrading of road network activities that exceed 10m² and 5m³ shall not exceed an excavation depth of 0.6m, or the depth of land previously disturbed and for the Sites and Places of Significance to Mana Whenua overlay, only to the depth of land previously disturbed.
- (17) Earthworks for network utilities within the Historic Heritage Overlay must not:
 - (a) take place within 20m of any building or structure within the scheduled historic heritage place, except for road maintenance, repair, renewal and minor upgrading of road network activities (excluding bridges, retaining walls and tunnels); or
 - (b) take place within the protected root zone of any tree identified in [Schedule 14.1](#) excluding features identified in the exclusions column of [Schedule 14.1](#).
 - (c) *[deleted]*
- (18) Earthworks for network utilities on a site or place of significance to Mana Whenua or site shall be limited to the area and depth of earth previously disturbed or modified.
- (19) After completion of the earthworks, the ground must be reinstated to at least the condition existing prior to any work starting
- (20) Land disturbance within Riparian Yards and Coastal Protection Yards are limited to:
 - (a) operation, maintenance and repair (including network utilities);
 - (b) less than 5m² or 5m³; for general earthworks;
 - (c) less than 10m² or 5m³ for the installation of new network utilities;
 - (d) installation of fences and walking tracks;
 - (e) burial of marine mammals.
- (21) Works must not result in any instability of land or structures at or beyond the boundary of the property where the land disturbance occurs.

- (22) The land disturbance must not cause malfunction or result in damage to network utilities, or change the cover over network utilities so as to create the potential for damage or malfunction.
- (23) Access to public footpaths, berms, private properties, network utilities, or public reserves must not be obstructed unless that is necessary to undertake the works or prevent harm to the public.
- (24) Only cleanfill material may be imported and utilised as part of the land disturbance.
- (25) Measures must be implemented to ensure that any discharge of dust beyond the boundary of the site is avoided or limited such that it does not cause nuisance.
- (26) Earthworks (including filling) within a 100 year AEP flood plain (excluding road network activities):
 - (a) must not raise ground levels more than 300mm, to a total fill volume up to 10m³ which must not be exceeded through multiple filling operations; and
 - (b) must not result in any adverse changes in flood hazard beyond the site.

Note 1

This standard does not limit excavation and replacement of fill to form building platforms, where those works do not raise ground levels.

- (27) Earthworks (including filling) within overland flow paths (excluding road network activities) must maintain the same entry and exit point at the boundaries of a site and not result in any adverse changes in flood hazards beyond the site, unless such a change is authorised by an existing resource consent.
- (28) Temporary land disturbance and stockpiling of soil and other materials within 1% AEP flood plain and/or overland flow path for up to a maximum of 28 days in any calendar year may occur as part of construction or maintenance activities.
- (29) Burial of marine mammals must be undertaken by the Department of Conservation or the agents of the Department of Conservation.
- (30) Land disturbance around Transpower NZ Ltd electricity transmission line poles must:
 - (a) be no deeper than 300mm within 2.2m of a transmission pole support structure or stay wire; and

- (b) be no deeper than 750mm within 2.2 to 5m of a transmission pole support structure or stay wire; except that:
 - (c) vertical holes not exceeding 500mm diameter beyond 1.5m from the outer edge of a pole support structure or stay wire are exempt from Standards E26.6.5.2(30)(a) and (b) above.
- (31) Land disturbance around Transpower NZ Ltd electricity transmission lines towers must:
- (a) be no deeper than 300mm within 6m of the outer visible edge of a transmission tower support structure; and
 - (b) be no deeper than 3m between 6 to 12m from the outer visible edge of a transmission tower support structure.
- (32) Land disturbance within 12m of a Transpower NZ Ltd electricity transmission line pole or tower must not:
- (a) create an unstable batter that will affect a transmission support structure; or
 - (b) result in a reduction in the ground to conductor clearance distances as required by NZECP34:2001.
- (33) Earthworks for maintenance and repair of driveways, parking areas, sports fields and major recreational facilities on a site or places of significance to Mana Whenua shall be limited to the area and depth of earth previously disturbed or modified.
- (34) Earthworks for maintenance and repair of driveways, parking areas, sports fields and major recreational facilities within the [D17 Historic Heritage Overlay](#) must not extend more than 300 mm below the surface where archaeological controls apply (as listed in [Schedule 14 Historic Heritage Schedule, Statements and Maps](#)).
- (35) Earthworks/land disturbance for the planting of any tree within the [D17 Historic Heritage Overlay](#) must not be undertaken where archaeological controls apply (as listed in [Schedule 14 Historic Heritage Schedule, Statements and Maps](#)) other than as a replacement for a pre-existing tree; and, within the area previously occupied by the root plate of the pre-existing tree.

E26.6.6. Assessment – controlled activities

There are no controlled activities in this sub-section.

E26.6.7. Assessment – restricted discretionary activities

E26.6.7.1. Matters of discretion

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

- (1) all regional restricted discretionary activities [rp]:
 - (a) the matters set out in E26.5.7.1(1);
 - (b) the effects that the earthworks will have on ecological values, including on threatened species and ecosystems;
 - (c) the effects the vegetation alteration or removal will have on soil conservation, water quality and the hydrological function of the catchment;
 - (d) the necessity of the earthworks to provide for the functional and operational needs of infrastructure;
 - (e) the minimisation of effects from land disturbance through alternative locations on the site and/or methods of undertaking the works;
 - (f) the remedy or mitigation of adverse effects, including through revegetation, or restoration of other areas and ongoing maintenance;
 - (g) the benefit of imposing bonds, covenants or similar instruments as conditions of consent in implementing any of the matters of discretion; and
 - (h) the effects on Mana Whenua values associated with a Significant Ecological Areas Overlay.
- (2) all district restricted discretionary activities [dp]:
 - (a) the matters set out in E26.5.7.1(2);
 - (b) effects on the characteristics and qualities that contribute to the natural character and/or landscape values of the area;
 - (c) landscape, visual and amenity effects;
 - (d) modification to landform;
 - (e) Mana Whenua values;
 - (f) the mitigation of effects; and
 - (g) the necessity of the earthworks to provide for the functional and operational needs of infrastructure.

E26.6.7.2. Assessment criteria

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

- (1) all regional restricted discretionary activities [rp]:
 - (a) the relevant assessment criteria in E26.5.7.2(1);
 - (b) the extent to which the earthworks are minimised and adverse effects on the ecological and indigenous biodiversity values of the vegetation are able to be avoided, remedied or mitigated;
 - (c) whether the earthworks will have an adverse effect on threatened species or ecosystems;
 - (d) the extent to which the earthworks will adversely affect soil conservation, water quality and the hydrological function of the catchment and measures to avoid remedy or mitigate any adverse effects;
 - (e) whether the earthworks will improve the reliance and security of the network utility;
 - (f) whether the earthworks are necessary for a structure that has a functional or operational need to be in the proposed location;
 - (g) the extent of the benefits derived from infrastructure;
 - (h) whether the effects from the earthworks can be minimised through works being undertaken on an alternative location on the site, and/or method of undertaking the works;
 - (i) the extent to which re-vegetation can remedy or mitigate adverse effects;
 - (j) whether conditions of consent can avoid remedy or mitigate adverse effects including the imposition of bonds, covenants or similar instruments; and
 - (k) the extent to which any adverse effects on Mana Whenua values can be avoided, remedied or mitigated, and having regard to the objectives and policies in [E20 Māori Land](#) whether the proposed works are appropriate to provide for Mana Whenua, mātauranga and tikanga values.
- (2) all district restricted discretionary activities [dp]:
 - (a) the relevant assessment criteria in E26.5.7.2(2);
 - (b) whether there are practicable alternative locations for the activity, building or structure outside of the overlay area;

- (c) whether, taking into account the characteristics and qualities of the site of the proposed earthworks, that the proposed location has the greatest potential to absorb change and minimise adverse effects on the landscape and/or natural character values;
- (d) whether the proposed mitigation measures will ensure that there will be no more than minor effects on all of the following:
 - (i) amenity values or views, both from land and sea;
 - (ii) landscape and natural character values; and
 - (iii) people's experience and values associated with an area, including the predominance of nature and wilderness values.
- (e) whether the siting of the earthworks adversely affects the line and form of the landscape with particular regard to ridgelines, headlands and promontories;
- (f) whether the earthworks will be visually obtrusive from any public road or public place, including from beaches and the sea;
- (g) the extent of adverse visual or ecological effects from the proposed earthworks and landform modification;
- (h) the extent to which the proposed earthworks will impact on Mana Whenua values;
- (i) whether the earthworks will improve the reliance and security of the network utility;
- (j) whether the earthworks are necessary for a structure that has a functional or operational need to be in the proposed location; and
- (k) the extent of the benefits derived from infrastructure.

E26.6.8. Special information requirements

There are no special information requirements in this sub-section.

E26.7. Network utilities and electricity Generation – Earthworks Outstanding Natural Features Overlay

E26.7.1. Objectives

The objectives for earthworks are located in:

- [D10 Outstanding Natural Features Overlay](#); and
- [E12 Land disturbance – District](#).

E26.7.2. Policies

The policies for earthworks are located in:

- [D10 Outstanding Natural Features Overlay](#); and
- [E12 Land disturbance – District](#).

E26.7.3. Activity table

Table E26.7.3.1 Activity table specifies the activity status of land use and development activities in the [D10 Outstanding Natural Features Overlay](#) pursuant to section 9(3) of the Resource Management Act 1991:

- for network utilities the thresholds apply to the area and volume of work being undertaken at any one time at a particular location such that, where practicable, progressive closure and stabilisation of works could be adopted to maintain the activity within the thresholds; and
- network utilities include road network activities within the legal road and its formation width, unless otherwise stated in the activity table.

Table E26.7.3.1 Activity table - Network utilities and electricity Generation – Earthworks Outstanding Natural Features Overlay

Activity		Feature Code from Table D10.4.1 for activity tables applying to outstanding natural features									
		A1	A	V1	V2	B	C	D	E	F1	F2
(A110)	Earthworks for maintenance, renewal and repair of network activities and electricity generating facilities	P	P	P	P	P	P	P	P	P	P
(A111)	Earthworks for minor infrastructure upgrading P* within the legal road or the formation width of the road	P	P	RD P*	RD P*	RD	RD	RD	RD	RD	RD
(A112)	Earthworks for minor utility structures P* within the legal road or the formation width of the road	P	P	RD P*	RD P*	RD	RD	RD	RD	RD	RD
(A113)	Earthworks for service connections	P	P	RD	RD	RD	RD	RD	RD	RD	RD
(A114)	Earthworks for minor upgrading of road network activities within the legal road or the formation width of the road	P	P	P	P	P	P	P	P	P	P
(A115)	Earthworks for network utilities and electricity generation facilities that do not comply with standards in E26.7.5.2	RD	RD	RD	RD	RD	RD	RD	RD	RD	RD
(A116)	Earthworks for network utilities and electricity generating facilities activities not otherwise	RD	RD	RD	RD	RD	RD	RD	RD	RD	RD

	provided for										
(A117)	Land disturbance not otherwise listed in this table	Refer Table E12.4.3 Activity table Outstanding Natural Features Overlay									

E26.7.4. Notification

- (1) Any application for resource consent for an activity listed in Table E26.7.3.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

E26.7.5. Standards

E26.7.5.1. Accidental discovery rule

- (1) Despite any other rule in this Plan permitting earthworks or land disturbance or any activity associated with earthworks or land disturbance, in the event of discovery of sensitive material which is not expressly provided for by any resource consent or other statutory authority, the standards and procedures set out in this rule must apply.
- (2) For the purpose of this rule, “sensitive material” means:
 - (a) human remains and kōiwi;
 - (b) an archaeological site;
 - (c) a Māori cultural artefact/taonga tuturu;
 - (d) a protected New Zealand object as defined in the Protected Objects Act 1975 (including any fossil or sub-fossil);
 - (e) evidence of contaminated land (such as discolouration, vapours, asbestos, separate phase hydrocarbons, landfill material or significant odour); or
 - (f) a lava cave greater than 1m in diameter on any axis.
- (3) On discovery of any sensitive material, the owner of the site or the consent holder must take the following steps:

Cease works and secure the area

- (a) immediately cease all works within 20 metres of any part of the discovery, including shutting down all earth disturbing machinery and stopping all earth moving activities, and in the case of evidence of contaminated land apply controls to minimise discharge of contaminants into the environment;

- (b) secure the area of the discovery, including a sufficient buffer area to ensure that all sensitive material remains undisturbed;

Inform relevant authorities and parties

- (c) inform the following parties immediately of the discovery:
 - (i) the New Zealand Police if the discovery is of human remains or kōiwi;
 - (ii) the Council in all cases;
 - (iii) Heritage New Zealand Pouhere Taonga if the discovery is an archaeological site, Māori cultural artefact, human remains or kōiwi; and
 - (iv) Mana Whenua if the discovery is an archaeological site, Māori cultural artefact, or kōiwi.

Wait for and enable inspection of the site

- (d) wait for and enable the site to be inspected by the relevant authority or agency:
 - (i) if the discovery is human remains or kōiwi the New Zealand Police are required to investigate the human remains to determine whether they are those of a missing person or are a crime scene. The remainder of this process will not apply until the New Zealand Police confirm that they have no further interest in the discovery; or
 - (ii) if the discovery is of sensitive material, other than evidence of contaminants, a site inspection for the purpose of initial assessment and response will be arranged by the Council in consultation with Heritage New Zealand Pouhere Taonga and appropriate Mana Whenua representatives, or
 - (iii) if the discovery is evidence of contaminants, a suitably qualified and experienced person is required to complete an initial assessment and provide information to the Council on the assessment and response.
- (e) following site inspection and consultation with all relevant parties (including the owner and consent holder), the Council will determine the area within which work must cease, and any changes to controls on discharges of contaminants, until the requirements of step E26.7.5.1(3)(f) are met.

Recommendation of work

- (f) work within the area determined by the Council at step E26.7.5.1(3)(e) must not recommence until all of the following requirements, so far as relevant to the discovery, have been met:
- (i) Heritage New Zealand has confirmed that an archaeological authority has been approved for the work or that none is required;
 - (ii) any required notification under the Protected Objects Act 1975 has been made to the Ministry for Culture and Heritage;
 - (iii) the requirements of the Unitary Plan – Section E30 Contaminated land and/or the National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 have been met;
 - (iv) any material of scientific or educational importance has been recorded and if appropriate recovered and preserved;
 - (v) if the discovery is a lava cave as outlined in E26.7.5.1(2)(f) above and if the site is assessed to be regionally significant, reasonable measures have been taken to minimise adverse effects of the works on the scientific values of the site; and
 - (vi) where the site is of Māori origin and an authority from Heritage New Zealand Pouhere Taonga is not required the Council will confirm, in consultation with Mana Whenua, that:
 - any kōiwi have either been retained where discovered or removed in accordance with the appropriate tikanga; and
 - any agreed revisions to the planned works to be/have been made in order to address adverse effects on Māori cultural values;
 - (vii) resource consent has been granted for any alteration or amendment to the earthworks or land disturbance that may be necessary to avoid the sensitive materials and that is not otherwise permitted under the Plan or allowed by any existing resource consent; and
 - (viii) that there are no requirements in the case of archaeological sites that are not of Māori origin and are not covered by the Heritage New Zealand Pouhere Taonga Act 2014.

E26.7.5.2. General standards

All activities listed as permitted or restricted discretionary in Table E26.7.3.1 Activity table must comply with the following standards.

- (1) Earthworks for network utilities outside the legal road or the formation width of the road shall be limited to the area and depth of the land previously disturbed or modified or within a width or depth not exceeding 2m either side of a National Grid structure or cable.
- (2) Earthworks for network utilities (excluding road maintenance, repair and renewals, and minor infrastructure upgrading) within the legal road or the formation width of the road shall not exceed 10m² and 5m³.
- (3) Earthworks for the minor upgrading of road network activities that exceed 10m² or 5m³ shall not exceed an excavation depth of land previously disturbed.
- (4) After completion of the earthworks, the ground must be reinstated to at least the condition existing prior to any work starting.
- (5) Land disturbance within Riparian Yards and Coastal Protection Yards are limited to:
 - (a) operation, maintenance and repair (including network utilities);
 - (b) less than 5m² or 5m³; for general earthworks;
 - (c) less than 10m² or 5m³ for the installation of new network utilities;
 - (d) installation of fences and walking tracks;
 - (e) burial of marine mammals.
- (6) Works must not result in any instability of land or structures at or beyond the boundary of the property where the land disturbance occurs.
- (7) The land disturbance must not cause malfunction or result in damage to network utilities, or change the cover over network utilities so as to create the potential for damage or malfunction.
- (8) Access to public footpaths, berms, private properties, network utilities, or public reserves must not be obstructed unless that is necessary to undertake the works or prevent harm to the public.
- (9) Only cleanfill material may be imported and utilised as part of the land disturbance.
- (10) Measures must be implemented to ensure that any discharge of dust beyond the boundary of the site is avoided or limited such that it does not cause nuisance.
- (11) Earthworks (including filling) within a 100 year AEP flood plain (excluding road network activities):

- (a) must not raise ground levels more than 300mm, to a total fill volume up to 10m³ which must not be exceeded through multiple filling operations; and
- (b) must not result in any adverse changes in flood hazard beyond the site.

Note 1

This standard does not limit excavation and replacement of fill to form building platforms, where those works do not raise ground levels.

- (12) Earthworks (including filling) within overland flow paths (excluding road network activities) must maintain the same entry and exit point at the boundaries of a site and not result in any adverse changes in flood hazards beyond the site, unless such a change is authorised by an existing resource consent.
- (13) Temporary land disturbance and stockpiling of soil and other materials within 1% AEP flood plain and/or overland flow path for up to a maximum of 28 days in any calendar year may occur as part of construction or maintenance activities.
- (14) Burial of marine mammals must be undertaken by the Department of Conservation or the agents of the Department of Conservation.
- (15) Land disturbance around Transpower NZ Ltd electricity transmission line poles must:
 - (a) be no deeper than 300mm within 2.2m of a transmission pole support structure or stay wire; and
 - (b) be no deeper than 750mm within 2.2 to 5m of a transmission pole support structure or stay wire; except that:
 - (c) vertical holes not exceeding 500mm diameter beyond 1.5m from the outer edge of a pole support structure or stay wire are exempt from Standards E26.7.5.2(15)(a) and (b) above.
- (16) Land disturbance around Transpower NZ Ltd electricity transmission lines towers must:
 - (a) be no deeper than 300mm within 6m of the outer visible edge of a transmission tower support structure; and
 - (b) be no deeper than 3m between 6 to 12m from the outer visible edge of a transmission tower support structure.
- (17) Land disturbance within 12m of a Transpower NZ Ltd electricity transmission line pole or tower must not:

- (a) create an unstable batter that will affect a transmission support structure; or
- (b) result in a reduction in the ground to conductor clearance distances as required by NZECP34:2001.

E26.7.6. Assessment – controlled activities

There are no controlled activities in this sub-section.

E26.7.7. Assessment – restricted discretionary activities

E26.7.7.1. Matters of discretion

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

- (1) all restricted discretionary activities:
 - (a) the matters set out in E26.5.7.1(2);
 - (b) the nature, form and extent of proposed works;
 - (c) the degree of geological modification;
 - (d) the need for, or purpose of, the proposed works;
 - (e) alternative methods and locations;
 - (f) protection or enhancement of the feature; and
 - (g) effects on Mana Whenua values.

E26.7.7.2. Assessment criteria

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

- (1) all restricted discretionary activities:
- (2) the relevant assessment criteria in E26.5.7.2(2);
- (3) whether the nature, form and extent of the proposed works or activity adversely affects the feature or features for which the item was scheduled;
- (4) whether the activity will interfere with natural processes e.g. hydrology or adverse effects on nature and form of sand dunes;
- (5) whether the proposed works or activity cause adverse visual effects or adversely affect landscape values;
- (6) the degree to which the feature or features have already been modified so that further modification will not cause significant additional loss of geological value;

- (7) the extent to which the proposed works will protect the feature from further damage, such as erosion protection, or remediate it from previous damage. This excludes potential damage from the activity for which consent is sought;
- (8) whether the proposed land disturbance is for an activity which has a functional or operational need to be in the location proposed; and
- (9) the objectives and policies in [D10 Outstanding Natural Features Overlay](#) and [Outstanding Natural Landscapes Overlay](#).

E26.7.8. Special information requirements

- (1) An application for an activity must be accompanied by:
 - (a) a site plan showing location of the Outstanding Natural Feature and the location of the proposed activity.

E26.8. Network utilities and electricity generation – Historic Heritage Overlay

E26.8.1. Objectives

The objectives for this sub-section are located in [D17 Historic Heritage Overlay](#).

E26.8.2. Policies

The policies for this sub-section are located in [D17 Historic Heritage Overlay](#).

E26.8.3. Activity table

Table E26.8.3.1 Activity table specifies the activity status of land use and development activities in the [D17 Historic Heritage Overlay](#) pursuant to section 9(3) of the Resource Management Act 1991:

- these rules apply to network utilities and electricity generation facilities within the Historic Heritage Overlay;
- these rules do not cover demolition, partial demolition or relocation of Scheduled Historic Heritage structures. If the activity affects the primary feature of a scheduled historic heritage place, the rules of [D17 Historic Heritage Overlay](#) apply. For the avoidance of doubt, the identification of primary features is provided for in [D17 Historic Heritage Overlay](#).
- network utilities include road network activities within the legal road and its formation width, unless otherwise stated in the activity table; and
- In respect of network utilities, and electricity generation activities within this overlay, also refer to:
 - Table E26.3.3.1 Activity table – Network utilities and electricity generation and vegetation management; and
 - Table E26.6.3.1 Activity table earthworks in overlay areas except Outstanding Natural Features Overlay.

Table E26.8.3.1 Activity table - Network utilities and electricity generation – Historic Heritage Overlay

Activity		Activity status
Network utilities and electricity generation facilities		
(A118)	Operation, maintenance, renewal and repair of network utilities and electricity generation facilities	P
(A119)	Minor infrastructure upgrading	P
(A120)	Minor upgrading of road network utilities	P
(A121)	Minor utility structure	P
(A122)	Service connections	P
(A123)	Antennas and aerials	P
(A124)	Distribution substations that meet Standard E26.2.5.1(2)	RD
(A125)	Small and community scale electricity generation facilities	RD
(A126)	Road network activities comprising road lighting and associated support structures	P
(A127)	Road network activities comprising traffic operation and safety signs, direction signs and road name signs	P
(A128)	Road network activities comprising traffic operational signals and associated cabinets, equipment and support structures, traffic monitoring equipment and support structures	P
(A129)	Temporary buildings, structures and signs	P
(A130)	Network utilities and electricity generation facilities that do not comply with permitted activity standards in E26.8.5.1	RD
(A131)	Network utilities and electricity generation facilities not otherwise provided for	D

E26.8.4. Notification

Refer to [D17.5](#) for notification.

E26.8.5. Standards

All activities listed as permitted in Table E26.8.3.1 Activity table must comply with the following permitted activity standards.

E26.8.5.1. Permitted activity standards

- (1) Where the scheduled historic heritage place affected by the proposed works is subject to additional archaeological controls (refer [Schedule 14 Historic Heritage Schedule, Statements and Maps](#)), the proposed works must not result in any earthworks

- (2) Operation, maintenance, renewal and repair of network utilities and electricity generation facilities should not result in the removal of any tree or other planting identified in [Schedule 14.1 Schedule of Historic Heritage](#).
- (3) Minor infrastructure upgrading must:
 - (a) not increase the size or alter the existing location of the existing footprint;
 - (b) not result in the removal of any tree or other planting identified in [Schedule 14.1 Schedule of Historic Heritage](#); and
 - (c) must otherwise be in accordance with the permitted activity standards for minor infrastructure upgrading in E26.2.5.3(1).
- (4) Minor upgrading of road network activities must:
 - (a) only occur within the legal road or the formation width of the road;
 - (b) not increase the size or alter the location of the existing footprint and any replacement of existing buildings and structures is to be within the same location of the existing building or structure, and will not result in any increase to the height or bulk of the existing building or structure; and
 - (c) not result in the removal of any tree or other planting identified in [Schedule 14.1 Schedule of Historic Heritage](#).
- (5) Road network activities involving the renewal or minor upgrading of road pavement (excluding footpaths), bridges, retaining walls and tunnels, within 20m of any building or structure included in the [Schedule 14.1 Schedule of Historic Heritage](#), a vibration management plan must be prepared by a suitably qualified and experienced person to establish that vibration levels will meet E25.6.30 Vibration. The Plan must include the information set out in E26.8.8 and be provided to the Council no less than 5 days prior to the works commencing.
- (6) Minor utility structures must:
 - (a) not be affixed or attached to a primary feature of a historic heritage place (other than if it is a noted exclusion in [Schedule 14.1 Schedule of Historic Heritage](#)) or a contributing property or feature in a historic heritage area;
 - (b) not exceed a maximum height of 0.9m and a maximum area of 0.5m²; and
 - (c) not result in the removal of any tree or other planting identified in [Schedule 14.1 Schedule of Historic Heritage](#)

- (7) Service connections must be not affixed or attached to a primary feature of a historic heritage place (other than if it is a noted exclusion in [Schedule 14.1 Schedule of Historic Heritage](#)) or a contributing property or feature in a historic heritage area.
- (8) Antennas and aerals must:
 - (a) not be affixed or attached to a primary feature of a historic heritage place (other than if it is a noted exclusion in [Schedule 14.1 Schedule of Historic Heritage](#)) or a contributing property or feature in a historic heritage area; and
 - (b) not have a cross sectional dimension greater than 300mm
- (9) Road network activities comprising traffic operation and safety signs, direction signs and road name signs must:
 - (a) not be affixed or attached to a primary feature of a historic heritage place (other than if it is a noted exclusion in [Schedule 14.1 Schedule of Historic Heritage](#)) or a contributing property or feature in a historic heritage area;
 - (b) be co-located on an existing (non-heritage) structure; and
 - (c) where co-location is not possible, there shall be no more than one sign and support structure for regulatory control within any single road frontage within any individual scheduled historic heritage extent of place
- (10) Temporary buildings, structures and signs must:
 - (a) not be affixed or attached to a primary feature of a historic heritage place (other than if it is a noted exclusion in [Schedule 14.1 Schedule of Historic Heritage](#)) or a contributing property or feature in a historic heritage area; and
 - (b) not be in place longer than either:
 - (i) the maximum duration of the temporary activity, where the building or structure is ancillary to a temporary activity; or
 - (ii) 21 consecutive days in any 60 day period.

E26.8.6. Assessment – controlled activities

There are no controlled activities in this sub-section.

E26.8.7. Assessment – restricted discretionary activities

E26.8.7.1. Matters of discretion

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

- (1) all restricted discretionary activities:
 - (a) effects on the known heritage values of a historic heritage place from the scale, location, design, (including materials), duration and extent of the proposal, the construction methodology and associated site works;
 - (b) effects on the heritage and Mana Whenua values;
 - (c) effects on the setting of the historic heritage place, and on the inter-relationship between buildings, structures and features within the place;
 - (d) effects of the proposal on the overall significance of the place;
 - (e) effects on the inter-relationship between contributing places within a historic heritage area, including the views to, within or from the place or area;
 - (f) the purpose and necessity for the works and any alternatives considered;
 - (g) effects of the proposal on the long term viability and/or the ongoing functional use of the place;
 - (h) the mitigation of effects; and
 - (i) the functional or operation need for any infrastructure in the location proposed.

E26.8.7.2. Assessment criteria

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

- (1) all restricted discretionary activities:
 - (a) whether the proposed works will result in adverse effects (including cumulative adverse effects) on the heritage values of the place and the extent to which adverse effects are avoided, remedied or mitigated;
 - (b) whether the proposed works will maintain or enhance the heritage values of the place;
 - (c) whether the proposed works will compromise the ability to interpret features within the place and the relationship of the place to other scheduled historic heritage places;

- (d) whether the proposed works, including the cumulative effects of proposed works, will result in adverse effects on the overall significance of the place such that it no longer meets the significance thresholds for which it was scheduled;
- (e) the extent to which the activity, building or structure will impact on Mana Whenua values;
- (f) the extent to which the use and development is necessary to provide for, or improve, the resilience and security of the infrastructure network having regard to the objectives and policies in Section [E26 Infrastructure](#).

E26.8.8. Special information requirements

- (1) The vibration management plan must include a description of the following:
 - (a) a description of the area affected by the works;
 - (b) a contact name and number of the works supervisor who can be contacted if any issues arise;
 - (c) a description of the works and its duration, anticipated equipment to be used and the processes to be undertaken; and
 - (d) a methodology for monitoring the proposed works to measure compliance with DIN 4150-3 (1999): Structural vibration – Part 3 Effects of vibration on structures in relation to the scheduled historic heritage building or structure.

E26.9. Network utilities and electricity generation – Special Character Areas Overlay – Residential and Business

E26.9.1. Objectives

The objectives for this sub-section are located in [D18 Special Character Areas Overlay – Residential and Business](#).

E26.9.2. Policies

The policies for this sub-section are located in [D18 Special Character Areas Overlay – Residential and Business](#).

E26.9.3. Activity table

Table E26.9.3.1 Activity table specifies the activity status of land use and development activities in the Special Character Areas Overlay – Residential and Business pursuant to section 9(3) of the Resource Management Act 1991:

- areas in the Special Character Areas Overlay - General may contain a mix of sites zoned residential or business. In such cases, for any site/s in a business zone, the Special Character Areas Overlay - Business rules in [Table D18.4.2](#) Activity table will apply and for any site/s in a residential zone, the Special

Character Areas Overlay - Residential rules in [Table D18.4.1](#) Activity table will apply;

- these rules do not cover total demolition, substantial demolition, relocation or removal of buildings in the Special Character Areas Overlay – Residential and Business. If the activity affects buildings other than accessory buildings in these overlays, the rules of [D18](#) apply;
- network utilities include road network activities within the legal road and its formation width, unless otherwise stated in the activity table; and
- in respect of network utilities and electricity generation activities within this overlay, also refer to:
 - Table E26.3.3.1 Activity table – Network utilities and electricity generation and vegetation management; and
 - Table E26.6.3.1 Activity table - earthworks in overlay areas except Outstanding Natural Features Overlay

Table E26.9.3.1 Activity table - Network utilities and electricity generation – Special Character Areas Overlay – Residential and Business

Activity		Special Character Areas Overlay - Residential Activity status	Special Character Areas Overlay - Business Activity status
Network utilities and electricity generation facilities			
(A132)	Operation, maintenance, renewal and repair of network utilities and electricity generation facilities	P	P
(A133)	Minor infrastructure upgrading	P	P
(A134)	Minor upgrading of road network activities	P	P
(A135)	Minor utility structure	P	P
(A136)	Service connections	P	P
(A137)	Antennas and aerials	P	P
(A138)	Distribution substations that meet Standard E26.2.5.1(2)	RD	RD
(A139)	Small and community scale electricity generation facilities	RD	RD
(A140)	Road network activities comprising road lighting and associated support structures	P	P
(A141)	Road network activities comprising traffic operation and safety signs, direction signs and road name signs	P	P

(A142)	Road network activities comprising traffic operational signals and associated cabinets, equipment and support structures, traffic monitoring equipment and support structures	P	P
(A143)	Temporary buildings, structures and signs,	P	P
(A144)	Network utilities and electricity generation facilities that do not comply with permitted activity standards in E26.9.5.1	RD	RD
(A145)	Network activities and electricity generation facilities not otherwise provided for	D	D

E26.9.4. Notification

- (1) Any application for resource consent for an activity listed in Table E26.9.3.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

E26.9.5. Standards

All activities listed as permitted in Table E26.9.3.1 Activity table must comply with the following permitted activity standards.

E26.9.5.1. Permitted activity standards

- (1) Minor infrastructure upgrading:
 - (a) maximum height no greater than 25m or 10 per cent in addition to the existing height of the structure whichever is the lesser;
 - (b) replacement pole diameter will be no greater than 20 per cent larger than that of the original pole;
 - (c) any new lines attached to existing poles shall be no higher than the maximum height of the existing lines; and
 - (d) must otherwise be in accordance with the permitted activity standards for minor infrastructure upgrading in E26.2.5.3(1).
- (2) Minor upgrading of road network activities must comply with the following standards:
 - (a) the alteration, replacement or relocation of ancillary structures for road network activities:

- (i) there must be no more than a 10 percent increase in the width, length and/or height of the structure; and
 - (ii) the structure must be located within 2m of the existing alignment or location.
 - (b) any support structure or pole which replaces an existing support structure or pole:
 - (iii) must not have a diameter or width that is greater than 20 percent larger than the existing support structure or pole; and
 - (iv) must not have a height greater than 25m or 10 percent in addition to the existing support structure or pole.
 - (c) all activities and works must only occur within the legal road or the formation width of the road.
- (3) Antennas and aerials must:
- (a) not have a cross sectional dimension greater than 300mm; and
 - (b) must not protrude above the roof line of the part of the building to which they are attached. Where attached to the front facade, the antenna or aerial must be attached so it has a maximum horizontal projection of 450mm from the face of the building and must be colour matched to the part of the building to which it is attached;
 - (c) E26.9.5.1(3)(b) does not apply where the antenna or aerial is not visible when viewed at a height 1.8m above street level from any part of any road which is located within the character overlay.
- (4) Temporary buildings, structures and signs must:
- (a) not be in place longer than either:
 - (i) the maximum duration of the temporary activity, where the building or structure is ancillary to a temporary activity; or
 - (ii) 21 consecutive days in any 60 day period.

E26.9.6. Assessment – controlled activities

There are no controlled activities in this sub-section.

E26.9.7. Assessment – restricted discretionary activities

E26.9.7.1. Matters of discretion

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

- (1) all restricted discretionary activities:

- (a) effects on the on the special character values and context of the areas as identified in the special character area statements;
- (b) effects on the on the special character qualities, design and architectural features of buildings;
- (c) the scale, location, design, (including materials), duration and extent of the proposal, the construction methodology and associated site works;
- (d) the purpose and necessity for the works and any alternatives considered;
- (e) the mitigation of effects; and
- (f) the functional or operation need for any infrastructure in the location proposed.

E26.9.7.2. Assessment criteria

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

- (1) all restricted discretionary activities:
 - (a) whether the proposed works will result in adverse effects (including cumulative adverse effects) special characteristics of the streetscape and area and the extent to which adverse effects are avoided, remedied or mitigated.
 - (b) whether the proposed works will maintain or enhance the special character qualities and the design and architectural features of buildings.
 - (c) whether design or location alternatives have been considered to minimise the adverse effects on the special characteristics of the streetscape, area or building
 - (d) whether the location and design of any attachments minimises effects on the building through the use of appropriate colour, design, form and location on the building
 - (e) the extent to which the use and development is necessary to provide for, or improve, the resilience and security of the infrastructure network having regard to the objectives and policies in Section [E26 Infrastructure](#).

E26.9.8. Special information requirements

There are no special information requirements in this sub-section.

E26.10. Network utilities and electricity generation – Sites and Places of Significance to Mana Whenua Overlay

E26.10.1. Objectives

The objectives for this sub-section are located in [D21 Sites and Places of Significance to Mana Whenua Overlay](#).

E26.10.2. Policies

The policies for this sub-section are located in [D21 Sites and Places of Significance to Mana Whenua Overlay](#).

E26.10.3. Activity table

Table E26.10.3.1 Activity table specifies the activity status of land use and development activities in the Sites and Places of Significance to Mana Whenua Overlay pursuant to section 9(3) of the Resource Management Act 1991.

Table E26.10.3.1 Activity table - Network utilities and electricity generation – Sites and Places of Significance to Mana Whenua Overlay

Activity		Activity status
Network utilities and electricity generation facilities		
(A146)	Operation, maintenance, renewal, repair and removal of network utilities and electricity generation facilities	P
(A147)	Minor infrastructure upgrading	P
(A148)	Minor upgrading of road network activities within the legal road or the formation width of the road	P
(A149)	Network utilities and electricity generation facilities that do not comply with permitted activity standards E26.10.5.1	RD
(A150)	Network utilities and electricity generation facilities not otherwise provided for where the site is identified as a site exception in Schedule 12 Sites and Places of Significance to Mana Whenua Schedule	RD
(A151)	Network utilities and electricity generation facilities not otherwise provided for where the site is not identified as a site exception in Schedule 12 Sites and Places of Significance to Mana Whenua Schedule	D

E26.10.4. Notification

- (1) Any application for resource consent for an activity listed in Table E26.10.3.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

E26.10.5. Standards

All activities listed as permitted in Table E26.10.3.1 Activity table must comply with the following permitted activity standards.

E26.10.5.1. Minor infrastructure upgrading

- (1) Minor infrastructure upgrading must not increase the size or alter the existing location of the existing footprint within a site or place of significance and must otherwise be in accordance with the permitted activity standards for minor infrastructure upgrading in E26.2.5.3(1).
- (2) Minor upgrading of road network activities must not increase the size or alter the location of the existing footprint within a site or place of significance and any replacement of existing buildings and structures is to be within the same location of the existing building or structure, and will not result in any increase to the height or bulk of the existing building or structure.

E26.10.6. Assessment – controlled activities

There are no controlled activities in this sub-section.

E26.10.7. Assessment – restricted discretionary activities

E26.10.7.1. Matters of discretion

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

- (1) all restricted discretionary activities:
 - (f) the effects of the proposal on the values and associations of Mana Whenua with the site or place including effects on the context of the local history and whakapapa;
 - (g) the nature, location, design and extent of the proposal;
 - (h) the purpose and necessity for the works and any alternatives considered; or
 - (i) the provisions of any relevant iwi planning document.

E26.10.7.2. Assessment criteria

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

- (2) all restricted discretionary activities:
 - (a) Policies D21.3(1) - (3).
 - (b) The extent to which the proposal provides for the relationship of the site or place with Mana Whenua in the context of local history and whakapapa, if appropriate, through:

- (i) the design and location of proposed structures;
 - (ii) landscaping and vegetation including removal and replanting; and
 - (iii) landform and modification;
- (c) the extent to which the use and development is necessary to provide for, or improve, the resilience and security of the infrastructure network having regard to the objectives and policies in Section [E26 Infrastructure](#).

E26.10.8. Special information requirements

There are no special information requirements in this sub-section.

E26.11. Network utilities and electricity generation – ~~Volcanic~~ Maunga Viewshafts and Height and Building Sensitive Areas Overlay

E26.11.1. Objectives

The objectives for this sub-section are located in [D14 ~~Volcanic~~ Maunga Viewshafts and Height and Building Sensitive Areas Overlay](#).

E26.11.2. Policies

The policies for this sub-section are located in [D14 ~~Volcanic~~ Maunga Viewshafts and Height and Building Sensitive Areas Overlay](#).

E26.11.3. Activity table

Table E26.11.3.1 Activity table specifies the activity status of land use and development activities in [D14 ~~Volcanic~~ Maunga Viewshafts and Height and Building Sensitive Areas Overlay](#) pursuant to section 9(3) of the Resource Management Act 1991:

- these rules apply to network utilities and electricity generation facilities within the ~~Volcanic~~ Maunga Viewshafts and Height and Building Sensitive Areas Overlay; and
- network utilities include road network activities within the legal road and its formation width, unless otherwise stated in the activity table.

Table E26.11.3.1 Activity table - Network utilities and electricity generation – ~~Volcanic~~ Maunga Viewshafts and Height and Building Sensitive Areas Overlay

Activity	Activity status		
	Regionally Significant Volcanic <u>Maunga</u> Viewshaft	Locally Significant Volcanic <u>Maunga</u> Viewshaft	Height and Building Sensitive Area
Network utilities and electricity generation activities that intrude into a scheduled viewshaft			

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(A152)	Buildings and structures for network utilities and electricity generation facilities that do not intrude into a scheduled viewshaft	P	P	NA
(A153)	Operation, maintenance, renewal and repair of network utilities and electricity generation facilities and like for like replacement	P	P	P
(A154)	Minor infrastructure upgrading	P	P	P
(A155)	Minor upgrading of road network utilities	P	P	P
(A156)	Minor utility structure	P	P	P
(A157)	Service connections	P	P	P
(A158)	Antennas and aerials	P	P	P
(A159)	Small and community scale electricity generation facilities	RD	RD	RD
(A160)	Road network activities comprising road lighting and associated support structures	P	P	P
(A161)	Road network activities comprising traffic and direction signs and road name signs	P	P	P
(A162)	Road network activities comprising traffic safety and operational signals, traffic signals, traffic information signage and support structures	P	P	P
(A163)	Temporary construction and safety structures	P	P	P
(A164)	Network utilities and electricity generation facilities that do not comply with permitted activity standards E26.11.5.1(1) - (7)	NC	RD	NC
(A165)	Network utilities and electricity generation facilities not otherwise provided for	NC	D	NC

E26.11.4. Notification

- (1) Any application for resource consent for any non-complying activity in Table E26.11.3.1 Activity table must be publicly notified.
- (2) Any application for resource consent for an activity listed in Table E26.11.3.1 Activity table and which is not listed in E26.11.4.1 above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.

- (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

E26.11.5. Standards

All activities listed as permitted in Table E26.11.3.1 Activity table must comply with the following permitted activity standards.

E26.11.5.1. Permitted activity standards

- (1) Height must be measured using the rolling height method.
- (2) Minor infrastructure upgrading:
 - (a) maximum height no greater than 25m or 10 per cent in addition to the existing height of the structure whichever is the lesser;
 - (b) replacement pole diameter will be no greater than 20 per cent larger than that of the original pole;
 - (c) any new lines attached to existing poles shall be no higher than the maximum height of the existing lines; and
 - (d) must otherwise be in accordance with the permitted activity standards for minor infrastructure upgrading in E26.2.5.3(1).
- (3) Minor upgrading of road network activities must comply with the following standards:
 - (a) the alteration, replacement or relocation of ancillary structures for road network activities:
 - (i) there must be no more than a 10 percent increase in the width, length and/or height of the structure; and
 - (ii) the structure must be located within 2m of the existing alignment or location
 - (b) any support structure or pole which replaces an existing support structure or pole:
 - (i) must not have a diameter or width that is greater than 20 percent larger than the existing support structure or pole; and
 - (ii) must not have a height greater than 25m or 10 percent in addition to the existing support structure or pole.
 - (c) all activities and works must only occur within the legal road or the formation width of the road.
- (4) Minor utility structures must not exceed a maximum height of 0.9m and a maximum area of 0.5m²

- (5) Antennas and aerials must not have a cross sectional dimension greater than 300mm
- (6) Temporary construction and safety structures and signs must be removed within 30 days or upon completion of the construction works.
- (7) Road network activities must comply with the following standards:
 - (a) maximum height of 25m for road lighting and associated support structures; and
 - (b) maximum height of 5.3m for traffic and direction signs, road name signs, traffic safety and operational signals, traffic signals, traffic information signage and support structures including interactive warning signs, real time information signs, lane control signals, ramp signals, cameras, vehicle identification and occupancy counters.

E26.11.6. Assessment – controlled activities

There are no controlled activities in this sub-section.

E26.11.7. Assessment – restricted discretionary activities

E26.11.7.1. Matters of discretion

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

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

E26.11.7.2. Assessment criteria

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

- (1) all restricted discretionary activities:
 - (a) having regard to the viewshaft in [Appendix 20 Volcanic Maunga Viewshafts and Height](#) and [Building Sensitive Areas – Values](#)

- [Assessments](#), whether the nature, form and extent of the building adversely affects the visual integrity of the maunga;
- (b) the extent to which the use and development is necessary to provide for, or improve, the resilience and security of the infrastructure network having regard to the objectives and policies in Section [E26 Infrastructure](#);
 - (c) whether there are practicable alternatives available that will not intrude, or will minimise the intrusion into the viewshaft or exceedance of the maximum height of a height sensitive area;
 - (d) whether the proposed building will impact on Mana Whenua values associated with the maunga; or
 - (e) the relevant objectives and policies in [B4 Natural heritage](#) at [B4.3](#) and in [D14 Volcanic Maunga Viewshafts and Height and Building Sensitive Areas Overlay](#).

E26.11.8. Special information requirements

There are no special information requirements in this sub-section.

E26.12. Network utilities and electricity generation – Auckland War Memorial Museum Viewshaft, Local Public Views, Ridgelines Overlays

E26.12.1. Objectives

The objectives for this sub-section are located in [D15 Ridgeline Protection Overlay](#), [D16 Local Public Views Overlay](#), [D19 Auckland War Memorial Museum Viewshaft Overlay](#) and [D20A Stockade Hill Viewshaft Overlay](#).

E26.12.2. Policies

The policies for this sub-section are located in [D15 Ridgeline Protection Overlay](#), [D16 Local Public Views Overlay](#), [D19 Auckland War Memorial Museum Viewshaft Overlay](#) and [D20A Stockade Hill Viewshaft Overlay](#).

E26.12.3. Activity table

Table E26.12.3.1 Activity table specifies the activity status of land use and development activities in the Ridgeline Protection Overlay, Local Public Views Overlay, Auckland War Memorial Museum Viewshaft Overlay and the Stockade Hill Viewshaft Overlay pursuant to section 9(3) of the Resource Management Act 1991:

- network utilities include road network activities within the legal road and its formation width, unless otherwise stated in the activity table.

- the Auckland War Memorial Museum Viewshaft provisions do not apply to structures that do not exceed the height limits specified on Figures D19.6.1.1, D19.6.1.2 and D19.6.1.3 within the areas identified on the planning maps.

Table E26.12.3.1 Activity table - Network utilities and electricity generation – Auckland War Memorial Museum Viewshaft, Local Public Views, Ridgelines, Stockade Hill Viewshaft Overlays

Activity		Activity status		
Network utilities and electricity generation activities				
		Auckland War Memorial Museum Viewshaft	Local Public Views and Stockade Hill Viewshaft Overlay	Ridgelines
(A166)	Operation, maintenance, renewal and repair of network utilities and electricity generation facilities	P	P	P
(A167)	Minor infrastructure upgrading	P	P	P
(A168)	Minor upgrading of road network activities	P	P	P
(A169)	Minor utility structure	P	P	P
(A170)	Service connections	P	P	P
(A171)	Antennas and aerials	P	P	P
(A172)	Road network activities comprising road lighting and associated support structures	P	P	P
(A173)	Road network activities comprising traffic and direction signs, road name signs	P	P	P
(A174)	Road network activities comprising traffic signals and support structures	P	P	P
(A175)	Temporary construction and safety structures	P	P	P
(A176)	Small and community scale electricity generation facilities	NC	RD	RD
(A177)	Network activities and electricity generation facilities that do not comply with permitted activity standards RD* modified ridgelines NC* natural ridgelines	NC	RD	RD* NC*

(A178)	Network utilities and electricity generation facilities not otherwise provided for D* modified ridgelines NC* natural ridgelines	NC	D	D* NC*
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E26.12.4. Notification

- (1) Any application for resource consent for an activity listed in Table E26.12.3.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

E26.12.5. Standards

All activities listed as permitted in Table E26.12.3.1 Activity table must comply with the following permitted activity standards.

E26.12.5.1. Permitted activity standards

- (1) Height must be measured using the rolling height method.
- (2) Minor infrastructure upgrading in the Auckland War Memorial Museum Viewshaft Overlay and Natural Ridgelines Overlays must:
 - (a) not increase the size or alter the existing location of the existing footprint; and
 - (b) must otherwise be in accordance with the permitted activity standards for minor infrastructure upgrading in E26.2.5.3(1).
- (3) Minor infrastructure upgrading in the Local Public Views and Modified Ridgelines Overlays:
 - (a) maximum height no greater than 25m or 10 per cent in addition to the existing height of the structure whichever is the lesser;
 - (b) replacement pole diameter will be no greater than 20 per cent larger than that of the original pole;
 - (c) any new lines attached to existing poles shall be no higher than the maximum height of the existing lines;
 - (d) must otherwise be in accordance with the permitted activity standards for minor infrastructure upgrading in E26.2.5.3(1).
- (4) Minor upgrading of road network activities in the Auckland War Memorial Museum Viewshaft Overlay and Natural Ridgelines Overlays must:

- (a) only occur within the legal road or the formation width of the road; and
 - (b) not increase the size or alter the location of the existing footprint and any replacement of existing buildings and structures is to be within the same location of the existing building or structure, and will not result in any increase to the height or bulk of the existing building or structure.
- (5) Minor upgrading of road network activities in the Local Public Views Overlay and Modified Ridgelines Overlays must comply with the following standards:
- (a) the alteration, replacement or relocation of ancillary structures for road network activities:
 - (i) there must be no more than a 10 percent increase in the width, length and/or height of the structure; and
 - (ii) the structure must be located within 2m of the existing alignment or location.
 - (b) any support structure or pole which replaces an existing support structure or pole:
 - (i) must not have a diameter or width that is greater than 20 percent larger than the existing support structure or pole; and
 - (ii) must not have a height greater than 25m or 10 percent in addition to the existing support structure or pole.
 - (c) all activities and works must only occur within the legal road or the formation width of the road.
- (6) Minor utility structures in the Auckland War Memorial Museum Viewshaft and Natural Ridgelines Overlays must not:
- (a) exceed a maximum height of 0.9m and a maximum area of 0.5m²; and
 - (b) in the Auckland War Memorial Museum Viewshaft Overlay exceed the height limits specified on Figures [D19.6.1.1](#), [D19.6.1.2](#) and [D19.6.1.3](#) within the areas identified on the planning maps to protect views to or from the Auckland War Memorial Museum.
- (7) Antennas and aerials must not:
- (a) not have a cross sectional dimension greater than 300mm; and
 - (b) in the Auckland War Memorial Museum Viewshaft Overlay exceed the height limits specified on Figures [D19.6.1.1](#), [D19.6.1.2](#) and [D19.6.1.3](#) within the areas identified on the planning maps to protect views to or from the Auckland War Memorial Museum.

- (8) Temporary construction and safety structures and signs must be removed within 30 days or upon completion of the construction works.
- (9) Road network activities must comply with the following standards:
 - (a) maximum height of 25m for road lighting and associated support structures; and
 - (b) maximum height of 5.3m for traffic and direction signs, road name signs, traffic signals and support structures.

E26.12.6. Assessment – controlled activities

There are no controlled activities in this sub-section.

E26.12.7. Assessment – restricted discretionary activities

E26.12.7.1. Matters of discretion

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

- (1) restricted discretionary activities in the Local Public Views Overlay:
 - (a) effects on the visual integrity of the view from the identified viewing point;
 - (b) location, nature, form and extent of proposed works;
 - (c) The functional or operation need for any infrastructure in the location proposed and any alternatives considered to fulfil that need without the intrusion into the viewshaft; and
 - (d) the relevant objectives and policies in [D16 Local Public Views Overlay](#).
- (2) restricted discretionary activities in the Ridgelines Protection Overlay:
 - (a) location, siting and design of buildings;
 - (b) effects on landscape values and visual amenity;
 - (c) mitigation of effects;
 - (d) the functional or operation need for any infrastructure in the location proposed and any alternatives considered; and
 - (e) the relevant objectives and policies in [D15 Ridgeline Protection Overlay](#).

E26.12.7.2. Assessment criteria

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

(1) restricted discretionary activities in the Local Public Views Overlay:

- (a) whether the nature, form and extent of the intrusion adversely affects the visual integrity of the viewshaft and its view;
- (b) the extent to which the use and development is necessary to provide for, or improve, the resilience and security of the infrastructure network having regard to the objectives and policies in Section [E26 Infrastructure](#); and
- (c) whether there are practicable alternatives available that will not intrude, or will minimise the intrusion into the viewshaft.

(2) restricted discretionary activities in the Ridgelines Protection Overlay:

- (a) whether the siting, size and height of the building or structure adversely affects the form and integrity of the ridgeline;
- (b) whether the building or structure can be located in a less prominent location;
- (c) whether the building, including its design and materials, will be visually intrusive from a public place;
- (d) whether there are adverse visual effects associated with the building or structure, such as landform modification associated with creating a building platform or access ways, or other servicing requirements;
- (e) the extent to which existing vegetation can be retained and planting can be provided to ensure buildings will integrate with the form of the ridgeline; and
- (f) the extent to which the use and development is necessary to provide for, or improve, the resilience and security of the infrastructure network having regard to the objectives and policies in Section [E26 Infrastructure](#).

E26.12.8. Special information requirements

There are no special information requirements in this sub-section.

E26.13. Network utilities and electricity generation – Outstanding Natural Landscapes Overlay (excluding outstanding natural features) and Outstanding Natural Character and High Natural Character Overlay

E26.13.1. Objectives

The objectives for this sub-section are located in [D10 Outstanding Natural Landscapes Overlay](#) and [D11 Outstanding Natural Character and High Natural Character Overlay](#).

E26.13.2. Policies

The policies for this sub-section are located in [D10 Outstanding Natural Landscapes Overlay](#) and [D11 Outstanding Natural Character and High Natural Character Overlay](#).

E26.13.3. Activity table

Table E26.13.3.1 Activity table specifies the activity status of land use and development activities in the Outstanding Natural Landscapes Overlay and the Outstanding Natural Character and High Natural Character Overlay outside the coastal marine area (for the rules applying within the coastal marine area, refer to the coastal zone rules) pursuant to section 9(3) of the Resource Management Act 1991:

- network utilities include road network activities within the legal road and its formation width, unless otherwise stated in the activity table.
- in respect of network utilities, and electricity generation activities within this overlay, also refer to:
 - Table E26.3.3.1 Activity table – Network utilities and electricity generation and vegetation management; and
 - Table E26.6.3.1 Activity table - earthworks in overlay areas except Outstanding Natural Features Overlay

Table E26.13.3.1 Activity table - Network utilities and electricity generation – Outstanding Natural Landscapes Overlay (excluding outstanding natural features) and Outstanding Natural Character and High Natural Character Overlay

Activity		Activity status		
Network utilities and electricity generation activities				
		High Natural Character	Outstanding Natural Landscape areas	Outstanding Natural Character
(A179)	Operation, maintenance, renewal and repair of network utilities and electricity generation facilities	P	P	P
(A180)	Underground network utilities	P	P	P
(A181)	Buildings and structures for network utilities and electricity generation facilities	P	P	P
(A182)	Buildings and structures for network utilities and electricity generation facilities that do not comply with permitted activity standards E26.13.5.2	RD	RD	NC
(A183)	Network utilities within an existing building	P	P	P

(A184)	Minor infrastructure upgrading	P	P	P
(A185)	Service connections	P	P	P
(A186)	Antennas and aerials with a cross-sectional dimension that does not exceed 300mm	P	P	P
(A187)	Minor upgrading of road network utilities	P	P	P
(A188)	Road lighting and associated support structures	P	P	RD
(A189)	Traffic operation and safety signs, direction signs, road name signs	P	P	P
(A190)	Traffic operational signals and associated cabinets, equipment and support structures, traffic monitoring equipment and support structures	P	P	RD
(A191)	Temporary buildings, structures and signs	P	P	P
(A192)	Network utilities and electricity generation facilities that do not comply with permitted activity standards in E26.13.5.1	RD	RD	NC
(A193)	Network utilities and electricity generation facilities not otherwise provided for	D	D	NC

E26.13.4. Notification

- (1) Any application for resource consent for an activity listed in Table E26.13.3.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

E26.13.5. Standards

All activities listed as permitted in Table E26.13.3.1 Activity table must comply with the following permitted activity standards.

E26.13.5.1. Minor infrastructure upgrading

- (1) Minor infrastructure upgrading must not increase the size or alter the existing location of the existing footprint and must otherwise be in accordance with the permitted activity standards for minor infrastructure upgrading in E26.2.5.3(1).

- (2) Minor upgrading of road network activities must not increase the size or alter the location of the existing footprint and any replacement of existing buildings and structures is to be within the same location of the existing building or structure, and will not result in any increase to the height or bulk of the existing building or structure.

E26.13.5.2. Buildings and structures for network utilities and electricity generation facilities

- (1) The gross floor area shall not exceed 50m² in high natural character and outstanding natural landscapes and 25m² in outstanding natural character areas.
- (2) The maximum height shall not exceed 5m. This rule does not apply to temporary activities, road lighting, traffic and direction signs, road name signs, traffic safety and operational signals, traffic monitoring equipment, or the support structures for these activities.
- (3) The exterior finish of the building or structure has a reflectance value of, or less than, 30 per cent and within Groups A, B or C as defined within the BS5252 standard colour palette. This rule does not apply to temporary activities, traffic and direction signs, road name signs, traffic safety and operational signals, aerials operated by a network utility operator and associated fixtures, galvanised steel poles, and GPS antennas.

E26.13.6. Assessment – controlled activities

There are no controlled activities in this sub-section.

E26.13.7. Assessment – restricted discretionary activities

E26.13.7.1. Matters of discretion

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

- (1) all restricted discretionary activities:
 - (a) effects on the characteristics and qualities that contribute to the natural character and/or landscape values of the area;
 - (b) the setback from mean high water springs;
 - (c) architectural elements and design, including height, bulk, colour, reflectivity and materials;
 - (d) the cumulative effects of subdivision, use and development;
 - (e) landscape, visual and amenity effects;
 - (f) Mana Whenua values;
 - (g) the mitigation of effects;

- (h) the functional or operation need for any infrastructure in the location proposed.

E26.13.7.2. Assessment criteria

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

- (1) all restricted discretionary activities:
 - (a) whether there are practicable alternative locations for the activity, building or structure outside of the overlay area;
 - (b) whether, taking into account the characteristics and qualities of the site, the activity, building or structure is located within an area that has the greatest potential to absorb change and minimise adverse effects on the landscape and/or natural character values;
 - (c) whether the proposed mitigation measures will ensure that there will be no more than minor effects on all of the following:
 - (i) amenity values or views, both from land and sea;
 - (ii) landscape and natural character values; and
 - (iii) people's experience and values associated with an area, including the predominance of nature and wilderness values.
 - (d) whether the siting of the activity, building or structure adversely affects the line and form of the landscape with particular regard to ridgelines, headlands and promontories.
 - (e) whether the activity, building or structure will be visually obtrusive from any public road or public place, including from beaches and the sea;
 - (f) the extent to which the location, scale, height, design, external appearance and overall form of the building or structure is appropriate to the rural and coastal context, and the colours and material used for roofs, walls and windows is of low reflectivity and merges with the surrounding landscape;
 - (g) whether the activity, building or structure will result in adverse cumulative effects, having regard to other activities, buildings or use and development.
 - (h) the extent to which the activity, building or structure will impact on Mana Whenua values; or
 - (i) the extent to which the use and development is necessary to provide for, or improve, the resilience and security of the infrastructure

network having regard to the objectives and policies in Section [E26 Infrastructure](#).

E26.13.8. Special information requirements

There are no special information requirements in this sub-section.

E26.14. Network utilities and electricity generation – Outstanding Natural Features Overlay (excluding outstanding natural landscapes)

E26.14.1. Objectives

The objectives for this sub-section are located in [D10 Outstanding Natural Features Overlay](#).

E26.14.2. Policies

The policies for this sub-section are located in [D10 Outstanding Natural Features Overlay](#).

E26.14.3. Activity table

Table E26.14.3.1 Activity table specifies the activity status of land use and development activities in the Outstanding Natural Features Overlay above MHWS (for the rules applying to those overlays in the coastal marine area, refer to the coastal zone rules) pursuant to section 9(3) of the Resource Management Act 1991:

- network utilities include road network activities within the legal road and its formation width, unless otherwise stated in the activity table;
- for a description of the features and feature codes refer to Section [D10 Outstanding Natural Features Overlay](#);
- in respect of network utilities, and electricity generation activities within this overlay, also refer to
 - Table E26.3.3.1 Activity table – Network utilities and electricity generation and vegetation management; and
 - Table E26.7.3.1 Network utilities and electricity generation – Earthworks in Outstanding Natural Features Overlay.

Table E26.14.3.1 Activity table - Network utilities and electricity generation – Outstanding Natural Features Overlay (excluding outstanding natural landscapes)

Activity		Feature Code from Table D10.4.1 for activity tables applying to outstanding natural features									
		A1	A	V1	V2	B	C	D	E	F1	F2
(A194)	Operation, maintenance, renewal and repair of network utilities and electricity generation facilities	P	P	P	P	P	P	P	P	P	P

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(A195)	Service connections	P	P	RD	RD	RD	RD	RD	RD	RD	RD
(A196)	Minor utility structures P* within the legal road or the formation width of the road	P	P	RD P*	RD P*	RD	RD	RD	RD	RD	RD
(A197)	Minor infrastructure upgrading P* within the legal road or the formation width of the road	P	P	RD P*	RD P*	RD	RD	RD	RD	RD	RD
(A198)	Minor upgrading of road network activities within the legal road or the formation width of the road	P	P	P	RD	RD	RD	RD	RD	RD	RD
(A199)	Pipe and cable bridges for the conveyance of water, wastewater, stormwater, electricity, gas and telecommunications	P	P	RD	RD	RD	RD	RD	RD	RD	RD
(A200)	Network utilities and electricity generation facilities that do not comply with permitted activity standards E26.14.5.1	RD	RD	RD	RD	NC	NC	RD	NC	NC	NC
(A201)	Network utilities and electricity generation facilities not otherwise provided for	P	RD	RD	RD	NC	NC	RD	NC	NC	NC

E26.14.4. Notification

- (1) Any application for resource consent for an activity listed in Table E26.14.3.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

E26.14.5. Standards

All activities listed as permitted in Table E26.14.3.1 Activity table must comply with the following permitted activity standards.

E26.14.5.1. Permitted activity standards

- (1) Minor infrastructure upgrading must not increase the size or alter the existing location of the existing footprint within a site or place of significance and is otherwise in accordance with the permitted activity standards for minor infrastructure upgrading in E26.2.5.3(1).

- (2) Minor upgrading of road network activities must not increase the size or alter the location of the existing footprint and any replacement of existing buildings and structures is to be within the same location of the existing building or structure, and will not result in any increase to the height or bulk of the existing building or structure.
- (3) Network utilities and electricity generation facilities not otherwise provided for must comply with the relevant permitted activity standards in E26.2.5

E26.14.6. Assessment – controlled activities

There are no controlled activities in this sub-section.

E26.14.7. Assessment – restricted discretionary activities

E26.14.7.1. Matters of discretion

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

- (1) all restricted discretionary activities:
 - (a) the nature, form and extent of proposed works;
 - (b) the degree of existing geological modification;
 - (c) the necessity of the works to provide for the functional and operational needs of infrastructure;
 - (d) alternative methods and locations;
 - (e) protection or enhancement of the feature; and
 - (f) effects on Mana Whenua values.

E26.14.7.2. Assessment criteria

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

- (1) all restricted discretionary activities:
 - (a) the extent to which the nature, form and extent of the proposed use or development adversely affects the criteria or values for which the feature was scheduled taking into account all of the following;
 - (i) whether the use or development will result in increased erosion, of the feature;
 - (ii) whether the use or development will result in increased compaction or erosion of the feature, or changes to the vegetation will adversely affect the values for which the feature is scheduled;

- (iii) whether the use or development will result in ground disturbance or earthworks that will affect the values for which the feature is scheduled; and
- (iv) whether the use or development will interfere with natural processes associated with the feature.
- (b) the extent to which the proposed use or development will cause adverse visual effects, or adversely affect landscape values associated with the feature;
- (c) the extent to which the proposed use or development will cause any significant loss of geological value of a feature, taking into account the extent a feature has already been modified and whether further modification will cumulatively result in a significant loss of geological value;
- (d) the extent to which modification of a feature is necessary to provide for the proposed use or development and the proposed structure has a functional or operational need to be in the location proposed;
- (e) whether there are alternative methods and locations available to undertake the use or development that will not affect a scheduled feature;
- (f) the extent to which the proposed works will protect the feature from damage, such as providing for erosion protection, or remediate previous damage, excluding any damage resulting from the use or development itself;
- (g) the extent to which the proposed use or development will adversely affect Mana Whenua values;
- (h) the extent to which the use and development is necessary to provide for, or improve, the resilience and security of the infrastructure network having regard to the objectives and policies in Section E26 Infrastructure.

E26.14.8. Special information requirements

- (1) An application for an activity must be accompanied by:
 - (a) a site plan showing location of the outstanding natural feature and the location of the proposed activity.

I323. Observatory Precinct

I323.1. Precinct Description

The Observatory Precinct includes both the Auckland Observatory and Planetarium (Stardome) located within One Tree Hill/ Maungakiekie Domain.

Auckland is one of the few cities in the world with both an astronomical observatory and a planetarium. Both of these facilities are valued regional assets.

The purpose of this precinct is to provide for the ongoing use and development of the Observatory and Planetarium. The precinct enables a range of activities that enhance the operation, use and enjoyment of these facilities and manages effects on the heritage values and landscape character of One Tree Hill/ Maungakiekie Domain.

The land within the precinct is scheduled:

- in the Historic Heritage Overlay as part of the extent of place identified for the One Tree Hill/ Maungakiekie Domain;
- in the ~~Volcanic~~ Maunga Viewshafts and Height and Building Sensitive Areas Overlay; and
- as an outstanding natural feature in the Outstanding Natural Features Overlay and the Outstanding Natural Landscapes Overlay as part of the outstanding natural feature identified for the One Tree Hill/ Maungakiekie Domain.

The land within this precinct is zoned Open Space – Informal Recreation Zone.

I323.2. Objectives

- (1) Use and development enhances the operation, use and enjoyment of the Observatory and Planetarium and enables technical requirements to be met.
- (2) Use and development in the Observatory Precinct is compatible with the heritage values and landscape character of One Tree Hill/ Maungakiekie Domain.

The overlay, Auckland-wide and Open Space – Informal Recreation Zone objectives apply in this precinct in addition to those specified above.

I323.3. Policies

- (1) Enable activities that enhance the operation, use and enjoyment of the Observatory and Planetarium.
- (2) Enable development necessary to meet the technical requirements of the Observatory and Planetarium.
- (3) Manage development to ensure it is compatible with the heritage values and landscape character of the One Tree Hill/ Maungakiekie Domain.
- (4) Manage parking within the precinct to ensure the heritage and landscape character values of One Tree Hill/ Maungakiekie Domain are not adversely affected.

- (5) Manage the impacts of light spill on the Observatory from surrounding land uses.

The overlay, Auckland-wide and Open Space – Informal Recreation Zone policies apply in this precinct in addition to those specified above.

I323.4. Activity table

The overlay, Auckland-wide and Open Space – Informal Recreation Zone provisions apply in this precinct unless otherwise specified below.

Table I323.4.1 Activity table specifies the activity status of land use and development activities in the Observatory Precinct pursuant to section 9(3) of the Resource Management Act 1991.

Table I323.4.1 Activity table

Activity		Activity status
Use		
(A1)	Restaurants and cafes, excluding a drive-through facility, accessory to use of the Observatory and Planetarium	P
(A2)	Conference facilities accessory to the Observatory and Planetarium	P
(A3)	Observatory and Planetarium activities	P
(A4)	Displays and exhibitions	P
Development		
(A5)	Internal and external alterations and additions to existing buildings	P
(A6)	Buildings where the cumulative total building coverage, or cumulative total footprint of buildings, is greater than 50% of the total precinct area	D
(A7)	Buildings associated with the Observatory Precinct which are not entirely located within the precinct boundary	D

I323.5. Notification

- (1) Any application for resource consent for an activity listed in Table I323.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

I323.6. Standards

The zone standards do not apply in this precinct. The overlay and Auckland-wide standards apply in this precinct except for Standard [E27.6.2](#) Number of parking and loading spaces in [E.27 Transport](#).

Internal and external alterations and additions to existing buildings, provided for as a permitted activity in Table I323.4.1 Activity table, must comply with the following permitted activity standards:

I323.6.1. Maximum building height

- (1) Buildings must not exceed 9m above the height of the existing ground level in Area A as shown on Observatory Precinct: Precinct plan 1 – Maximum building height.
- (2) Buildings must not exceed 3m above the height of the existing ground level in Area B as shown on Observatory Precinct: Precinct plan 1 – Maximum building height.

I323.6.2. Maximum building coverage and building location

- (1) The maximum building coverage or cumulative total footprint of buildings must not exceed 50 per cent of the total precinct area.
- (2) Buildings associated with the Observatory and Planetarium must be entirely located within the precinct boundary.

I323.6.3. Maximum impervious area

- (1) The maximum impervious area must not exceed 70 per cent of the total precinct area.

I323.6.4. Number of parking spaces

- (1) The number of parking spaces must not exceed 15 parking spaces.

I323.7. Assessment – controlled activities

There are no controlled activities in this precinct.

I323.8. Assessment – restricted discretionary activities

There are no restricted discretionary activities in this precinct.

I323.9. Special information requirements

There are no special information requirements in this precinct.

I323.10. Precinct plans

I323.10.1. Observatory Precinct: Precinct plan 1 – Maximum building height



Schedule 9 Volcanic Maunga Viewshafts Schedule [rcp/dp]

Maunga Viewshafts have been identified as a qualifying matter in accordance with sections 77I(a), (h), and 77O(a) and (h) of the RMA

ID	Name/ Location	PT	Mt Eden Circuit 2000		Height (NZVD2016) (AGL – Above Ground Level)	New Zealand Transverse Mercator 2000		Volcanic <u>Maunga</u> viewshaft category
			Northing	Easting		Northing	Easting	
A1	Mount Albert	1	798120.51	394355.80	49.62 (1m AGL)	5915242.59	1751544.58	Regionally significant
		2	798410.13	396194.87	98.81	5915498.16	1753388.67	
		3	799089.56	395945.45	98.81	5916182.07	1753151.85	
A2	Mount Albert	1	797503.08	396030.39	60.11 (1m AGL)	5914594.31	1753207.45	Regionally significant
		2	798711.13	395788.99	97.28	5915806.60	1752988.43	
		3	798708.43	396284.95	97.28	5915794.74	1753484.24	
A3	Mount Albert	1	795772.77	395590.56	56.29	5912872.45	1752735.70	Regionally significant
		2	798750.51	395816.19	98.21	5915845.47	1753016.35	
		3	798682.43	396262.70	98.21	5915769.15	1753461.52	
		4	796975.77	395796.51	73.43	5914071.42	1752963.86	
A7	Mount Albert	1	797135.04	398118.97	66.47 (1m AGL)	5914187.72	1755288.85	Regionally significant
		2	798527.29	395941.28	98.61	5915619.98	1753137.29	
		3	798927.83	396257.08	98.61	5916014.61	1753460.44	
A8	Mount Albert	1	797478.88	397719.01	65.63	5914538.89	1754889.32	Regionally significant
		2	798563.90	395971.41	95.11	5915656.03	1753168.09	
		3	798909.61	396241.05	95.11	5915996.69	1753444.07	
		4	798676.22	396261.92	92.66	5915762.96	1753460.62	
A9	Mount Albert	1	798274.64	396958.11	65.11 (1m AGL)	5915348.58	1754149.27	Regionally significant
		2	798492.33	395972.80	98.39	5915584.45	1753168.16	
		3	798952.02	396210.19	98.39	5916039.66	1753414.00	
A10	Mount Albert	1	799822.41	397241.37	39.89 (1m AGL)	5916890.84	1754461.09	Regionally significant
		2	798589.13	396188.35	98.01	5915677.24	1753385.46	
		3	798967.73	395863.20	98.01	5916061.78	1753067.37	
A13	Mount	1	802373.59	390235.91	15.92	5919570.96	1747504.09	Regionally

Schedule 9 Volcanic Maunga Viewshafts Schedule

	Albert	2	799099.67	396324.71	77.80	5916185.17	1753531.23	significant
		3	798421.54	395908.06	77.80	5915514.87	1753102.12	
		4	799738.99	394526.07	60.98	5916857.62	1751744.74	
B1	Browns Island	1	803911.30	405376.14	4.84 (1m AGL)	5920828.78	1762670.08	Regionally significant
		2	803539.10	406111.79	3.31 (1m AGL)	5920443.05	1763398.76	
		3	804838.04	411915.13	-	5921634.65	1769225.33	
		4	805970.40	411651.28	-	5922771.75	1768982.41	
B2	Browns Island	1	803619.30	406394.82	(1m AGL)	5920518.01	1763683.23	Regionally significant
		2	803210.10	407408.95	-	5920090.14	1764689.65	
		3	804909.67	411984.07	-	5921705.00	1769295.58	
		4	806106.87	411495.50	GRADE -1:100	5922911.08	1768829.17	
B3	Browns Island	1	803238.16	407508.52	4.12 (1m AGL)	5920116.36	1764789.74	Regionally significant
		2	806012.61	411495.50	-44.47	5922816.83	1768827.43	
		3	805568.27	411770.46	-44.47	5922367.47	1769094.16	
B5	Browns Island	1	803270.11	412139.67	40.51 (1m AGL)	5920062.77	1769420.88	Regionally significant
		2	809039.88	405731.69	-269.43	5925950.07	1763120.24	
		3	811892.55	412214.90	-269.42	5928682.80	1769655.22	
B6	Browns Island	1 East	799327.64	413830.71	56.09 (1m AGL)	5916089.50	1771038.87	Regionally significant
		1 West	799348.75	413784.07	51.35 (1m AGL)	5916111.47	1770992.63	
		2	809111.22	405967.53	-107.70	5926017.05	1763357.36	
		3	811668.76	411584.24	-116.59	5928470.66	1769020.51	
E1	Mount Eden	1	799524.36	399738.59	94.65 (1m AGL)	5916546.68	1756952.36	Regionally significant
		2	800276.82	399809.50	133.03	5917297.71	1757037.17	
		3	800105.52	400221.77	133.03	5917118.82	1757446.21	
E2	Mount Eden	1	799078.61	399670.85	89.07 (1m AGL)	5916102.26	1756876.39	Regionally significant
		2	800244.51	399817.80	128.61	5917265.25	1757044.87	
		3	800150.32	400152.87	128.61	5917164.89	1757378.15	
E3	Mount Eden	1	797934.14	399385.23	76.45 (1m AGL)	5914963.27	1756569.67	Regionally significant
		2	800262.09	399752.56	117.25	5917284.03	1756979.97	
		3	800117.06	400273.55	117.25	5917129.40	1757498.19	

Schedule 9 Volcanic Maunga Viewshafts Schedule

E6	Mount Eden	1	798871.98	396485.66	59.66	5915954.55	1753687.94	Regionally significant
		2	800736.06	399797.24	109.65	5917757.10	1757033.40	
		3	799970.35	400123.64	109.66	5916985.48	1757345.59	
		4	800633.47	399615.02	106.90	5917657.89	1756849.31	
E8	Mount Eden	1	805319.33	403057.95	3.29	5922279.41	1760378.24	Regionally significant
		2	805334.39	403086.57	4.05	5922293.94	1760407.13	
		3	805312.59	403213.49	4.21	5922269.80	1760533.63	
		4	805324.57	403278.12	4.25	5922280.59	1760598.48	
		5	800059.14	400222.72	148.56	5917072.43	1757446.30	
		6	800144.62	400085.96	148.56	5917160.42	1757311.15	
		7	800354.89	399749.56	148.55	5917376.87	1756978.68	
		8	800383.60	399703.63	148.55	5917406.43	1756933.29	
E9	Mount Eden	1	802139.99	401078.99	66.58 (1m AGL)	5919137.12	1758340.88	Regionally significant
		2	800322.80	399790.76	139.95	5917344.03	1757019.28	
		3	800110.37	400161.16	139.96	5917124.79	1757385.70	
E10	Mount Eden	1	800223.53	400293.10	134.71	5917235.49	1757519.71	Regionally significant
		2	800149.08	399798.69	134.71	5917170.19	1757024.00	
		3	807004.24	398766.56	4.28 (1m AGL)	5924043.25	1756118.64	
		4	807083.55	398784.71	4.09 (1m AGL)	5924122.22	1756138.25	
		5	807226.75	398844.74	3.85 (1m AGL)	5924264.28	1756200.91	
		6	807673.35	399171.44	3.68 (1m AGL)	5924704.78	1756535.80	
E11	Mount Eden	1	802942.12	403298.74	3.66 (1m AGL)	5919898.12	1760575.10	Regionally significant
		2	803038.09	403737.59	4.13 (1m AGL)	5919985.97	1761015.65	
		3	799946.13	400224.14	134.71	5916959.41	1757445.63	
		4	800585.19	399709.67	134.70	5917607.87	1756943.05	
		A	802945.12	403384.68	3.75	5919899.53	1760661.08	
		B	802951.15	403449.98	3.82	5919904.35	1760726.48	
		C	802966.28	403517.72	3.89	5919918.23	1760794.49	
		D	803019.05	403688.17	4.08	5919967.84	1760965.89	
E12	Mount Eden	1 South	802691.97	404029.28	5.25 (1m AGL)	5919634.51	1761300.90	Regionally significant
		1 North	802765.05	403954.85	3.74 (1m AGL)	5919708.96	1761227.83	
		2	800632.50	399755.09	127.03	5917654.33	1756989.34	
		3	799961.76	400163.24	126.49	5916976.17	1757385.03	

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E13	Mount Eden	1 East	801984.01	405038.89	48.97 (1m AGL)	5918908.00	1762297.29	Regionally significant
		1 West	801961.28	404888.07	40.04 (1m AGL)	5918888.06	1762146.07	
		2	800695.18	399865.39	115.50	5917714.96	1757100.78	
		3	800017.44	400085.99	113.21	5917033.26	1757308.83	
E14	Mount Eden	1	800653.65	401155.98	81.74 (1m AGL)	5917649.59	1758390.39	Regionally significant
		2	800607.29	401248.17	80.79 (1m AGL)	5917601.53	1758481.71	
		3	800551.50	401332.03	79.85 (1m AGL)	5917544.20	1758564.52	
		4	800483.19	401408.09	78.88 (1m AGL)	5917474.50	1758639.31	
		5	800438.03	401443.76	78.33 (1m AGL)	5917428.69	1758674.14	
		6	800546.43	399935.43	110.45	5917564.95	1757168.06	
		7	799837.49	400125.38	110.46	5916852.62	1757344.88	
E16	Mount Eden	1	805189.94	398221.05	27.78 (1m AGL)	5922239.34	1755539.74	Regionally significant
		2	805771.19	398528.87	40.43 (1m AGL)	5922814.80	1755858.23	
		3	800270.29	400288.38	134.71	5917282.33	1757515.85	
		4	800145.88	399918.77	134.71	5917164.77	1757144.00	
E18	Mount Eden	1	801525.42	399758.00	88.22	5918547.05	1757008.75	Regionally significant
		2	800129.71	399835.62	102.81	5917150.14	1757060.57	
		3	800288.14	400408.50	102.81	5917297.96	1757636.28	
		4	801100.26	399946.89	93.08	5918118.47	1757189.75	
		5	801381.36	399796.94	89.76	5918402.29	1757045.03	
E19	Mount Eden	1	801639.01	400276.47	86.89 (1m AGL)	5918651.04	1757529.24	Regionally significant
		2	801516.46	400314.00	84.64 (1m AGL)	5918527.82	1757564.50	
		3	800101.49	400352.84	116.07	5917112.37	1757577.18	
		4	800296.98	399595.33	111.71	5917321.82	1756823.41	
		5	801561.85	400248.41	88.24	5918574.41	1757499.76	
E20	Mount Eden	1	802233.12	398974.72	71.99 (1m AGL)	5919269.10	1756238.68	Regionally significant
		2	800061.43	399821.36	122.44	5917082.14	1757045.04	
		3	800422.69	400442.85	122.43	5917431.85	1757673.11	
H1	Mount Hobson,	1	800747.73	401012.00	82.32	5917746.32	1758248.17	Regionally significant
		2	799949.22	401956.21	96.33	5916930.49	1759177.48	

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	Remuera	3	800241.86	402140.38	96.33	5917219.68	1759367.03	
H2	Mount Hobson, Remuera	1 East	803098.28	402884.10	4.19 (1m AGL)	5920061.91	1760163.40	Regionally significant
		1 West	803202.27	402777.95	4.06 (1m AGL)	5920167.85	1760059.19	
		2	800226.36	401778.35	103.86	5917210.87	1759004.77	
		3	800100.31	402252.28	104.41	5917076.08	1759476.29	
H3	Mount Hobson, Remuera	1	802961.67	403159.80	3.50	5919920.23	1760436.53	Regionally significant
		2	802942.91	403276.60	3.64	5919899.32	1760552.98	
		3	802956.16	403479.15	2.97	5919908.82	1760755.74	
		4	803031.49	403720.39	3.20	5919979.69	1760998.33	
		5	800263.38	401804.66	100.01	5917247.40	1759031.76	
		6	800210.75	401914.05	100.01	5917192.75	1759140.16	
		7	800128.70	402084.58	100.01	5917107.57	1759309.14	
		8	800042.95	402262.80	100.01	5917018.54	1759485.75	
H4	Mount Hobson, Remuera	1 East	801984.01	405038.89	48.97 (1m AGL)	5918908.00	1762297.29	Regionally significant
		1 West	801961.28	404888.07	40.04 (1m AGL)	5918888.06	1762146.07	
		2	800417.86	401917.62	94.54	5917399.76	1759147.56	
		3	800008.91	402165.83	93.85	5916986.29	1759388.17	
H5	Mount Hobson, Remuera	1 East	802037.62	405647.33	58.89 (1m AGL)	5918950.37	1762906.62	Regionally significant
		1 West	802014.16	405471.28	58.87 (1m AGL)	5918930.17	1762730.17	
		2	800428.09	401936.65	93.02	5917409.64	1759166.77	
		3	800009.71	402153.31	92.92	5916987.32	1759375.66	
H6	Mount Hobson, Remuera	1	805319.33	403057.95	3.29	5922279.41	1760378.24	Regionally significant
		2	805334.39	403086.57	4.05	5922293.94	1760407.13	
		3	805312.59	403213.49	4.21	5922269.80	1760533.63	
		4	805324.57	403278.12	4.25	5922280.59	1760598.48	
		5	800108.57	402253.37	95.01	5917084.32	1759477.53	
		6	800138.49	402115.45	95.01	5917116.78	1759340.19	
		7	800201.99	401822.75	95.01	5917185.68	1759048.71	
		8	800214.22	401766.42	95.01	5917198.95	1758992.62	
H7	Mount Hobson, Remuera	1 North	802765.06	403954.83	3.74 (1m AGL)	5919708.97	1761227.81	Regionally significant
		1 South	802695.41	404025.85	4.97 (1m AGL)	5919638.02	1761297.54	
		2	800337.66	401827.97	95.61	5917321.23	1759056.44	
		3	800050.07	402205.85	95.30	5917026.71	1759428.94	

Schedule 9 Volcanic Maunga Viewshafts Schedule

K1	Big King, Three Kings	1	798860.59	399620.62	78.75	5915885.21	1756822.15	Regionally significant
		2	797381.84	399269.34	95.03	5914413.20	1756443.59	
		3	797443.40	399071.35	95.03	5914478.41	1756246.77	
		4	797878.25	399320.88	89.75	5914908.57	1756504.30	
K2	Big King, Three Kings	1	798347.26	399494.19	68.19	5915374.30	1756686.25	Regionally significant
		2	797390.49	399227.38	111.02	5914422.63	1756401.79	
		3	797445.37	399078.01	111.02	5914480.26	1756253.46	
		4	797878.25	399320.88	89.75	5914908.57	1756504.30	
M4	Mount Mangere	1	790521.80	403376.05	14.25	5907478.28	1760422.69	Regionally significant
		2	790626.14	403278.22	16.14	5907584.41	1760326.80	
		3	790744.38	403195.07	16.57	5907704.17	1760245.86	
		4	790832.95	403145.30	15.76	5907793.65	1760197.74	
		5	792649.07	401917.15	41.22	5909632.22	1759003.40	
		6	792355.13	401620.59	41.22	5909343.82	1758701.45	
		7	792096.17	401359.32	41.22	5909089.73	1758435.42	
		8	792063.21	401326.07	41.22	5909057.40	1758401.57	
M5	Mount Mangere	1	793594.01	402278.46	11.79	5910570.33	1759382.14	Regionally significant
		2	793819.97	402218.05	17.38	5910797.37	1759325.92	
		3	793918.14	402191.65	18.96	5910896.01	1759301.35	
		4	794011.62	402161.23	19.19	5910990.04	1759272.66	
		5	794101.08	402121.61	18.26	5911080.22	1759234.70	
		6	794183.89	402073.80	16.21	5911163.90	1759188.43	
		7	794259.68	402018.68	13.14	5911240.70	1759134.72	
		8	792294.93	401385.41	56.92	5909287.99	1758465.19	
		9	792264.54	401467.88	56.92	5909256.08	1758547.08	
		10	792235.87	401545.64	56.92	5909225.97	1758624.30	
		11	792209.32	401617.70	56.92	5909198.09	1758695.86	
		12	792185.58	401682.10	56.92	5909173.16	1758759.81	
		13	792162.67	401744.25	56.92	5909149.11	1758821.52	
		14	792110.11	401886.87	56.92	5909093.92	1758963.14	
M6	Mount Mangere	1 West	795157.00	400681.16	4.41 (1m AGL)	5912162.62	1757814.02	Regionally significant
		1 East	794773.57	401267.59	4.44 (1m AGL)	5911768.40	1758393.26	
		2	792218.43	401399.83	51.76	5909211.23	1758478.19	
		3	792349.22	402006.59	53.62	5909330.77	1759087.27	
O1	One Tree Hill	1 East	802025.99	405633.18	59.11 (1m AGL)	5918939.01	1762892.26	Regionally significant
		1 West	802004.86	405400.97	58.37 (1m AGL)	5918922.16	1762659.70	

Schedule 9 Volcanic Maunga Viewshafts Schedule

		2	797962.51	401419.68	113.81	5914954.01	1758604.31	
		3	797281.49	402208.69	111.57	5914258.52	1759380.60	
O2	One Tree Hill	1	799633.67	403827.79	57.62 (1m AGL)	5916580.39	1761042.93	Regionally significant
		2	798135.00	401364.85	109.75	5915127.49	1758552.67	
		3	797490.37	401899.47	109.76	5914473.08	1759075.29	
O3	One Tree Hill	1	796076.96	405546.22	23.13	5912992.44	1762695.35	Regionally significant
		2	797473.51	401586.04	116.50	5914462.01	1758761.60	
		3	797890.71	401758.93	116.50	5914875.95	1758942.17	
		4	797522.90	402496.90	98.17	5914494.56	1759673.23	
O4	One Tree Hill	1	795826.39	406380.94	23.10 (1m AGL)	5912726.47	1763525.31	Regionally significant
		2	797341.55	401535.74	119.00	5914331.01	1758708.87	
		3	798094.99	401839.45	118.99	5915078.71	1759026.46	
O5	One Tree Hill	1	798750.20	400160.96	82.03 (1m AGL)	5915764.85	1757360.36	Locally significant
		2	797568.65	401586.46	144.75	5914557.13	1758763.78	
		3	797936.87	401824.27	144.75	5914920.89	1759008.36	
O6	One Tree Hill	1	798668.05	400401.70	79.91 (1m AGL)	5915678.26	1757599.54	Regionally significant
		2	797577.36	401577.43	134.73	5914566.01	1758754.91	
		3	797866.64	401790.84	134.73	5914851.29	1758973.64	
O7	One Tree Hill	1	796209.58	401780.44	45.86 (1m AGL)	5913194.70	1758932.59	Regionally significant
		2	797728.81	401555.56	135.98	5914717.84	1758735.85	
		3	797744.56	401829.92	135.98	5914728.51	1759010.45	
O8	One Tree Hill	1	795969.39	401805.93	40.42 (1m AGL)	5912954.07	1758953.64	Regionally significant
		2	797729.68	401575.48	122.73	5914718.41	1758755.78	
		3	797744.64	401827.31	122.73	5914728.64	1759007.84	
O9	One Tree Hill	1	795681.13	401836.86	34.47 (1m AGL)	5912665.28	1758979.23	Regionally significant
		2	797727.81	401581.92	126.98	5914716.35	1758762.18	
		3	797742.37	401764.80	126.98	5914727.53	1758945.30	
O10	One Tree Hill	1 North	800092.34	406830.79	65.89 (1m AGL)	5916983.49	1764053.97	Locally significant
		1 South	800015.35	406793.86	60.93 (1m AGL)	5916907.20	1764015.63	
		2	797258.09	401901.04	97.36	5914240.81	1759072.56	

Schedule 9 Volcanic Maunga Viewshafts Schedule

		3	798401.32	401562.17	95.53	5915390.12	1758754.89	
O11	One Tree Hill	1	793272.62	402347.35	4.28	5910247.71	1759445.07	Regionally significant
		2	793819.83	402203.30	17.12	5910797.50	1759311.17	
		3	793949.59	402166.90	18.52	5910927.91	1759277.18	
		4	794022.72	402140.96	18.38	5911001.52	1759252.60	
		5	794111.64	402099.56	17.23	5911091.19	1759212.85	
		6	794178.35	402059.85	15.36	5911158.62	1759174.38	
		7	797678.83	401228.26	108.38	5914673.92	1758407.67	
		8	797704.28	401421.32	108.38	5914695.80	1758601.18	
		9	797728.70	401606.62	108.38	5914716.78	1758786.90	
		10	797742.12	401708.41	108.38	5914728.32	1758888.92	
		11	797758.00	401828.92	108.38	5914741.97	1759009.70	
		12	797817.19	402278.03	108.38	5914792.84	1759459.83	
O12	One Tree Hill	1	794368.68	397395.61	109.52 (1m AGL)	5911435.22	1754514.44	Regionally significant
		2	798020.69	401488.16	120.80	5915010.92	1758673.86	
		3	797146.93	402125.03	69.18	5914125.53	1759294.46	
R1	Mount Roskill	1	797103.54	396738.02	49.37	5914181.76	1753907.56	Regionally significant
		2	796515.04	397690.11	80.62	5913575.76	1754848.59	
		3	796263.54	397477.74	80.62	5913328.23	1754631.61	
		4	796453.32	397420.08	75.68	5913519.04	1754577.47	
R2	Mount Roskill	1	797238.24	398012.95	61.87 (1m AGL)	5914292.86	1755184.76	Regionally significant
		2	796335.37	397754.05	67.50	5913394.93	1754909.21	
		3	796501.05	397430.93	67.49	5913566.56	1754589.20	
T1	Rangitoto Island	1	802171.25	401220.53	79.76 (1.5m AGL)	5919165.76	1758482.97	Regionally significant
		2	811630.70	406741.74	-154.52	5928521.89	1764177.93	
		3	808963.12	409813.29	-154.41	5925798.03	1767199.87	
T2	Rangitoto Island	4	803798.34	404721.58	5.73 (1m AGL)	5920727.93	1762013.54	Regionally significant
		5	803198.55	408145.06	4.22 (1m AGL)	5920065.00	1765425.45	
		6	808594.66	413198.12	-	5925367.16	1770577.50	
		7	809002.15	411980.29	-	5925797.07	1769367.33	
		8	810694.89	406921.22	-	5927582.90	1764340.13	
		9	811088.09	405746.09	-	5927997.72	1763172.42	
T3	Rangitoto Island	1	805778.23	398515.59	40.43 (1m AGL)	5922822.09	1755845.09	Regionally significant
		2	808906.24	408960.22	58.51	5925756.88	1766345.87	

Schedule 9 Volcanic Maunga Viewshafts Schedule

		3	811439.80	407833.39	58.51	5928310.89	1765265.91	
T4	Rangitoto Island	1	815914.52	397483.71	95.77 (1m AGL)	5932975.65	1755000.29	Regionally significant
		2	809058.13	407822.37	-24.29	5925929.74	1765210.97	
		3	811991.83	409252.80	-24.29	5928836.68	1766695.31	
T8	Rangitoto Island	1	802480.85	408568.45	48.57 (1m AGL)	5919339.58	1765835.53	Locally significant
		2	810213.01	407755.76	-40.69	5927085.70	1765165.67	
		3	810193.15	409551.85	-40.69	5927032.72	1766961.16	
T9	Rangitoto Island	1	800223.64	412896.97	34.14 (1m AGL)	5917002.66	1770121.81	Locally significant
		2	809682.00	407288.46	-46.70	5926563.39	1764688.64	
		3	810520.66	409038.54	-1.57	5927369.65	1766453.96	
T10	Rangitoto Island	1	802004.01	412026.98	3.53 (1m AGL)	5918798.90	1769284.82	Regionally significant
		C	802036.02	412027.71	3.64 (1m AGL)	5918830.89	1769286.14	
		B	802080.02	412059.01	3.45 (1m AGL)	5918874.31	1769318.25	
		A	802140.32	412098.71	3.38 (1m AGL)	5918933.87	1769359.06	
		2	802150.07	412100.60	3.60 (1m AGL)	5918943.58	1769361.13	
		4	811599.86	412373.25	-	5928387.22	1769808.16	
		3	809298.25	405782.44	-	5926207.46	1763175.75	
V1	Mount Victoria, Devonport	1	809018.91	401904.97	34.45 (1m AGL)	5925999.69	1759293.71	Regionally significant
		2	805845.19	402956.63	52.23	5922807.06	1760286.64	
		3	805965.73	403267.53	52.23	5922921.84	1760599.71	
V2	Mount Victoria, Devonport	1	807940.36	402315.84	29.92 (1m AGL)	5924913.73	1759684.62	Regionally significant
		2	805846.58	402961.98	50.62	5922808.35	1760292.01	
		3	805968.13	403270.68	50.62	5922924.18	1760602.91	
V3	Mount Victoria, Devonport	1	807253.90	402571.88	27.86 (1m AGL)	5924222.65	1759927.95	Regionally significant
		2	805847.59	402967.18	38.36	5922809.26	1760297.23	
		3	805967.08	403263.32	38.36	5922923.26	1760595.53	
W1	Mount Wellington	1	797942.08	405234.32	39.66 (1m AGL)	5914863.06	1762417.98	Regionally significant
		2	798389.31	407379.95	52.97	5915270.55	1764571.58	

Schedule 9 Volcanic Maunga Viewshafts Schedule

		3	798730.50	407279.35	52.97	5915613.55	1764477.29	
W2	Mount Wellington	1	798032.18	405530.45	36.98 (1m AGL)	5914947.67	1762715.73	Regionally significant
		2	798389.39	407381.84	84.66	5915270.60	1764573.47	
		3	798784.58	407259.37	84.66	5915668.00	1764458.32	
W3	Mount Wellington	1	798143.09	406339.91	38.00	5915043.60	1763527.13	Regionally significant
		2	798776.57	407224.75	75.00	5915660.63	1764423.56	
		3	798389.74	407399.81	75.00	5915270.61	1764591.44	
		4	798190.65	406470.64	42.73	5915088.73	1763658.72	
W4	Mount Wellington	1	796906.97	406702.31	25.57 (1m AGL)	5913800.95	1763866.63	Regionally significant
		2	798627.70	407053.71	54.60	5915514.94	1764249.79	
		3	798418.51	407596.54	54.60	5915295.74	1764788.68	
W5	Mount Wellington	1	797936.25	407198.78	20.49 (1m AGL)	5914820.90	1764382.05	Regionally significant
		2	798571.26	407158.93	73.63	5915456.56	1764353.95	
		3	798445.32	407580.46	73.63	5915322.85	1764773.10	
W6	Mount Wellington	1	796710.05	407308.08	18.70	5913592.85	1764468.66	Regionally significant
		2	798521.23	407088.90	52.81	5915407.83	1764283.01	
		3	798511.65	407595.58	52.81	5915388.89	1764789.44	
		4	798371.87	407371.79	49.79	5915253.26	1764563.10	
W8	Mount Wellington	1	797834.43	407808.26	23.44 (1m AGL)	5914707.82	1764989.57	Regionally significant
		2	798416.23	407171.48	70.29	5915301.32	1764363.63	
		3	798674.36	407612.03	70.29	5915551.27	1764808.90	
W9	Mount Wellington	1	797619.01	408265.04	27.49	5914483.99	1765442.30	Regionally significant
		2	798373.59	407197.32	86.40	5915258.21	1764388.68	
		3	798698.66	407527.63	86.40	5915577.13	1764724.96	
		4	797765.86	408120.35	36.78	5914633.50	1765300.35	
W12	Mount Wellington	1	800462.16	412648.07	3.79	5917245.75	1769877.34	Regionally significant
		2	800582.90	412648.19	3.12	5917366.48	1769879.69	
		3	800774.14	412605.39	3.66	5917558.49	1769840.43	
		4	800943.27	412494.66	3.48	5917729.64	1769732.84	
		5	800942.50	412435.80	3.12	5917729.96	1769673.97	
		6	800994.74	412418.71	3.34	5917782.51	1769657.85	
		7	801056.18	412438.71	4.01	5917843.57	1769678.98	
		8	801202.03	412416.32	3.34	5917989.82	1769659.29	
		9	801421.83	412329.75	2.95	5918211.19	1769576.79	
		10	801566.00	412253.56	2.64	5918356.75	1769503.28	

Schedule 9 Volcanic Maunga Viewshafts Schedule

		11	801774.26	412132.37	2.70	5918567.23	1769385.95	
		12	798876.13	407133.91	51.23	5915761.85	1764334.57	
		13	798774.23	407186.52	51.23	5915658.99	1764385.29	
		14	798705.20	407222.16	51.23	5915589.31	1764419.64	
		15	798605.68	407273.54	51.23	5915488.86	1764469.18	
		16	798546.45	407304.12	51.23	5915429.07	1764498.66	
		17	798493.11	407331.65	51.23	5915375.23	1764525.20	
		18	798407.97	407375.59	51.23	5915289.29	1764567.57	
		19	798327.71	407417.04	51.23	5915208.28	1764607.53	
		20	798282.29	407440.48	51.23	5915162.43	1764630.12	
W13	Mount Wellington	1	801191.95	409541.66	41.57	5918032.86	1766784.80	Locally significant
		2	798340.26	407552.71	65.14	5915218.31	1764743.40	
		3	798734.91	407081.77	65.14	5915621.62	1764279.83	
		4	799689.62	407780.70	47.66	5916563.28	1764996.31	
W18	Mount Wellington	1	799933.26	406732.86	53.16 (1m AGL)	5916826.25	1763953.12	Regionally significant
		2	800085.60	406810.64	64.79 (1m AGL)	5916977.13	1764033.70	
		3	798646.41	407653.84	55.08	5915522.55	1764850.19	
		4	798429.58	407134.47	55.08	5915315.36	1764326.87	
W19	Mount Wellington	1	802013.55	405342.04	56.82 (1m AGL)	5918931.94	1762600.94	Regionally significant
		2	802029.21	405572.83	58.77 (1m AGL)	5918943.34	1762831.98	
		3	798662.70	407586.97	102.03	5915540.08	1764783.63	
		4	798415.87	407141.45	76.33	5915301.52	1764333.60	
W24	Mount Wellington	1	796319.82	408561.05	16.06 (1m AGL)	5913179.50	1765714.25	Regionally significant
		2	796434.90	408283.25	20.64 (1m AGL)	5913299.70	1765438.61	
		3	798422.98	407180.64	45.17	5915307.90	1764372.91	
		4	798694.13	407650.27	46.90	5915570.33	1764847.50	
W25	Mount Wellington	1	798581.16	408189.48	27.04 (1m AGL)	5915447.41	1765384.54	Regionally significant
		2	798967.26	407361.51	56.76	5915848.76	1764563.82	
		3	798266.20	407331.92	56.76	5915148.35	1764521.27	
W26	Mount Wellington	1	797854.43	413470.44	43.75 (1m AGL)	5914623.12	1770651.41	Regionally significant
		2	797214.69	401689.49	102.23	5914201.33	1758860.25	
		3	798745.91	401705.86	102.22	5915732.00	1758904.93	
		4	798320.65	407317.82	74.35 Upper	5915203.05	1764508.18	

Schedule 9 ~~Volcanic~~ Maunga Viewshafts Schedule

					48.05 Lower			
		5	798851.74	407384.71	80.97 Upper 48.05 Lower	5915732.83	1764584.89	
		6	798928.48	407394.37	48.05	5915809.38	1764595.97	
		7	800060.21	400010.51	126.01	5917077.42	1757234.14	
		8	800414.13	400073.30	126.00	5917430.12	1757303.46	
		9	800034.76	402058.86	113.81	5917014.12	1759281.69	
		10	800349.24	402123.46	113.81	5917327.35	1759352.09	

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

Maunga Viewshafts and Height and Building Sensitive Areas have been identified as a qualifying matter in accordance with sections 77I(a), (h), and 77O(a) and (h) of the RMA

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
A01	New North Rd:	NATURAL HERITAGE: 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 volcanic 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. CULTURAL HERITAGE: 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. OTHER VALUES: 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 Volcanic 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	INDIVIDUAL CONE: 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. OTHER VALUES: 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. DETRACTORS: The traffic lights, light poles and vegetation near the intersection detract slightly from this view of Mt Albert.	SINGLE POINT	ROAD CORRIDORS: 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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). 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">For 'Through Traffic' to provide movement within the district between key nodes; andIn terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities. 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	VIEWING DISTANCE TO CONE: 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)



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:	NATURAL HERITAGE: 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 volcanic 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. CULTURAL HERITAGE: 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. OTHER VALUES: 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 Volcanic 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	INDIVIDUAL CONE: Looking northwards from Boundary Rd, a shallow ridge of residential development dominates the middle distance. Beyond it, the volcanic 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 volcanic 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. OTHER VALUES: Boundary Rd is the first real point of significant contact with Auckland's volcanic 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 volcanic 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. DETRACTORS: 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).	SINGLE POINT 		



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:	NATURAL HERITAGE: 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 volcanic 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	INDIVIDUAL CONE: 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	ROAD CORRIDORS: 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">For 'Through Traffic' to provide movement within the district between key nodes; andIn terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.	A07 affords an important introductory view of Mt Albert and lies at the start of a sequence that progressively reveals both its profile and volcanic 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	CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	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.			
			CULTURAL HERITAGE: 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.					
			OTHER VALUES: 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 Volcanic 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.	CUMULATIVE VALUE: 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 volcanic 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.		
			OTHER VALUES: Mt Albert is a clearly legible landmark that helps to 'signpost' its namesake suburb, while Mt Albert and Mt Roskill together emphasise the nascent volcanic 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.					
			DETRACTORS: 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:	NATURAL HERITAGE: 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 volcanic 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	INDIVIDUAL CONE: 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	ROAD CORRIDORS: 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">For ‘Through Traffic’ to provide movement within the district between key nodes; andIn terms of ‘Network Connectivity’ to connect major nodes within an area and serve adjacent key activities. 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	CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	CUMULATIVE VALUE: 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’.	VIEWING DISTANCE TO CONE: 2.0kms		 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.	
		CULTURAL HERITAGE: 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.					
		OTHERVALUES: 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 Volcanic 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.					
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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:	NATURAL HERITAGE: 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 volcanic 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	INDIVIDUAL CONE: 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 volcanic 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.	SINGLE POINT	ROAD CORRIDORS: 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">For 'Through Traffic' to provide movement within the district between key nodes; andIn terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities. 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.	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	CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	VIEWING DISTANCE TO CONE: 0.9kms	 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.			
		CULTURAL HERITAGE: 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.					
		OTHERVALUES: 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 Volcanic 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.	CUMULATIVE VALUE: 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.				
			OTHERVALUES: 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.				
			DETRACTORS: 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 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	NATURAL HERITAGE: 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 volcanic 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	INDIVIDUAL CONE: Looking down the line of Morningside Drive from near St Lukes Mall, the volcanic 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 volcanic 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	ROAD CORRIDORS: 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 volcanic field.
	Next to the St Lukes Mall car park	CULTURAL HERITAGE: 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. OTHER VALUES: 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 Volcanic 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.		OTHER VALUES: It is a clearly legible landmark that reinforces both the presence of the Auckland's volcanic 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. DETRACTORS: 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):	NATURAL HERITAGE: 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 volcanic 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	INDIVIDUAL CONE: 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 volcanic character. It establishes a strong point of focus on the Isthmus skyline, retaining the overall 'sense' of being one of Auckland's key volcanic 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	ROAD CORRIDORS: 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	CUMULATIVE VALUE: 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. OTHER VALUES: 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 volcanic field and system underpinning both the Isthmus and its surrounds. DETRACTORS: The motorway traffic and 220kV power lines overhead detract slightly from the view towards Mt Albert.	VIEWING DISTANCE TO CONE: 6.9kms			
	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:	NATURAL HERITAGE: Sitting off Musick Point, Brown's Island / Motukorea is one of the best preserved volcanoes in the Auckland Volcanic 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 volcanic 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	INDIVIDUAL CONE: 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 volcanic terrain is clearly apparent, its remains too distant for any signs of Maori occupation and fortification to be visible.	LINEAR VIEWPOINT	ROAD CORRIDORS: 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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn 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.	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 volcanic field.
	Bastion Point (Tamaki Yacht Club) to Mission Bay	CUMULATIVE VALUE – MULTIPLE CONES	CUMULATIVE VALUES: 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 volcanic 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 volcanic 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 volcanic network and field, spreading over, then beyond, Auckland's terrestrial area. OTHER VALUES: B01 offers an exceptionally insight into Brown Island's volcanic 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.	VIEWING DISTANCE TO CONE: 5.9kms		RECREATIONAL FOCAL POINTS: 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:	NATURAL HERITAGE: Sitting off Musick Point, Brown's Island / Motukorea is one of the best preserved volcanoes in the Auckland Volcanic 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 volcanic 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	INDIVIDUAL CONE: 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.	LINEAR VIEWPOINT	ROAD CORRIDORS: 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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn 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.	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	CULTURAL HERITAGE: 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 volcanic 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. OTHER VALUES: Browns Island does not have the physical and visual stature of nearby Rangitoto, but it's clearly defined volcanic 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 volcanic / tectonic forces that underpin both the island in its own right and the wider volcanic field.	CUMULATIVE VALUE – MULTIPLE CONES	VIEWING DISTANCE TO CONE: 4.9kms	RECREATIONAL FOCAL POINTS: 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:	NATURAL HERITAGE: Sitting off Musick Point, Brown's Island / Motukorea is one of the best preserved volcanoes in the Auckland Volcanic 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 volcanic 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	INDIVIDUAL CONE: See B02.	SINGLE POINT	ROAD CORRIDORS: 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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).	See B02.
	Gower Point (between Kohimarama Beach & St Heliers)	CULTURAL HERITAGE: 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 volcanic 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. OTHER VALUES: Browns Island does not have the physical and visual stature of nearby Rangitoto, but it's clearly defined volcanic 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 volcanic / tectonic forces that underpin both the island in its own right and the wider volcanic field.	CUMULATIVE VALUE – MULTIPLE CONES	CUMULATIVE VALUES: See B02. OTHER VALUES: 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. RECREATIONAL FOCAL POINTS: 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:	NATURAL HERITAGE: Sitting off Musick Point, Brown's Island / Motukorea is one of the best preserved volcanoes in the Auckland Volcanic 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 volcanic 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	INDIVIDUAL CONE: 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 volcanic 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 rampsarts 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	RECREATIONAL FOCAL POINTS: 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.	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 volcanic 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 volcanic field.
	Lookout on the northern headland near the radio station museum	CULTURAL HERITAGE: 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 volcanic 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. OTHER VALUES: Browns Island does not have the physical and visual stature of nearby Rangitoto, but its clearly defined volcanic 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 volcanic / tectonic forces that underpin both the island in its own right and the wider volcanic field.	CUMULATIVE VALUE – MULTIPLE CONES	CUMULATIVE VALUE: 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 volcanic 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 volcanic 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 volcanic landform is more clearly articulated and clearly expressed. As with other views, B05 also augments the concept of a volcanic network and field, spreading over and beyond Auckland's land area. OTHER VALUES: B05 offers an exceptionally insight into Brown Island's volcanic 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 volcanic field – including its 'outliers'.	VIEWING DISTANCE TO CONE: 2.0kms	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.	
					EVALUATION:		REGIONALLY SIGNIFICANT



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:	NATURAL HERITAGE: Sitting off Musick Point, Brown's Island / Motukorea is one of the best preserved volcanoes in the Auckland Volcanic 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 volcanic 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	INDIVIDUAL CONE: 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 volcanic landscape features. The island is too distant for its terracing and other signs of Maori occupation to be visible.	SINGLE POINT	ROAD CORRIDORS: 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">For 'Through Traffic' to provide movement within the district between key nodes; andIn terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities. 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 volcanic / harbour landscape. It also contributes to an understanding of the breadth and diversity of Auckland's volcanic field.
	East of Murvale Drive	CULTURAL HERITAGE: 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 volcanic 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. OTHER VALUES: Browns Island does not have the physical and visual stature of nearby Rangitoto, but its clearly defined volcanic 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 volcanic / tectonic forces that underpin both the island in its own right and the wider volcanic field.	CUMULATIVE VALUE – MULTIPLE CONES	CUMULATIVE VALUE: 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 volcanic islands at the outer edge of Auckland's volcanic field. Even with part of its island profile obscured by Musick Point, it also conveys more of a sense of the volcanic 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 volcanic 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 volcanic network and field, spreading over and beyond Auckland's land area. OTHER VALUES: 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.	VIEWING DISTANCE TO CONE: 6.0kms		
					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	Mt Eden Rd:	NATURAL HERITAGE: Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's volcanic cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its volcanic 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 th Century and early 20 th 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 lynchpin in Auckland's wider volcanic field.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: 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. 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 th 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. The cone clearly expresses both its volcanic heritage and association with Maori occupation of Mangawhau, with terracing clearly visible across the volcano's upper slopes.	SINGLE POINT	ROAD CORRIDORS: 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: <ul style="list-style-type: none">For 'Through Traffic' to provide movement within the district between key nodes; andIn terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities. 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.	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.
	Near the intersection with Pencarrow Rd	CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	CUMULATIVE VALUE: 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. 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.	VIEWING DISTANCE TO CONE: 1.2kms	 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.		
		CULTURAL HERITAGE: 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.					
		OTHER VALUES: 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.					
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)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E03	Mt Eden Rd: Near the intersection with Landscape Rd	NATURAL HERITAGE: Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's volcanic cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its volcanic 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 th Century and early 20 th 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 volcanic field.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: Similar to E02 – Mt Eden / Maungawhau rises above the mantle of residential development around Balmoral Rd with its steep, open slopes, and flat-topped crater rim clearly evident. The maunga dominates the northern skyline in an emphatic fashion, while the spreading matrix of houses and vegetation spread out below it offers both a visual 'base plate' for the cone's rising mantle and a contrasting layer of development that helps to accentuate its distinctive form. The maunga's visual primacy is further accentuated by both the road axis leading directly towards the intersection of Mt Eden Rd with Balmoral Rd / Greenlane 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 th 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. The cone clearly expresses both its volcanic heritage and association with Maori occupation of Mangawhau, with terracing clearly visible across the volcano's upper slopes.	SINGLE POINT VIEWING DISTANCE TO CONE: 2.4kms	ROAD CORRIDORS: Mt Eden Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 10,900 vehicle movements north bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none">For 'Through Traffic' to provide movement within the district between key nodes; andIn terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities. 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 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.	E03 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 is associated with other nearby cones (the Big King and One Tree Hill), and it occupies an important location on an arterial route. It is significant in terms of the identity of the surrounding suburban area.
		CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE					
		CUMULATIVE VALUE – MULTIPLE CONES	CUMULATIVE VALUE: Together with Views E01 and E02 – located near Disraeli St and Pencarrow Rd respectively – E03 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: E03 and E02 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. 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. E03 offers a slightly more remote, but also more panoramic, view of Mt Eden than either E01 or E02. It is important as the first, introductory, view of the cone and sets in train a sequence of views to Mt Eden that is highly significant – even though each view reveals / presents the maunga in a slightly different fashion. In addition, for those travelling along Mt Eden Rd, E03 emerges just after the remnants of the Big King: although that cone is now but a shadow of its former self, this affirms the feeling of being amid a wider network of volcanic features. For those turning into Balmoral Rd this is further reinforced with the emergence of views to One Tree Hill (including 05), near its merger with Greenlane Rd West. OTHER VALUES: 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 E03 is fundamental to this connection and the wider identity of Mt Eden. DETRACTORS: Vegetation either side of the road corridor encroaches partially into the view, without significantly eroding its form / profile.				
		CULTURAL HERITAGE: 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. OTHER VALUES: 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.			EVALUATION:		REGIONALLY SIGNIFICANT



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>NATURAL HERITAGE:</p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's volcanic cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its volcanic 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 19th Century and early 20th 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 volcanic field.</p> <p>CULTURAL HERITAGE:</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>OTHER VALUES:</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>INDIVIDUAL CONE:</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>OTHER VALUES:</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>DETRACTORS:</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>OTHER VANTAGE POINTS:</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>	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.
			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>NATURAL HERITAGE:</p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's volcanic cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its volcanic 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 19th Century and early 20th 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 volcanic field.</p> <p>CULTURAL HERITAGE:</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 Waiohua tribe – until the early 1700s – that once dominated much of the central Isthmus.</p> <p>OTHER VALUES:</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>INDIVIDUAL CONE:</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 volcanic 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>CUMULATIVE VALUE:</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 volcanic 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 volcanic landscape: of it permeating, and providing the physical foundation for much of metropolitan Auckland both sides of the harbour.</p> <p>OTHER VALUES:</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>DETRACTORS:</p> <p>The pohutukawas next to King Edward Parade intrude into, and partly impede, views across the harbour.</p>	SINGLE POINT	<p>ROAD CORRIDORS:</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>RECREATIONAL FOCAL POINTS:</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>NATURAL HERITAGE:</p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's volcanic cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its volcanic 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 19th Century and early 20th 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 volcanic field.</p> <p>CULTURAL HERITAGE:</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>OTHER VALUES:</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>INDIVIDUAL CONE:</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 volcanic 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 volcanic 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>OTHER VALUES:</p> <p>Although Mt Eden is not viewed in conjunction with other 'external' cones, The Auckland Domain occupies the remains of a volcanic 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 volcanic field. E09 affords the strongest link with Mt Eden within a strategically important part of The Domain.</p> <p>DETRACTORS:</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>RECREATIONAL FOCAL POINTS:</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' spectacles 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 volcanic 'island' at the centre of the crater occupied by surrounding sports fields.</p>	<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.</p> <p>This view is also important because of the very sizeable public audiences that are periodically attracted to the 'football fields' for events like “Christmas In The Park”.</p>
	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):	NATURAL HERITAGE: Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's volcanic cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its volcanic 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 th Century and early 20 th 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 volcanic field.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: 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, volcanic 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. Even so, the juxtaposition of its green, volcanic, 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 volcanic metropolis. 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'.	LINEAR VIEWPOINT	ROAD CORRIDORS: 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: <ul style="list-style-type: none">In terms of its 'Through Traffic', it is a highest category route with the greatest through movement function; andIn terms of 'Network Connectivity', its function is to connect the region with other regions. 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. 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.	E10 is an iconic view that expresses Auckland's relationship with its two most important formative features: its volcanic 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.
	From near the Onewa Rd to the Auckland Harbour Bridge approaches	CUMULATIVE VALUE – MULTIPLE CONES	CUMULATIVE VALUE: 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 volcanic features that unfold, visually, on the approach to the harbour bridge and while crossing it. OTHER VALUES: 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 its 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. DETRACTORS: 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.	VIEWING DISTANCE TO CONE: 6.6kms			
		CULTURAL HERITAGE: 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. OTHER VALUES: 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.	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>NATURAL HERITAGE:</p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's volcanic cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its volcanic 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 19th Century and early 20th 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 volcanic field.</p> <p>CULTURAL HERITAGE:</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>OTHER VALUES:</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>INDIVIDUAL CONE:</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>ROAD CORRIDORS:</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"> 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). <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 volcanic 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 volcanic 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 & 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 volcanic features to a regionally significant audience.</p>
	Between the Ngapipi Rd Bridge and the Auckland Outdoor Boating Club		<p>CUMULATIVE VALUE – MULTIPLE CONES</p>	<p>CUMULATIVE VALUE:</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 volcanic '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>OTHER VALUES:</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>DETRACTORS:</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>VIEWING DISTANCE TO CONE:</p> <p>4.2kms</p>	<p>RECREATIONAL FOCAL POINTS:</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:	NATURAL HERITAGE: Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's volcanic cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its volcanic 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 th Century and early 20 th 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 volcanic field. CULTURAL HERITAGE: 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. OTHER VALUES: 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 CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: 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. CUMULATIVE VALUE: 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 volcanic features and cones captured in the journey from Kepa Rd to Tamaki Drive and vice versa. OTHER VALUES: See View E11. DETRACTORS: 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 VIEWING DISTANCE TO CONE: 4.6kms	ROAD CORRIDORS: 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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). 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 volcanic cones and features, which reinforce the formative role of the city's volcanic network and the way in which it continues to structure the Auckland landscape.
	Looking over Whakatakataka Bay and Hobson Bay						
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	NATURAL HERITAGE: Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's volcanic cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its volcanic 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 th Century and early 20 th 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 volcanic field.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: 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 volcanic 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 volcanic 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	ROAD CORRIDORS: 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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). 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 volcanic cones and Orakei Basin when progressing from Kepa Rd to Tamaki Drive, or vice versa.
		CUMULATIVE VALUE – MULTIPLE CONES / FEATURES	CUMULATIVE VALUE: 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 volcanic features. Indeed, the proliferation of views to volcanic 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 volcanic 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 volcanic remnants visible from Kepa Rd. OTHER VALUES: As a result, it also contributes to the concept of a volcanic field or network, and the identity of both nearby suburbs – Orakei especially – and the city as a whole. DETRACTORS: The current view is very significantly impaired by planting both within the road-side berm and around the margins of Orakei Basin.				
		CULTURAL HERITAGE: 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. OTHER VALUES: 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.					
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):	NATURAL HERITAGE: Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's volcanic cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its volcanic 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 th Century and early 20 th 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 lynchpin in Auckland's wider volcanic field.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: The very distinctive volcanic 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'.	LINEAR VIEWPOINT	ROAD CORRIDORS: 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.	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.		
	The Newmarket Viaduct and southern approaches	CUMULATIVE VALUE – MULTIPLE CONES	 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. 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.	 VIEWING DISTANCE TO CONE: 1.3kms		 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). 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.			
			CULTURAL HERITAGE: 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 Waiohua tribe – until the early 1700s – that once dominated much of the central Isthmus.	CUMULATIVE VALUE: For motorists approaching the Auckland CBD this view of Mt Eden emerges after previous views to One Tree Hill (from near Hamlins Hill), then Mt Hobson (near Market Rd). This creates a strong feeling of sequence and helps to highlight the spread of Auckland's volcanic field / network.					
			OTHER VALUES: 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.	OTHER VALUES: 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.					
			DETRACTORS: 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. The vertical profile of The Pines also impacts on the overall cohesion and integrity of Mt Eden's volcanic 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.						
					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):	NATURAL HERITAGE: Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's volcanic cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its volcanic 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 th Century and early 20 th 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 volcanic field. CULTURAL HERITAGE: 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. OTHER VALUES: 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	INDIVIDUAL CONE: 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 volcanic profile provide marked visual counterpoint to the developed centre of Auckland. 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'. CUMULATIVE VALUE: 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 volcanic features that emerge on the drive over the harbour bridge. This exposure helps to affirm the concept of a much wider volcanic field and 'network' that traverses both the Waitemata Harbour and inner Hauraki Gulf. OTHER VALUES: 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. DETRACTORS: 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.	LINEAR VIEWPOINT	ROAD CORRIDORS: 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: <ul style="list-style-type: none">In terms of its 'Through Traffic', it is a highest category route with the greatest through movement function; andIn terms of 'Network Connectivity', its function is to connect the region with other regions. 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. 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.	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 volcanic 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.
	CUMULATIVE VALUE – MULTIPLE CONES			VIEWING DISTANCE TO CONE: 5.4kms			
	EVALUATION:						



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)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E18	Mt Eden Road:	NATURAL HERITAGE: Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's volcanic cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its volcanic 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 th Century and early 20 th 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 volcanic field. CULTURAL HERITAGE: 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 Waiohua tribe – until the early 1700s – that once dominated much of the central Isthmus. OTHER VALUES: 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	INDIVIDUAL CONE: As motorists, cyclists and pedestrians enter Mt Eden Rd from Symonds St and descend towards Boston Rd, the clearly defined profile of Mt Eden comes into view – framed by buildings either side of the road axis. The E18 View commences on Mt Eden Rd, just north of Burleigh St, revealing the maunga at a point where its open summit and crater rim are clearly etched on the skyline. Dominating the visible horizon, it rises above and beyond a matrix of commercial development in the immediate foreground and a more subtle patina of housing that flows down its western flank. This view is visually emphatic, and the maunga contrasts very dramatically with the predominantly commercial, development that frames it. Although vegetation screens much of the cone's lower slopes and middle level, it still reveals the finer grained, textures and variations across the cone's upper mantle and summit, including the terracing that marks areas of Maori occupation and defensive earthworks around the crater rim. Although the mixture of buildings, roadside structures and traffic within, and either side of, Mt Eden Rd encloses E18, this juxtaposition also appears to draw the cone closer to the viewer, emphasising the focus on its volcanic form. As a result, E18 reveals Mt Eden at a point where it effectively ‘captures’ the visible horizon, creating a strong feeling of symbolic connection between the cone and the road corridor that it is named after. DETRACTORS: The amalgam of buildings, traffic, roading and related structures in the immediate foreground ‘competes’ with the cone to a degree and curtails views to the cone as one approaches Boston Rd.	SINGLE POINT	ROAD CORRIDORS: Mt Eden Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 8,700 vehicle movements south bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none">• For through Traffic to provide movement within the district between key nodes; and• In terms of Network Connectivity to connect major nodes within an area and serve adjacent key activities In particular, Mt Eden Rd is 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. In particular, it serves as an important conduit for traffic leaving the Primary Arterial Route of Symonds St and feeding down Mt Eden Rd before heading towards Newmarket, Epsom, Mt Eden, Sandringham and other nearby suburbs. As a result, it caters for a complex mix of commuters, local shoppers, those visiting Mt Eden village for its specialty retailing and ambience, and those passing through on the way to Newmarket, Eden Park, and other local or nearby ‘attractions’. In so doing, it exposes Mt Eden to a combination of motorists, bus users, cyclists and pedestrians.	E18 offers a close-up view of Mt Eden that exposes its cultural and natural heritage characteristics. Although also effected by the visual ‘competition’ with surrounding buildings, signage and traffic, the visual framing and juxtaposition arising from this interaction also serves to reinforce the focus on Mt Eden and create a feeling of counterpoint between the maunga and the road's man-made elements. E18 occupies a strategically important location at the start of an arterial route and is significant in terms of the identity of both Mt Eden Rd's own corridor and nearby suburbs.
	Between Symonds Street & Burleigh St				VIEWING DISTANCE TO CONE: 1.4kms		
						EVALUATION:	REGIONALLY SIGNIFICANT



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	The Southern Motorway (SH1):	NATURAL HERITAGE: Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's volcanic cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its volcanic 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 th Century and early 20 th 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 volcanic field. CULTURAL HERITAGE: 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. OTHER VALUES: 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	INDIVIDUAL CONE: 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 volcanic ridges, slopes and crater rim. Although vegetation covered much of the maunga's lower slopes – near Auckland Boys Grammar School – and middle sequence of volcanic promontories, its broad profile and some of its upper level terracing was clearly visible. 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. DETRACTORS: The redeveloped prison almost entirely obscures Mt Eden / Mangawhau and the view retains little real value.	SINGLE POINT	ROAD CORRIDORS: 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.	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.
	Near Mt Eden Prison		VIEWING DISTANCE TO CONE: 1.4kms				
						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>NATURAL HERITAGE:</p> <p>Mt Eden / Maungawhau rises to 196m asl and is the highest of Auckland's volcanic cones. The maunga's rounded profile, with a layering of lava ridges / terraces and crater remains express its volcanic 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 19th Century and early 20th 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 volcanic field.</p> <p>CULTURAL HERITAGE:</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>OTHER VALUES:</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>INDIVIDUAL CONE:</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 volcanic 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 volcanic 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>DETRACTORS:</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>SINGLE POINT</p> <p>VIEWING DISTANCE TO CONE: 2.3kms</p>	<p>ROAD CORRIDORS:</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"> 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). <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):	<p>NATURAL HERITAGE:</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>	INDIVIDUAL FEATURE	<p>INDIVIDUAL CONE:</p> <p>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 volcanic 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.</p> <p>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.</p> <p>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.</p>	SINGLE POINT	<p>ROAD CORRIDORS:</p> <p>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.</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 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).</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>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.</p>	
	The Newmarket Viaduct – south bound	<p>CUMULATIVE VALUE – MULTIPLE CONES</p>						<p>CUMULATIVE VALUE:</p> <p>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 volcanic 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'.</p> <p>OTHERVALUES:</p> <p>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.</p> <p>DETRACTORS:</p> <p>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.</p>
		<p>CULTURAL HERITAGE:</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>OTHERVALUES:</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 volcanic 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>					EVALUATION:	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)



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)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
H03	Tamaki Drive:	NATURAL HERITAGE: 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: 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 Hobson 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 mostly suburban development following the Remuera ridgeline and 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 key feature on the southern skyline.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 3.0kms	ROAD CORRIDORS: 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: <ul style="list-style-type: none">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes).	This view combines iconic views to Mt Hobson, Mt Eden and other cones, with a linear origin point that comprises a nationally recognised waterfront promenade, which is regularly used for international sporting events. H03 – like E11 – is also important as one of a chain of views that expose other cones and volcanic features to a regionally significant audience.
		CUMULATIVE VALUE: The cone sits to the left of the main viewing axis from Tamaki Drive and the Ngapipi Rd bridge (for city-bound traffic), but H03 still encompasses 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 Hobson and Mt Eden dominate the skyline – a pair of emphatic volcanic 'punctuation points' and landmarks rising 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 H03's origin point reflects its length of exposure to both maunga and their importance overall. One Tree Hill and Mt Wellington are also briefly visible from closer to the Outdoor Boating Club entrance. H03 is also part of wider chain of views experienced as one also travels along Ngapipi Rd and Kepa Rd – in conjunction with H04 to H07: E11, E12 and E13 to Mt Eden; O1 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.		 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 volcanic 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 volcanic remnants – both sequentially and simultaneously. Of note, the main trunk railway line crossing Hobson Bay is exposed to views similar to those ascribed to Tamaki Drive.			
		OTHER VALUES: 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 volcanic 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.		OTHER VALUES: The cone is visually juxtaposed and associated with a patina of housing and mature vegetation spread across the Remuera Rd ridgeline and Remuera's 'northern slopes'. This creates a strong, and positive interplay with a wider array of both natural and cultural elements. Indeed, as with Views H04, H05 and H07, the contrast between Mt Hobson and 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.		RECREATIONAL FOCAL POINTS: 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.	
						DETRACTORS: The mooring area and boats in the immediate foreground 'compete with, and very slightly, detract from, the more distant views of both major cones.	
						EVALUATION:	REGIONALLY SIGNIFICANT



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:	<p>NATURAL HERITAGE:</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>CULTURAL HERITAGE:</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>OTHERVALUES:</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 volcanic 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>	<p>INDIVIDUAL FEATURE</p>	<p>INDIVIDUAL CONE:</p> <p>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 volcanic 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 volcanic features / remnants close to Kepa Rd.</p> <p>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 volcanic form.</p> <p>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 maunga being much less legible and well articulated than when evaluated in the early 2000s.</p> <p>CUMULATIVE VALUE:</p> <p>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 volcanic features. Indeed, the proliferation of views to volcanic 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 volcanic remnants close to the eastern side of the central city.</p> <p>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 volcanic remnants visible from Kepa Rd.</p> <p>OTHERVALUES:</p> <p>As a result, it also contributes to the concept of a volcanic field or network, and the identity of both nearby suburbs – Remuera and Orakei especially – and the city as a whole.</p> <p>DETRACTORS:</p> <p>The current view is significantly impaired by planting both within the road-side berm and around the margins of Orakei Basin.</p>	<p>LINEAR VIEWPOINT</p>	<p>ROAD CORRIDORS:</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"> 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). <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>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 volcanic 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 volcanic cones and Orakei Basin when progressing from Kepa Rd to Tamaki Drive, or <i>vice versa</i>.</p>
	Descending towards the Orakei Basin west of Coates Ave and Nehu St				<p>VIEWING DISTANCE TO CONE: 3.3kms</p>		
					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>NATURAL HERITAGE:</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>CULTURAL HERITAGE:</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>OTHER VALUES:</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 volcanic 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>INDIVIDUAL CONE:</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 volcanic 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>CUMULATIVE VALUE:</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 volcanic features. Indeed, the proliferation of views to volcanic 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 volcanic 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 maunga – 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>OTHER VALUES:</p> <p>As a result, it also contributes to the concept of a volcanic field or network, and the identity of both nearby suburbs – Remuera and Orakei especially – and the city as a whole.</p> <p>DETRACTORS:</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>ROAD CORRIDORS:</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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). <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>	VIEWING DISTANCE TO CONE: 3.9kms	<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 volcanic features to the regional community.</p>
			CUMULATIVE VALUE – MULTIPLE CONES/ FEATURES					
					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)



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:	NATURAL HERITAGE: 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. CULTURAL HERITAGE: 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. OTHER VALUES: 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 volcanic 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.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: 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. CUMULATIVE VALUE: 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 volcanic features and cones captured in the journey from Kapa Rd to Tamaki Drive and vice versa – as discussed in relation to Views H02 – H05. OTHER VALUES: See View H03. DETRACTORS: 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.	LINEAR VIEWPOINT	ROAD CORRIDORS: 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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). 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 volcanic cones and features, which reinforce the formative role of the city's volcanic network and the way in which that field continues to structure much of the Auckland landscape.
	Looking over Whakatakataka Bay and Hobson Bay	CUMULATIVE VALUE – MULTIPLE CONES / FEATURES	VIEWING DISTANCE TO CONE: 3.2kms				
				EVALUATION:		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:	NATURAL HERITAGE: 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. CULTURAL HERITAGE: 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 over 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. OTHER VALUES: 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.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: 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 volcanic 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. OTHER VALUES: 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. DETRACTORS: 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.	SINGLE POINT	ROAD CORRIDORS: 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">For 'Through Traffic' to provide movement within the district between key nodes; andIn terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities. 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 volcanic 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 'volcanic' 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	VIEWING DISTANCE TO CONE: 1.5kms	EVALUATION:	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:	NATURAL HERITAGE: 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. CULTURAL HERITAGE: 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. OTHER VALUES: 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.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: 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 volcanic 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. OTHER VALUES: 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. DETRACTORS: 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.	SINGLE POINT	ROAD CORRIDORS: 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">For 'Through Traffic' to provide movement within the district between key nodes; andIn terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities. 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 volcanic 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 'volcanic' 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		CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE		VIEWING DISTANCE TO CONE: 1.0kms		
						EVALUATION:	REGIONALLY SIGNIFICANT



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)



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 volcanic 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.	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 Mountain is a highly prominent landmark as motorists travel over Mangere Bridge, heading southwards. It role as a both a volcanic 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	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.	VIEWING DISTANCE TO CONE: 1.3kms		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.	
		As such, it is a highly legible and prominent feature of the inner Manukau Harbour and its suburban hinterland.		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.		As a result, this origin point is very important in terms of public perceptions of Auckland's southern volcanic 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 th 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.	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 volcanic remnants that contribute to the feeling of passing through part of Auckland's volcanic 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: 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.	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.				
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):	NATURAL HERITAGE: 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 fountain during its eruption. In addition, its jagged profile, with the main crater wall 'blown out' eastwards – in the direction of SH20 – make its volcanic origins very explicit. As such, it is a highly legible and prominent feature of the inner Manukau Harbour and its suburban hinterland.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: 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 volcanic 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.	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 100,500 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 volcanic 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. This origin point is very important in terms of public perceptions of Auckland's southern volcanic 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.	As with View M5: Mangere Mountain is a highly prominent landmark as motorists traverse Onehunga Bay. Its role as a both a volcanic 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)	CUMULATIVE VALUE – MULTIPLE CONES	CUMULATIVE VALUE: 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 volcanic landscape that stretches towards, and across, the Auckland Isthmus. This experience is fundamental to both 'arriving' in Auckland and understanding / appreciating its formative processes. OTHER VALUES: 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. DETRACTORS: 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.	VIEWING DISTANCE TO CONE: 2.3kms			
					EVALUATION:		REGIONALLY SIGNIFICANT



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>NATURAL HERITAGE:</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>CULTURAL HERITAGE:</p> <p>Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The volcanic 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 Ngāti Whatua-o-Kaipara, and the pa was abandoned in 1795 AD with the death of the Te Taou leader Tuperiri.</p> <p>OTHER VALUES:</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 volcanic network and landscape.</p>	<p>INDIVIDUAL FEATURE</p> <p>CUMULATIVE VALUE – MULTIPLE CONES</p>	<p>INDIVIDUAL CONE:</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 volcanic 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>CUMULATIVE VALUE:</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 volcanic features. Indeed, the proliferation of views to volcanic 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 volcanic 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>OTHER VALUES:</p> <p>As a result, 01 also contributes to the concept of a volcanic 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>DETRACTORS:</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>LINEAR VIEWPOINT</p> <p>VIEWING DISTANCE TO CONE: 5.7kms</p>	<p>ROAD CORRIDORS:</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"> 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). <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 volcanic features to the regional community.</p>
EVALUATION:						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	<p>Greenlane Road East:</p> <p>Immediately east of the intersection with Grand View Drive</p>	<p>NATURAL HERITAGE:</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>CULTURAL HERITAGE:</p> <p>Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The volcanic 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 Ngāti Whatua-o-Kaipara, and the pa was abandoned in 1795 AD with the death of the Te Taou leader Tuperiri.</p> <p>OTHERVALUES:</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 volcanic network and landscape.</p>	<p>INDIVIDUAL FEATURE</p>	<p>INDIVIDUAL CONE:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>OTHERVALUES:</p> <p>The cone acts a 'way finding' landmark that highlights the location of Cornwall Park and the suburbs that surround it, including One Tree Hill. The obelisk reinforces its landmark function and status, rendering it perhaps the most distinctive and unusual of Auckland's residual volcanic features as no other cone so clearly captures the overlapping of geomorphological features and characteristics with elements that so clearly reflect Auckland's bi-cultural heritage. The cone is also important as the centrepiece of the expansive farmland and passive recreation areas that comprise Cornwall Park.</p> <p>DETRACTORS:</p> <p>The cedar and other vegetation near the intersection of Greenlane Rd with Grand View Drive clearly impairs present-day views to One Tree Hill and negates much of the value associated with View O2.</p>	<p>SINGLE POINT</p> <p>VIEWING DISTANCE TO CONE: 2.8kms</p>	<p>ROAD CORRIDORS:</p> <p>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:</p> <ul style="list-style-type: none"> 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). <p>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.</p> <p>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.</p>	<p>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.</p>
<p>EVALUATION:</p>							<p>REGIONALLY SIGNIFICANT</p>



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:	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 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.	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 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 volcanic 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	CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	CUMULATIVE VALUE – MULTIPLE CONES	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. CUMULATIVE VALUE: 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 volcanic field. OTHER VALUES: 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. DETRACTORS: 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 volcanic 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:	
04	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 Hamlins 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 Hamlins 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 volcanic profile and the obelisk atop it results in an important visual statement – alluding to both the city's geomorphic formation and its bicultural heritage.
	The Mt Wellington Interchange – north bound	CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	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 volcanic 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		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 volcanic field underpinning the wider Auckland landscape. As such, this view contributes very appreciably to the sense of 'arriving' in, or returning to, Auckland.	
		CUMULATIVE VALUE – MULTIPLE CONES					
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:	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. CULTURAL HERITAGE: Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The volcanic 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. 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 volcanic network and landscape.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: 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. CUMULATIVE VALUE: 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. OTHER VALUES: 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. DETRACTORS: The current view is appreciably affected by street trees within Greenlane Rd West's southern road-side berm.	SINGLE POINT	ROAD CORRIDORS: 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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). 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.	VIEWING DISTANCE TO CONE: 1.6kms	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	CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE						
						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>NATURAL HERITAGE:</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>CULTURAL HERITAGE:</p> <p>Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The volcanic 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>OTHERVALUES:</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 volcanic network and landscape.</p>	<p>INDIVIDUAL FEATURE</p> <p>CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE</p>	<p>INDIVIDUAL CONE:</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>CUMULATIVE VALUE:</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>OTHERVALUES:</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 volcanic 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>DETRACTORS:</p> <p>Power / light poles and some peripheral trees intrude slightly into the view of One Tree Hill.</p>	<p>SINGLE POINT</p> <p>VIEWING DISTANCE TO CONE: 1.5kms</p>	<p>ROAD CORRIDORS:</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"> For 'Through Traffic' to provide movement within the district between key nodes; and In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities. <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:	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. CULTURAL HERITAGE: Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The volcanic 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. 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 volcanic network and landscape.	INDIVIDUAL FEATURE	INDIVIDUALCONE: 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. CUMULATIVE VALUE: 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. OTHERVALUES: 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 volcanic feature. DETRACTORS: Power / light poles and some peripheral trees intrude slightly into the view of One Tree Hill.	SINGLE POINT	ROAD CORRIDORS: 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">For 'Through Traffic' to provide movement within the district between key nodes; andIn terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities. 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		CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE		VIEWING DISTANCE TO CONE: 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:	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. CULTURAL HERITAGE: Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The volcanic 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 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 volcanic network and landscape.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: See O7: View O9 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 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. CUMULATIVE VALUE: 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. OTHER VALUES: 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 volcanic feature. DETRACTORS: Power / light poles and some peripheral trees intrude slightly into the view of One Tree Hill.	SINGLE POINT	ROAD CORRIDORS: 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">For 'Through Traffic' to provide movement within the district between key nodes; andIn terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities. 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 O9 is the first in a sequence of views to One Tree Hill / Maungakiekie from Onehunga Mall. In conjunction with O7 and O8, 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: Immediately north of the intersection with Merton Rd	<p>NATURAL HERITAGE:</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>CULTURAL HERITAGE:</p> <p>Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The volcanic 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>OTHER VALUES:</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 volcanic network and landscape.</p>	INDIVIDUAL FEATURE	<p>INDIVIDUAL CONE:</p> <p>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.</p> <p>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.</p> <p>CUMULATIVE VALUE:</p> <p>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.</p> <p>DETRACTORS:</p> <p>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.</p>	SINGLE POINT	<p>ROAD CORRIDORS:</p> <p>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:</p> <ul style="list-style-type: none">For 'Through Traffic' to provide movement within the district between key nodes; andIn terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities. <p>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.</p> <p>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.</p>	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.
			CUMULATIVE VALUE – MULTIPLE CONES					
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:	
011	South-western Motorway (SH20):	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 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.	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 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 volcanic 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 volcanic remnants that emphasise the extent of Auckland's volcanic 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	CUMULATIVE VALUE – MULTIPLE CONES	CUMULATIVE VALUE: 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 volcanic 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. OTHERVALUES: 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. DETRACTORS: 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.	VIEWING DISTANCE TO CONE: 3.6kms			
		CULTURAL HERITAGE: Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The volcanic 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 Ngāti Whatua-o-Kaipara, and the pa was abandoned in 1795 AD with the death of the Te Taou leader Tuperiri. OTHERVALUES: 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 volcanic network and landscape.					EVALUATION: 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)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
012	Hillsborough Road:	<p>NATURAL HERITAGE:</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>CULTURAL HERITAGE:</p> <p>Maungakiekie was largest and most important of Maori pa in pre-European times, home to an estimated 5,000 inhabitants. The volcanic 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 Ngāti Whatua-o-Kaipara, and the pa was abandoned in 1795 AD with the death of the Te Taou leader Tuperiri.</p> <p>OTHER VALUES:</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 volcanic network and landscape.</p>	<p>INDIVIDUAL FEATURE</p> <p>CUMULATIVE VALUE – MULTIPLE CONES</p>	<p>INDIVIDUAL CONE:</p> <p>View 012 is located on a high point in Hillsborough Rd's path parallel with the southern margins of the Manukau Harbour. As motorists approach the intersection with the Dominion Rd Extension, the expansive view that opens up embraces much of the southern isthmus. One tree Hill / Maungakiekie is a distant, but still clearly apparent – perhaps even prominent – feature on the eastern horizon. Emerging to the left (north) of the intersection and climbing well above the broad-spread matrix of mostly residential development that dominates most of the visible landscape, its very distinctive profile, accented by the stone obelisk atop it, is immediately apparent. The panoramic nature of this vantage point – with views sweeping from Mt Eden to Hillsborough / Onehunga – frames the rising form of the cone, while the very horizontal profile of most of the terrain and development surrounding the cone accentuates its presence on the far skyline. Consequently, One Tree Hill retains its significance as a clearly discernible landmark, despite both the 5.4km viewing distance to the maunga and its small scale – in the context of the entire panorama afforded by this vantage point.</p> <p>The viewing distance remains, however, too great for any of the cone's cultural elements and detailing to be visible. As with View 011, it is more of a symbolic feature on the Auckland skyline than a view that informs about the cone's volcanic heritage and cultural associations.</p> <p>CUMULATIVE VALUE:</p> <p>This view also reveals Mt Eden, to the left of One Tree Hill / Maungakiekie, and Mt Wellington to its right. The crest of the Big King can also been seen from this vantage point, although it would take some care to locate it, and as motorists travel past the Dominion Rd Extension, descending towards Wesley Bay, a brief view of Mangere Mountain also emerges with the exposed lava field at the edge of Ambury Regional Park intermittently visible from further along Hillsborough Rd. Of these 'connections', the ones with Mt Eden and a more distant Mt Wellington are the most immediately obvious, while Mangere Mountain tends to sweep more into view as Hillsborough Rd passes the Dominion Rd Extension. The panoramic exposure to Mt Eden, One Tree Hill and Mt Wellington highlights three of the major cones spread across Auckland's volcanic field, and even though all three are quite distant, they still combine to give clear impression of the breadth of the field and the extent to which it has contributed to the formation of Auckland's geophysical landscape.</p> <p>OTHER VALUES:</p> <p>As with 011, the cone acts a 'way finding' landmark that highlights the location of Cornwall Park and the suburbs that surround it, including One Tree Hill. The obelisk reinforces its landmark function and status, rendering it perhaps the most distinctive and unusual of Auckland's residual volcanic features.</p> <p>DETRACTORS:</p> <p>A Norfolk Island pine and other garden vegetation intrudes into parts of this panoramic view.</p>	<p>SINGLE POINT</p> <p>VIEWING DISTANCE TO CONE: 5.4kms</p>	<p>ROAD CORRIDORS:</p> <p>Hillsborough Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 8,400 vehicle movements north bound per day to September 2015) whose main functions are to:</p> <ul style="list-style-type: none"> For 'Through Traffic' to provide movement within the district between key nodes; and In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities. <p>It is a major thoroughfare for commuters between Auckland's central isthmus and CBD and 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 and from SH20. As a result, it carries a significant load of commuter and local traffic each day to and from both the motorway system and nearby centres – including Blockhouse Bay, Lynfield, Onehunga town centre and Royal Oak.</p> <p>As a result, it caters for a complex mix of commuters, local road users, those visiting local shopping centres and retail outlets, and workers commuting to and from the light industrial areas around Neilson and Church Streets, and Auckland International Airport. It also 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.</p>	<p>One Tree Hill / Maungakiekie is not the most physically imposing and visually prominent of Auckland's cones, and the 5km plus viewing distance to it from Hillsborough Rd further reduces its scale. Even so, One Tree Hill remains clearly apparent and identifiable as 'One Tree Hill' on the far horizon. In conjunction with Mt Eden and Mt Wellington, then subsequently Mangere Mountain, it also conveys a sense of the true extent of Auckland's volcanic field and way in which it has helped to shape the main body of the Auckland isthmus and the margins of the Manukau Harbour.</p>
						EVALUATION:	REGIONALLY SIGNIFICANT



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 Maioro 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:	NATURAL HERITAGE: 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. CULTURAL HERITAGE: 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. OTHER VALUES: 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	INDIVIDUAL CONE: 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. CUMULATIVE VALUES: Although Rangitoto stands largely apart from the rest of the Auckland cone field (albeit physically connected to the non-volcanic 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 'volcanic 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. OTHER VALUES: 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	OTHER VANTAGE POINTS: 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 volcanic features. In conjunction with North Head and Mt Victoria, the cone also highlights the spread of Auckland's volcanic field at its northern-most 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	CUMULATIVE VALUE – MULTIPLE CONES			VIEWING DISTANCE TO CONE: 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:	NATURAL HERITAGE: 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. CULTURAL HERITAGE: 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. OTHER VALUES: 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	INDIVIDUAL CONE: 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 volcanic 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. CUMULATIVE VALUES: 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 volcanic 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 volcanic 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. OTHER VALUES: Rangitoto is truly iconic symbol of Auckland – the most intact, legible, natural and tactile of the City's volcanoes.	LINEAR VIEWPOINT	ROAD CORRIDORS: 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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn 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. RECREATIONAL FOCAL POINTS: 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)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
T03	Northern Motorway: From the northern side of the harbour bridge to the Onewa Rd interchange	<p>NATURAL HERITAGE:</p> <p>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.</p> <p>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.</p> <p>CULTURAL HERITAGE:</p> <p>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.</p> <p>OTHER VALUES:</p> <p>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.</p>	<p>INDIVIDUAL FEATURE</p> <p>CUMULATIVE VALUE – MULTIPLE CONES</p>	<p>INDIVIDUAL CONE:</p> <p>As motorists traverse the harbour bridge, then descend past both Northcote Point and the western side of Shoal Bay, a series of panoramic view opens up, over Shoal Bay, the Bayswater Marina and Belmont / Bayswater to Rangitoto. Its broad mantle of forest rises to two prominent knolls that frame the central cone crest, and the volcano's profile dominates the visible horizon in the direction of the Hauraki Gulf. However, unlike most other views of the cone, Rangitoto rises above the horizontal terrain of Devonport, Bayswater and Belmont: not above the waters of the outer Waitemata Harbour and inner Hauraki Gulf. Its island landform is hidden behind the intervening matrix of sedimentary cliffs, peninsulas and residential development on the far side of Shoal Bay. Even so, the highly distinctive character of the island volcano remains clearly apparent, with its broad 'carpet' of coastal forest and undulating, volcanic landform contrasting very markedly with the linear, sedimentary landforms of Devonport to Takapuna and its layering of mainly residential development.</p> <p>Rangitoto is located well to the right of the motorway axis, more so as the bridge descends towards its northern approaches, and it competes for attention with the towers of central Takapuna and even the distant waters of the outer Hauraki Gulf that are visible from more elevated sections of the harbour bridge. Nevertheless, its scale dwarfs that of most other features exposed to the motorway (apart from the expansive water area of Shoal Bay / Ngataranga Bay) and its rising profile commands attention, imparting an impression of Rangitoto that is highly memorable.</p> <p>CUMULATIVE VALUES:</p> <p>Both Mt Victoria and North Head come into view before Rangitoto as motorists traverse the harbour bridge. Consequently, the island cone emerges as part of a sequence of volcanic features that emerge on the drive over the harbour bridge. This exposure helps to affirm the concept of a much wider volcanic field and 'network' that traverses both the Waitemata Harbour and inner Hauraki Gulf.</p> <p>OTHER VALUES:</p> <p>The sequence of views offered from the harbour bridge to the Waitemata Harbour, Shoal Bay, Mt Victoria, Rangitoto and other features maps out some of the key features associated with the geophysical formation of Auckland. Rangitoto is a critical component of this 'map' and is central to the City's natural heritage, identity and sense of place.</p> <p>DETRACTORS:</p> <p>The harbour bridge's railings, part of its main superstructure, and even trees within some Northcote Point properties, intrude partly into views from both the western clip-on, and central bridge lanes.</p>	<p>SINGLE POINT</p> <p>VIEWING DISTANCE TO CONE: 10.0kms</p>	<p>ROAD CORRIDORS:</p> <p>The Northern Motorway / harbour bridge is identified by Auckland Transport as a Strategic Route (approximately 82,800 vehicle movements south bound per day to September 2015), which is described as follows:</p> <ul style="list-style-type: none">In terms of its 'Through Traffic', it is a highest category route with the greatest through movement function; andIn terms of 'Network Connectivity', its function is to connect the region with other regions. <p>Moreover, for traffic leaving Auckland City from the North Shore and areas / regions further north, it is THE key 'gateway' – both from the central city and isthmus and to the North Shore – 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 T03 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>	<p>T03 highlights the proximity of Rangitoto – as the most recent of Auckland's volcanoes – to the City and its enduring role as the centrepiece in views from many parts of metropolitan Auckland. This key view from a critically important motorway corridor also captures the visual interplay / interaction of parts of the city with Rangitoto, and the contrast of its natural elements and heritage with the matrix of man-made development 'in front of it'. It is a constant reminder of the tectonic forces that underpin Auckland, and the inevitability that such processes will continue to change its physical profile and character over time. This view of Rangitoto is both powerful and truly iconic.</p>
EVALUATION:							REGIONALLY SIGNIFICANT



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:	<p>NATURAL HERITAGE:</p> <p>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.</p> <p>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.</p> <p>CULTURAL HERITAGE:</p> <p>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.</p> <p>OTHER VALUES:</p> <p>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.</p>	INDIVIDUAL FEATURE	<p>INDIVIDUAL CONE:</p> <p>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.</p> <p>As a result, Rangitoto is the sole point of focus and interest when looking down East Coast Rd, its natural, volcanic, 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.</p> <p>OTHER VALUES:</p> <p>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.</p> <p>DETRACTORS:</p> <p>The traffic lights at the intersection with Sunrise Ave encroach slightly into this view, primarily affecting the water area below Rangitoto itself.</p>	SINGLE POINT	<p>ROAD CORRIDORS:</p> <p>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:</p> <ul style="list-style-type: none"> 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). <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>	T04 reveals Rangitoto as the sole feature of the view down East Coast Rd, firmly linking the volcanic 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				VIEWING DISTANCE TO CONE: 12.2kms		
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)



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 :	NATURAL HERITAGE: 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. CULTURAL HERITAGE: 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. OTHER VALUES: 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	INDIVIDUAL CONE: 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. OTHER VALUES: 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). DETRACTORS: 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.	SINGLE POINT	ROAD CORRIDORS: 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				VIEWING DISTANCE TO CONE: 11.0kms		
					EVALUATION:		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:	NATURAL HERITAGE: 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. CULTURAL HERITAGE: 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. OTHER VALUES: 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	INDIVIDUAL CONE: 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. CUMULATIVE VALUE: 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, volcanic 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 volcanic 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 volcanic forces that underpin the development of Auckland's geophysical landscape. OTHER VALUES: 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.	LINEAR VIEWPOINT	RECREATIONAL FOCAL POINTS: 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 volcanic 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	CUMULATIVE VALUE – MULTIPLE CONES		VIEWING DISTANCE TO CONE: 8.8kms			
EVALUATION:						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: At the intersection with Clifton Rd	<p>NATURAL HERITAGE:</p> <p>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 19th 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 volcanic quality, while nearby North Head – with its headland profile and entrenched fortifications – helps to reinforce the volcanic origins of Devonport as a whole.</p> <p>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 volcanic field / network.</p> <p>CULTURAL HERITAGE:</p> <p>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.</p> <p>OTHER VALUES:</p> <p>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.</p>	<p>INDIVIDUAL FEATURE</p> <p>CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE</p>	<p>INDIVIDUAL CONE:</p> <p>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.</p> <p>The cone's form clearly expresses its volcanic 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.</p> <p>CUMULATIVE VALUE:</p> <p>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.</p> <p>OTHER VALUES:</p> <p>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.</p> <p>DETRACTORS:</p> <p>Lake Rd's power poles and lines detract from this view's qualities to a limited degree.</p>	<p>SINGLE POINT</p> <p>VIEWING DISTANCE TO CONE: 3.3kms</p>	<p>ROAD CORRIDORS:</p> <p>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:</p> <ul style="list-style-type: none"> 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). <p>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.</p> <p>As a result, it caters for a large and diverse, sub-regional audience of motorists, bus users, cyclists and pedestrians.</p>	<p>V01 is a critical introductory view to Mt Victoria and the start of a sequence that reveals its cultural and natural heritage characteristics.</p> <p>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.</p>
						EVALUATION:	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)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
V02	Lake Rd:	NATURAL HERITAGE: 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 th 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 volcanic quality, while nearby North Head – with its headland profile and entrenched fortifications – helps to reinforce the volcanic 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 volcanic field / network.	INDIVIDUAL FEATURE CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	INDIVIDUAL CONE: The second in the sequence of views to Mt Victoria / Takarunga aligned with Lake Rd, V02 starts on a ridge high-point that coincides with the strategically important intersection with Bayswater Ave and Williamson Ave. As traffic heading towards Devonport stops at this intersection or traverses it, the maunga sits centrally within the view down Lake Rd. As with V01, its convex profile – fronted by open, slightly striated, slopes – emerges as THE central feature at the end of the road corridor. Again, the distinctive signal station atop its summit is also prominent, helping to affirm the cone's landmark role within this road view, while the maunga's visual primacy is accentuated by both the road axis leading towards Devonport and the contrast of its open, grassed, slopes with the roadway and mixed – commercial / residential – development surrounding V02's origin point. As with V01, this view displays Mt Victoria at the 'end' of the Lake Rd journey. Similar to V01, the cone's form clearly expresses its volcanic heritage, while the signal station marks its significance in relation to European occupation of Devonport and reflects a symbolic association with both the nearby Naval Base and maritime use of the Waitemata Harbour. CUMULATIVE VALUE: Together with Views V01 and V03 – located nears intersections with Clifton Rd and Aramoana Ave, respectively – V02 contributes to 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. The resulting 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. V02 is an important link in this 'chain'. OTHER VALUES: 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. DETRACTORS: The McDonalds outlet next to the intersection and the traffic lights within it detract from this view's qualities to a limited degree.	SINGLE POINT VIEWING DISTANCE TO CONE: 2.2kms	ROAD CORRIDORS: 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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). 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.	V02 is an important 'lynch-pin' in the sequence of introductory views to Mt Victoria from Lake Rd. It helps to affirm the role of the cone as a key landmark that the alignment of Lake Rd clearly articulates and reinforces. Sitting at the end of a key arterial route, this view highlights Mt Victoria's significance in relation to Devonport's landscape and visual signature.
	At the intersection with Bayswater Ave and Williamson Ave						
						EVALUATION:	REGIONALLY SIGNIFICANT



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)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
V03	Lake Rd:	NATURAL HERITAGE: 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 th 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 volcanic quality, while nearby North Head – with its headland profile and entrenched fortifications – helps to reinforce the volcanic 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 volcanic field / network.	INDIVIDUAL FEATURE CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	INDIVIDUAL CONE: V03 is the third in the sequence of views to Mt Victoria / Takarunga aligned with Lake Rd. It starts just below a ridge high-point and captures the view through a cutting in the south side of that ridge – near Aramoana Ave – towards the maunga. As traffic descends towards the Waitemata Golf Course and Lake Rd's War Memorial Avenue, the roadside walling and road corridor focus directly on Mt Victoria. As with V01 and V02, its convex profile – fronted by open, slightly striated, slopes – emerges as THE central feature at the end of the road corridor. Again, the distinctive signal station atop its summit is also prominent, helping to affirm the cone's landmark role within this road view, while the maunga's visual primacy is accentuated by both the pohutukawa-lined road axis leading towards its base and its dominance of the visible skyline. As with V01 and V02, this view displays Mt Victoria at the terminus of the Lake Rd journey. Similar to V01 and V02, the cone's form clearly expresses its volcanic heritage, while the signal station marks its significance in relation to European occupation of Devonport and reflects a symbolic association with both the nearby Naval Base and maritime use of the Waitemata Harbour. Some of the terracing and pits associated with Maori occupation of the maunga also start to become slightly more apparent.	SINGLE POINT VIEWING DISTANCE TO CONE: 1.5kms	ROAD CORRIDORS: Lake Rd is described by Auckland Transport as a Primary Arterial Route (approximately 12,000 vehicle movements south bound per day to September 2015) whose main functions are to: <ul style="list-style-type: none">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). 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.	V03 is the culmination of the sequence of views to Lake Rd, all of which afford a critical introductory view to Mt Victoria. It reveals the cone as a key landmark that the alignment of Lake Rd – in the vicinity of Aramoana Ave – clearly articulates and reinforces. As with V01 and V02, this view highlights the cone's importance to the landscape and visual signature of Devonport for a wide range of road users, including tourists and visitors to Auckland.
	Near the intersection with Aramoana Ave	CUMULATIVE VALUE: Together with Views V01 and V02 – located nears intersections with Clifton Rd and Bayswater Ave, respectively – V03 contributes to 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. The resulting 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. OTHER VALUES: 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. DETRACTORS: The road-side power poles and lines detract from this view's qualities to a limited degree.					
EVALUATION:						REGIONALLY SIGNIFICANT	



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:	NATURAL HERITAGE: 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	INDIVIDUAL CONE: 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 volcanic ridges and slopes extending northwards are concealed by roadside planting, its volcanic 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. 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. The cone's form clearly expresses its volcanic heritage. CUMULATIVE VALUE: 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. 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. OTHERVALUES: 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. DETRACTORS: Vegetation both sides of the road corridor, but more especially down its northern side, restricts views to the cone as a whole.	SINGLE POINT VIEWING DISTANCE TO CONE: 2.2kms	ROAD CORRIDORS: 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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). 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.	W01 is the first of three views from the Ellerslie Panmure Highway that reveal the volcanic 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						
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:	NATURAL HERITAGE: 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	INDIVIDUAL CONE: 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	ROAD CORRIDORS: 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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). 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 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	CULTURAL HERITAGE: 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.		CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE		CUMULATIVE VALUE: 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.		VIEWING DISTANCE TO CONE: 1.9kms
				OTHER VALUES: 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 volcanic 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.		OTHER VALUES: 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.		DETRACTORS: A mature macrocarpa directly in front of the cone, together with vegetation down both sides of the road corridor, limit views to the cone currently.
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:	NATURAL HERITAGE: 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	INDIVIDUAL CONE: 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 volcanic 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.	SINGLE POINT	ROAD CORRIDORS: 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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). 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 volcanic 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	CULTURAL HERITAGE: 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.	CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	CUMULATIVE VALUE: 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. OTHER VALUES: 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. DETRACTORS: Vegetation within private properties down the northern side of the road corridor restricts views to the maunga's lower slopes.			
EVALUATION:						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>NATURAL HERITAGE:</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>CULTURAL HERITAGE:</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>OTHERVALUES:</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 volcanic 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>INDIVIDUAL FEATURE</p> <p>CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE</p>	<p>INDIVIDUAL CONE:</p> <p>When approaching Panmure from the Southern Motorway (SH1) or Sylvia Park, the axis of Mt Wellington Highway is aligned directly on the volcanic 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 volcanic 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 volcanic 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>CUMULATIVE VALUE:</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>OTHERVALUES:</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>DETRACTORS:</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>SINGLE POINT</p> <p>VIEWING DISTANCE TO CONE: 1.7kms</p>	<p>ROAD CORRIDORS:</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"> 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). <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:	NATURAL HERITAGE: 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. CULTURAL HERITAGE: 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. OTHERVALUES: 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 volcanic 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.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: 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. CUMULATIVE VALUE: 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 it 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 volcanic remnant and a cultural / heritage 'statement'. OTHERVALUES: 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. DETRACTORS: 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 volcanic nature of the cone somewhat and restrict views to its left-hand (western) flanks.	SINGLE POINT	ROAD CORRIDORS: 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">For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). 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.	VIEWING DISTANCE TO CONE: 0.5kms	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 volcanic / 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		CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE					
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:	NATURAL HERITAGE: 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	INDIVIDUAL CONE: 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.	SINGLE POINT	OTHER VANTAGE POINTS: 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	CULTURAL HERITAGE: 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. OTHER VALUES: 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 volcanic 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 – OTHER VOLCANIC FEATURES	CUMULATIVE VALUES: In the past, the W06 view displayed the interplay between two of eastern Auckland's most visible and dramatic volcanic 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. DETRACTORS: 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.	VIEWING DISTANCE TO CONE: 1.8kms		
					EVALUATION:		REGIONALLY SIGNIFICANT



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:	<p>NATURAL HERITAGE:</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>CULTURAL HERITAGE:</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>OTHER VALUES:</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 volcanic 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>INDIVIDUAL CONE:</p> <p>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 more so 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.</p> <p>Mt Wellington's conical, flat-topped profile – very redolent of volcanic 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.</p> <p>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').</p> <p>CUMULATIVE VALUES:</p> <p>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 volcanic 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.</p> <p>OTHER VALUES:</p> <p>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.</p> <p>DETRACTORS:</p> <p>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.</p>	SINGLE POINT	<p>ROAD CORRIDORS:</p> <p>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:</p> <ul style="list-style-type: none"> 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). <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>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.</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>	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 volcanic 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		CUMULATIVE VALUE – OTHER VOLCANIC FEATURES		VIEWING DISTANCE TO CONE: 0.8kms		
EVALUATION:						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:	NATURAL HERITAGE: 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	INDIVIDUAL CONE: 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. 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.	LINEAR VIEWPOINT	RECREATIONAL FOCAL POINTS: 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. 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.	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	CUMULATIVE VALUE – MULTIPLE CONES	CUMULATIVE VALUE: Viewed from the eastern side of the Tamaki River and estuary, Mt Wellington is seen in conjunction with One Tree Hill, although its gentle conical profile – both accentuated and pinpointed by the Logan Campbell memorial – is remote and visually subdued in comparison with Mt Wellington. As a result, it tends to make a rather solitary visual statement that is subtly reinforced by the connection with One Tree Hill. Views from W12 also reveal Rangitoto beyond the mouth of the Tamaki River. Although Rangitoto has a quite different physical profile, character and scale – compared with Mt Wellington – the two still serve to reinforce the broad reach of Auckland's volcanic field and the way in which it has shaped so much of Auckland's landscape and identity. OTHER VALUES: Although Mt Wellington retains a strong association with suburban Panmure and Mt Wellington, it is also important in terms of the identity of the Tamaki River landscape. Moreover, the connection between the maunga and river is also symbolic of the past use of both the cone and alluvial plains closer to the river for Maori habitation, gardening and food gathering.	VIEWING DISTANCE TO CONE: 5.5kms			
	EVALUATION:						



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>NATURAL HERITAGE:</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>CULTURAL HERITAGE:</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>OTHERVALUES:</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 volcanic 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>INDIVIDUAL CONE:</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 volcanic 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>OTHERVALUES:</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>DETRACTORS:</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>ROAD CORRIDORS:</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"> For 'Through Traffic' to provide movement within the district between key nodes; and In terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities. <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 volcanic 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)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W18	College Rd:	NATURAL HERITAGE: 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	INDIVIDUAL CONE: As motorists, cyclists and pedestrians travel down College Rd towards the Stonefields subdivision, and pass Merton Rd, an outstanding view of Mt Wellington / Maungarei suddenly opens up. The entire profile of the cone, together with a close-up view of its terrain – from the summit and main explosion crater down to the edge of the Stonefields subdivision – is exposed to road users. In addition, the historic earthworks, terracing and pits associated with Maori use and habitation of the cone is visible, etched into the open pasture that covers most of its surface. Mt Wellington / Maungarei dominates the entire horizon and outlook from this linear vantage point, but it is the detail revealed by W18 that almost forensically outlines both the geomorphology of the cone and its cultural history. Consequently, W18 is a rare view that combines the visual articulation and expression of one of Auckland's most important volcanic cones with layers of information and visual cues that inform about its natural history and cultural dimensions. The fact that Mt Wellington is mostly covered by little more than grass in views from the north helps to emphasise its topography and the related details that pertain to both its formation and occupation by iwi.	LINEAR VIEWPOINT	ROAD CORRIDORS: 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">For 'Through Traffic' to provide movement within the district between key nodes; andIn terms of 'Network Connectivity' to connect major nodes within an area and serve adjacent key activities.	W18 captures a dramatic, and highly significant, view of Mt Wellington that fully reveals its layers of both natural and Maori history. It is also highly informative and educational – far moreso than Auckland's other cone views – but it also emphasises the importance of Mt Wellington as both a landmark and symbol of the suburban areas that lie close to it.
	South of the intersection with Merton Rd	CULTURAL HERITAGE: 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.	CUMULATIVE VALUE – MULTIPLE CONES	VIEWING DISTANCE TO CONE: 1.6kms	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.		
		OTHER VALUES: 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 volcanic 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: As road users approach the Merton Rd roundabout from the north, a view of One Tree Hill also emerges to the right of the intersection. Although One Tree Hill is much more distant than Mt Wellington (rearing up in the immediate foreground to middle distance) it still contributes to the sense of a volcanic field that permeates much of Auckland's Isthmus landscape.			
				OTHER VALUES: The view from College Rd to Mt Wellington is truly iconic. It is highly important in terms of the character and identity of the area around College and Merton Roads, including the nearby Stonefields subdivision. It makes a singular and dramatic statement about 'arrival' in the suburban area around Mt Wellington from the north and is a dramatic point of reference in the wider east Auckland landscape.			
				DETRACTORS: Street trees down College Rd, together with railings next to the Merton Rd sports fields and temporary structures within that complex, intrude somewhat into W18, but are not sufficient to detract from its integrity and value.			
EVALUATION:							REGIONALLY SIGNIFICANT



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)

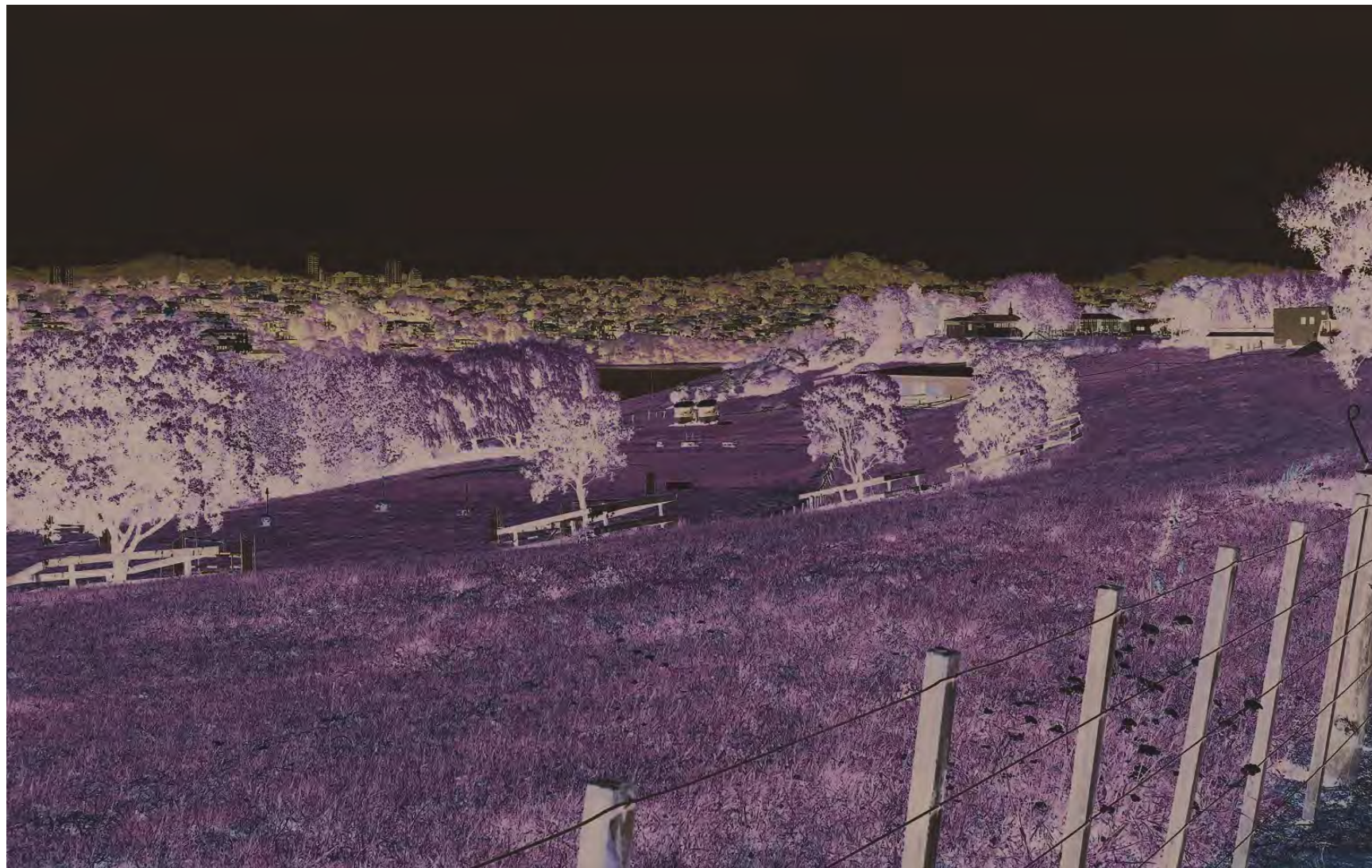
		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W19	Kepa Rd: From east of Kurahaupo St to the intersection with Kupe St	NATURAL HERITAGE: Although standing somewhat apart from central Auckland and, in some respects, less well known than cones 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 CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: The very distinctive volcanic 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. 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 volcanic 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.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 3.8kms	ROAD CORRIDORS: 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: <ul style="list-style-type: none"> 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 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. As a result, it exposes Mt Wellington to a regionally significant audience of motorists, bus users, cyclists and pedestrians.	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 volcanic 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 volcanic heritage.
		CULTURAL HERITAGE: 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.	CUMULATIVE VALUE: 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 volcanic features. Indeed, the proliferation of views to volcanic 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 volcanic remnants close to the eastern side of the central city. 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.	OTHER VALUES: As a result, W19 also contributes to the concept of a volcanic field or network, the identity of nearby suburbs – Remuera and Orakei especially – and the city as a whole.		DETRACTORS: 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.	

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:	NATURAL HERITAGE: 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	INDIVIDUAL CONE: 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, volcanic 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	ROAD CORRIDORS: 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">For 'Through Traffic', intended to carry predominantly through traffic (but many also serve adjacent activities); andIn terms of 'Network Connectivity', connect regions with other regions and connects areas within a region.	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	CULTURAL HERITAGE: 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.		CUMULATIVE VALUE: 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.		VIEWING DISTANCE TO CONE: 2.2kms	
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 volcanic 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 volcanic cone / crater / feature profile – differentiating them from the terrain and other non-volcanic 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.

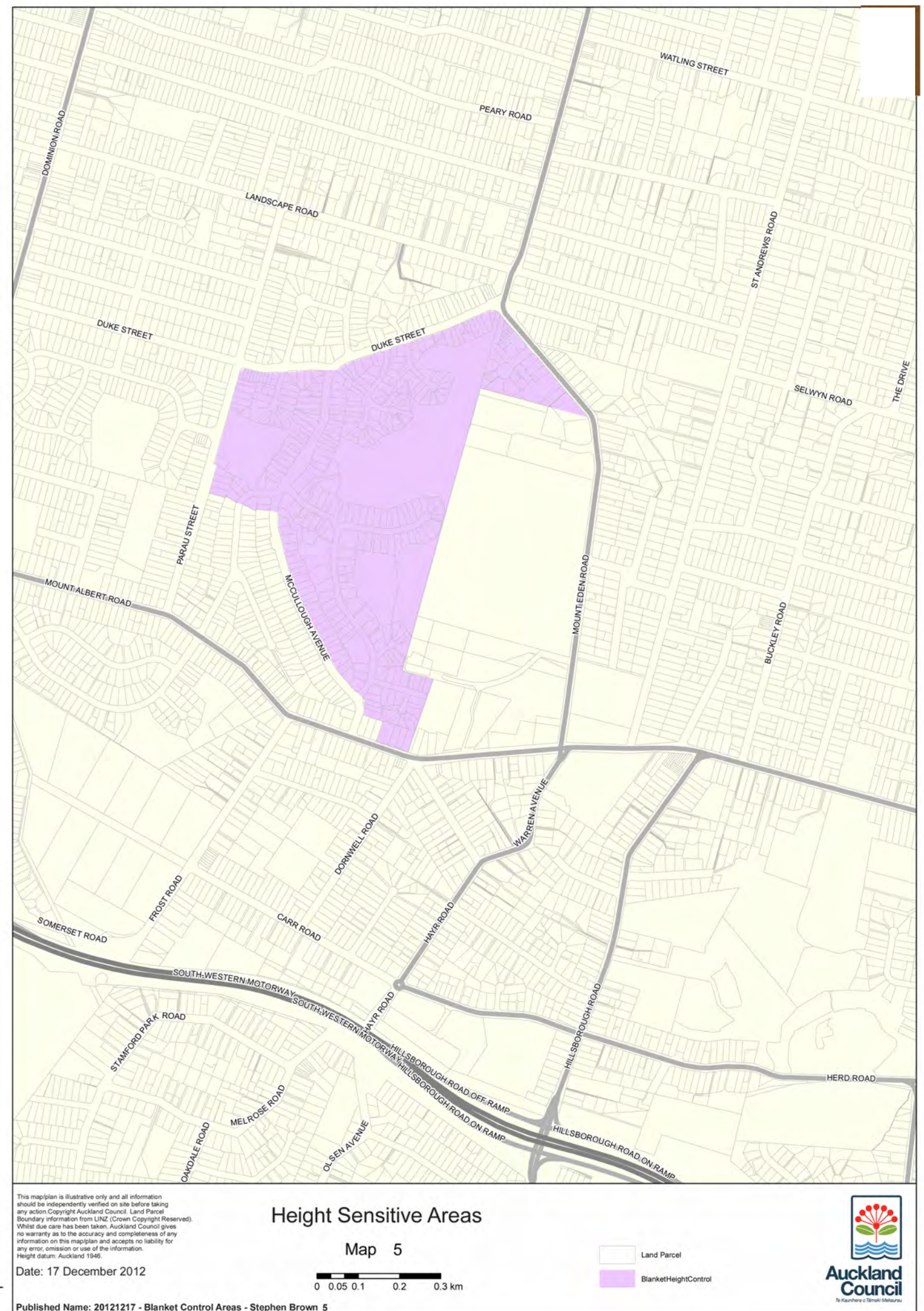
Individual volcanoes / cones have different topography and profiles: some are more visually expressive and enjoy more presence in relation to Auckland's wider metropolitan area and community, whereas others are more subtle, with greater importance attached to local views and their role as a local feature 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 volcanic '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 volcanic 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 volcanic cone / crater / feature profile – differentiating them from the terrain and other non-volcanic 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.

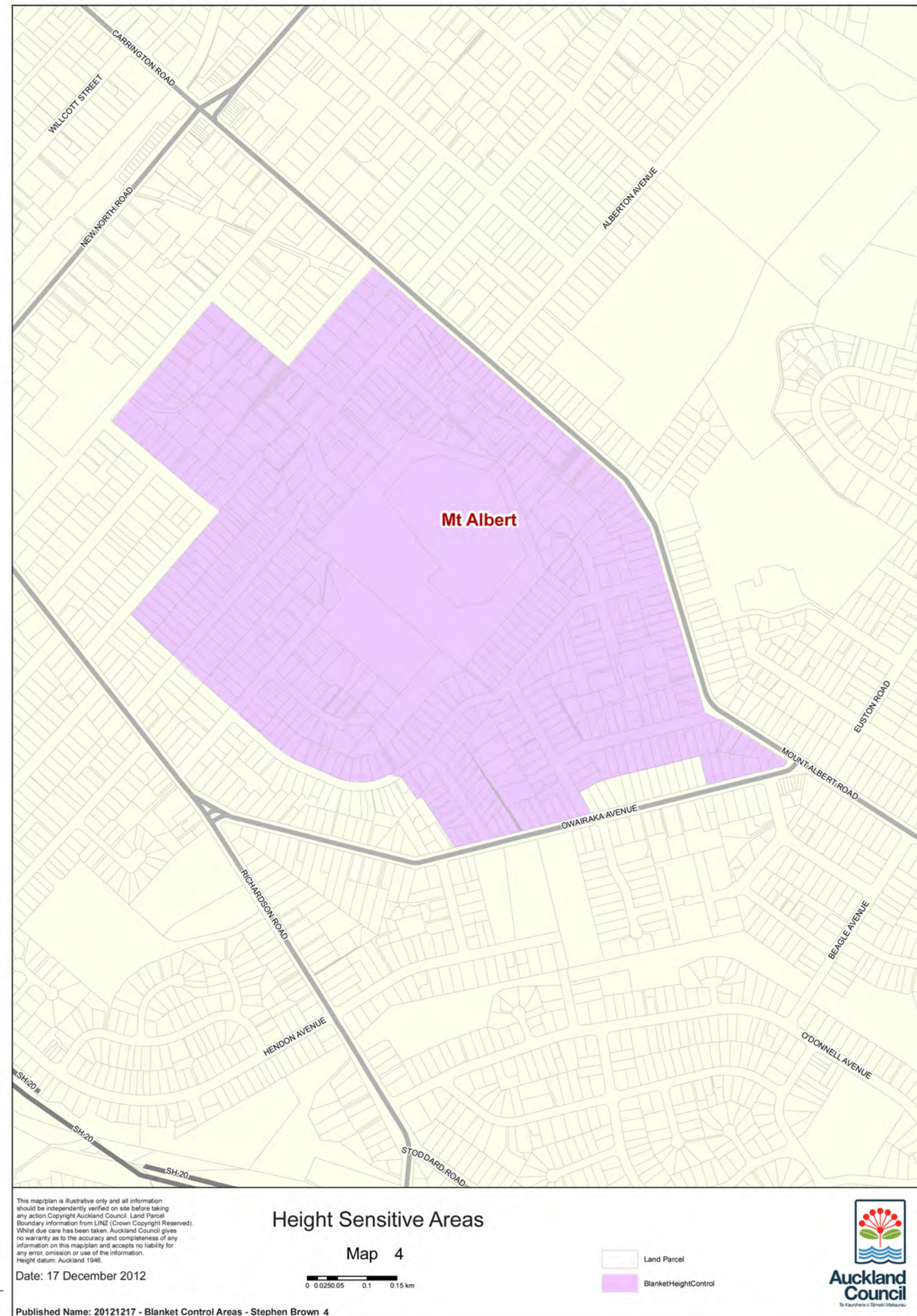
Individual volcanoes / cones have different topography and profiles: some are more visually expressive and enjoy more presence in relation to Auckland's wider metropolitan area and community, whereas others are more subtle, with greater importance attached to local views and their role as a local feature 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 volcanic '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 volcanic 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 volcanic cone / crater / feature profile – differentiating them from the terrain and other non-volcanic 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.

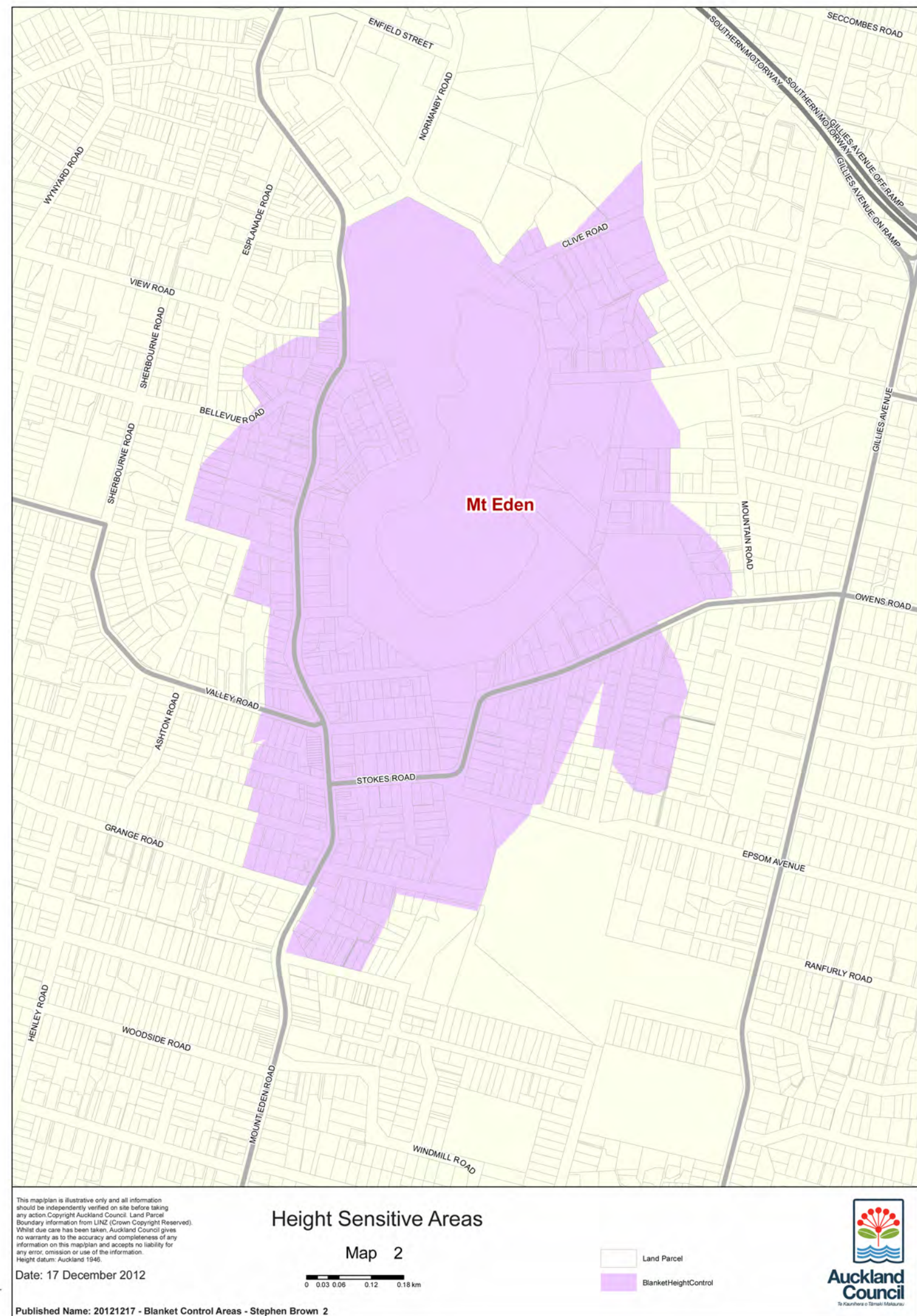
Individual volcanoes / cones have different topography and profiles: some are more visually expressive and enjoy more presence in relation to Auckland's wider metropolitan area and community, whereas others are more subtle, with greater importance attached to local views and their role as a local feature 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 volcanic '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 volcanic 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

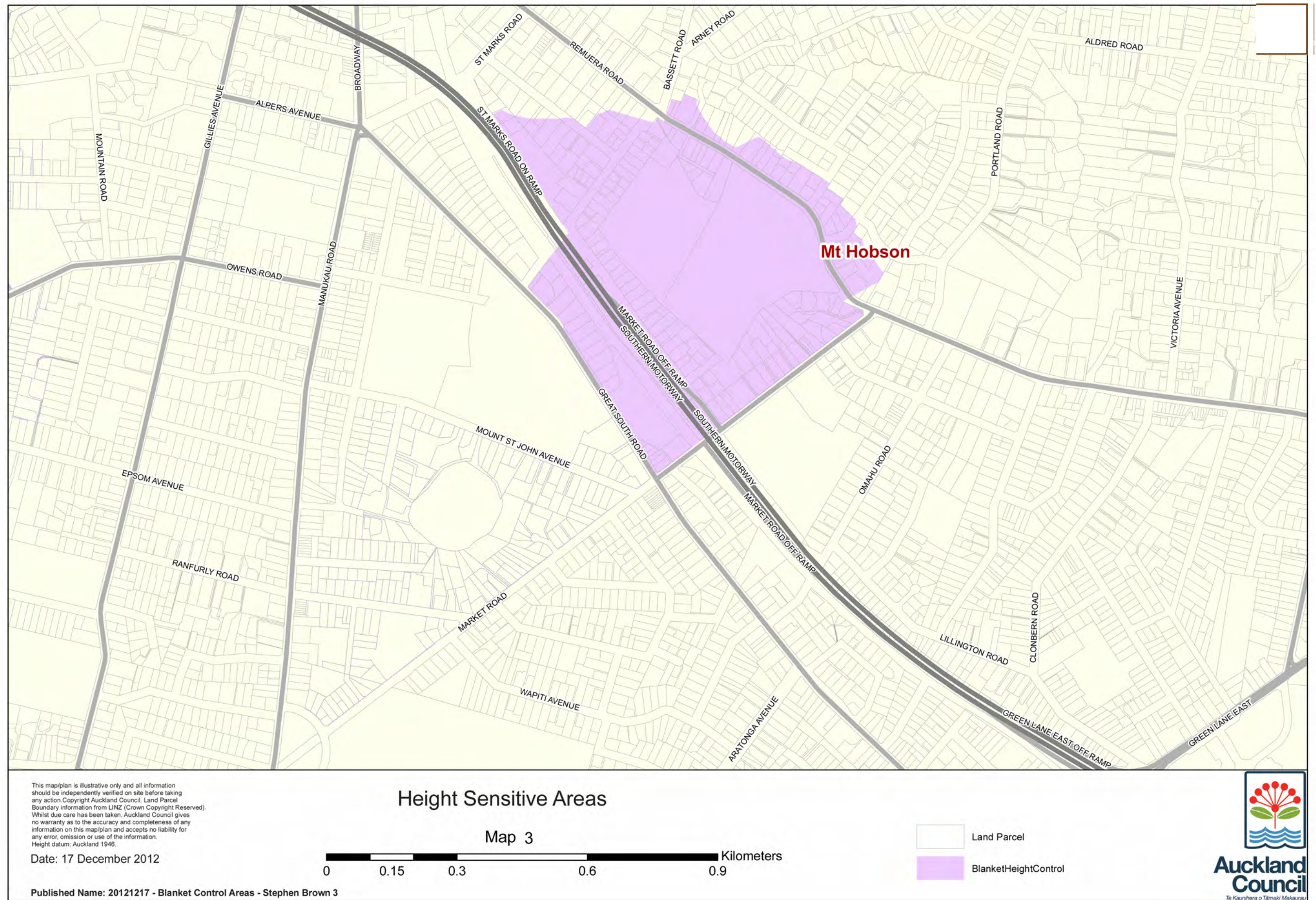
Each of Auckland's volcanic cones has been analysed and evaluated to determine:

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- 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 volcanic '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

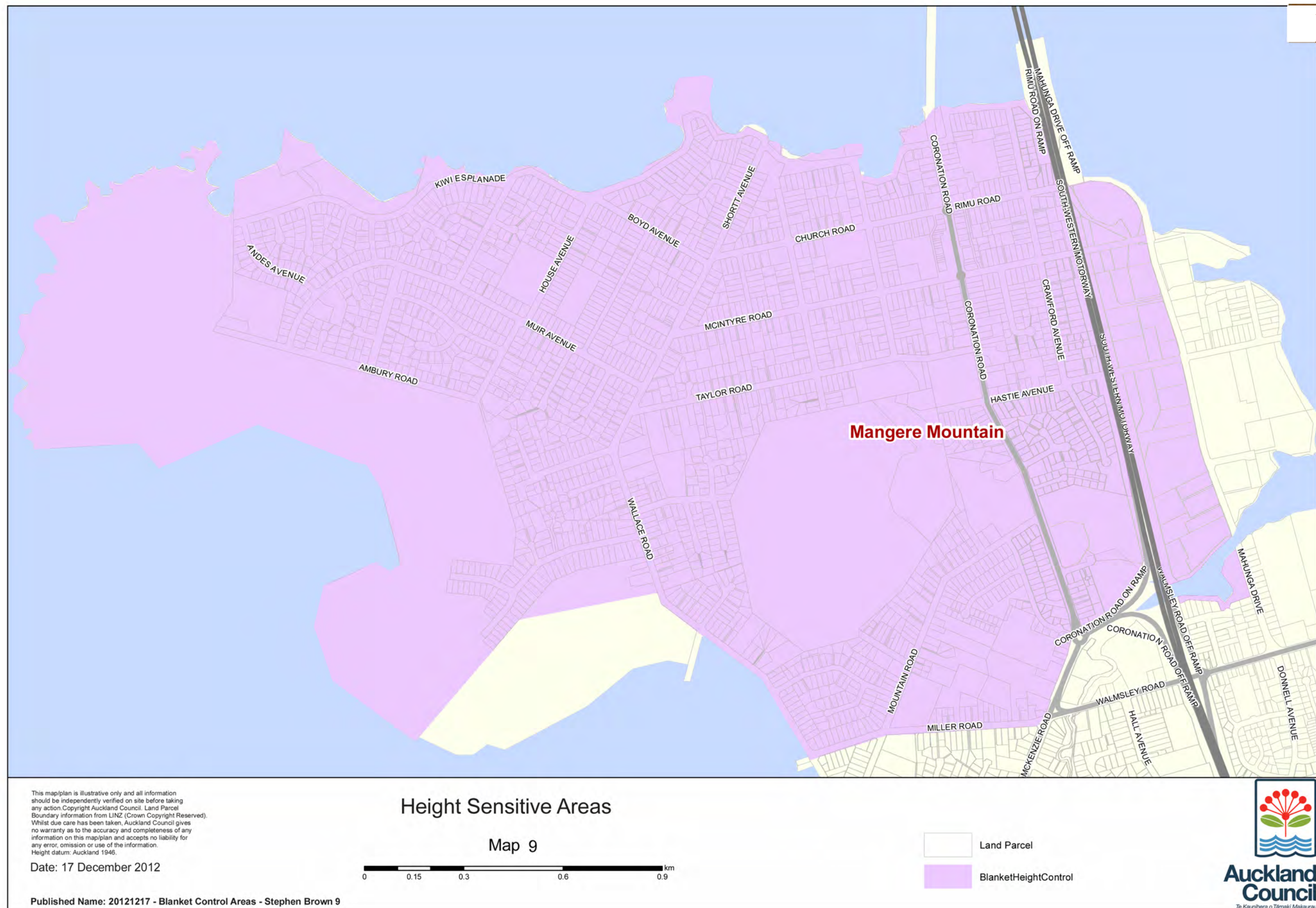
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Individual volcanoes / cones have different topography and profiles: some are more visually expressive and enjoy more presence in relation to Auckland's wider metropolitan area and community, whereas others are more subtle, with greater importance 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 volcanic '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

Each of Auckland's volcanic 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 volcanic cone / crater / feature profile – differentiating them from the terrain and other non-volcanic elements and features that surround them. These areas have been mapped.
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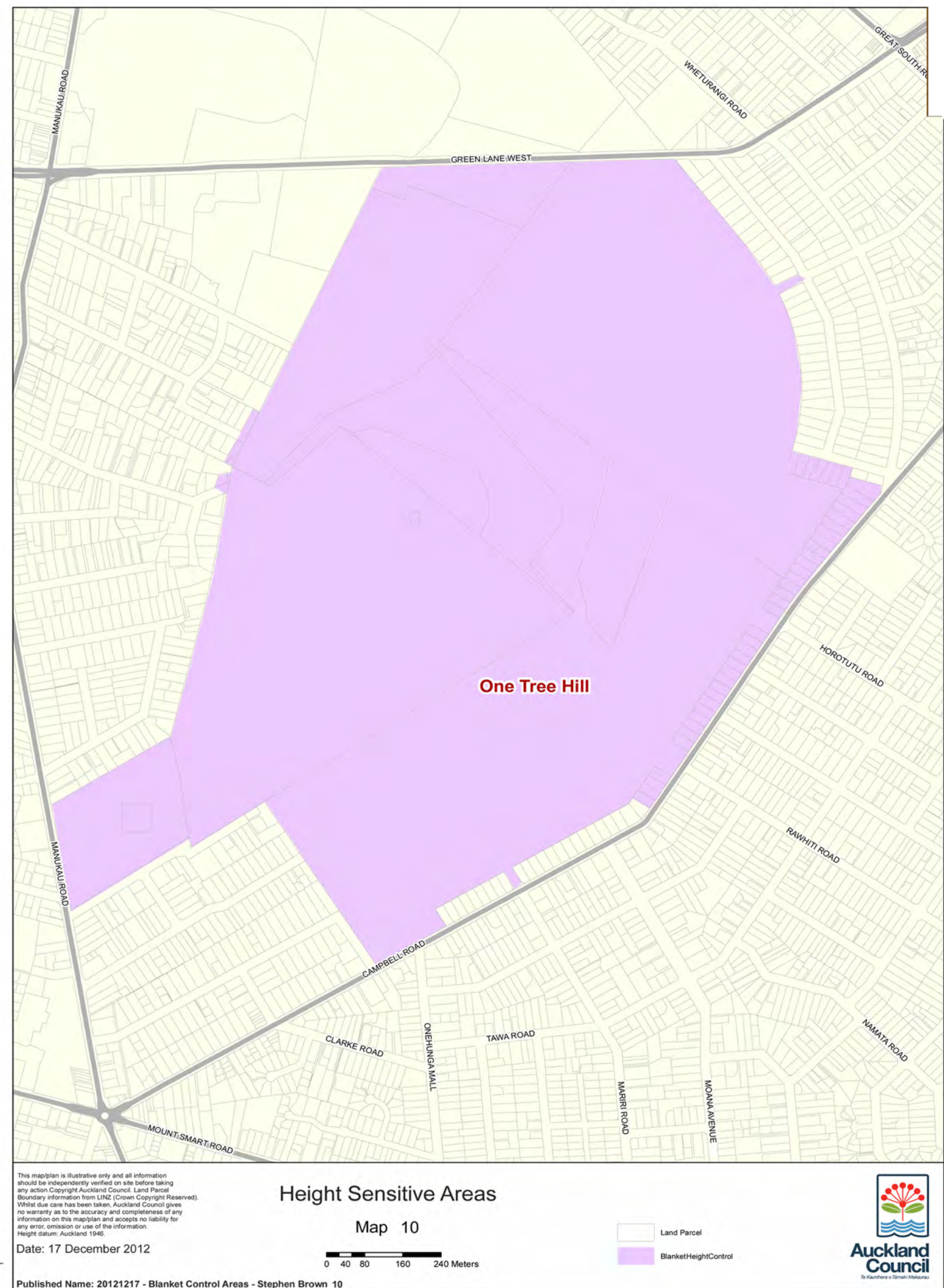
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DESCRIPTION

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

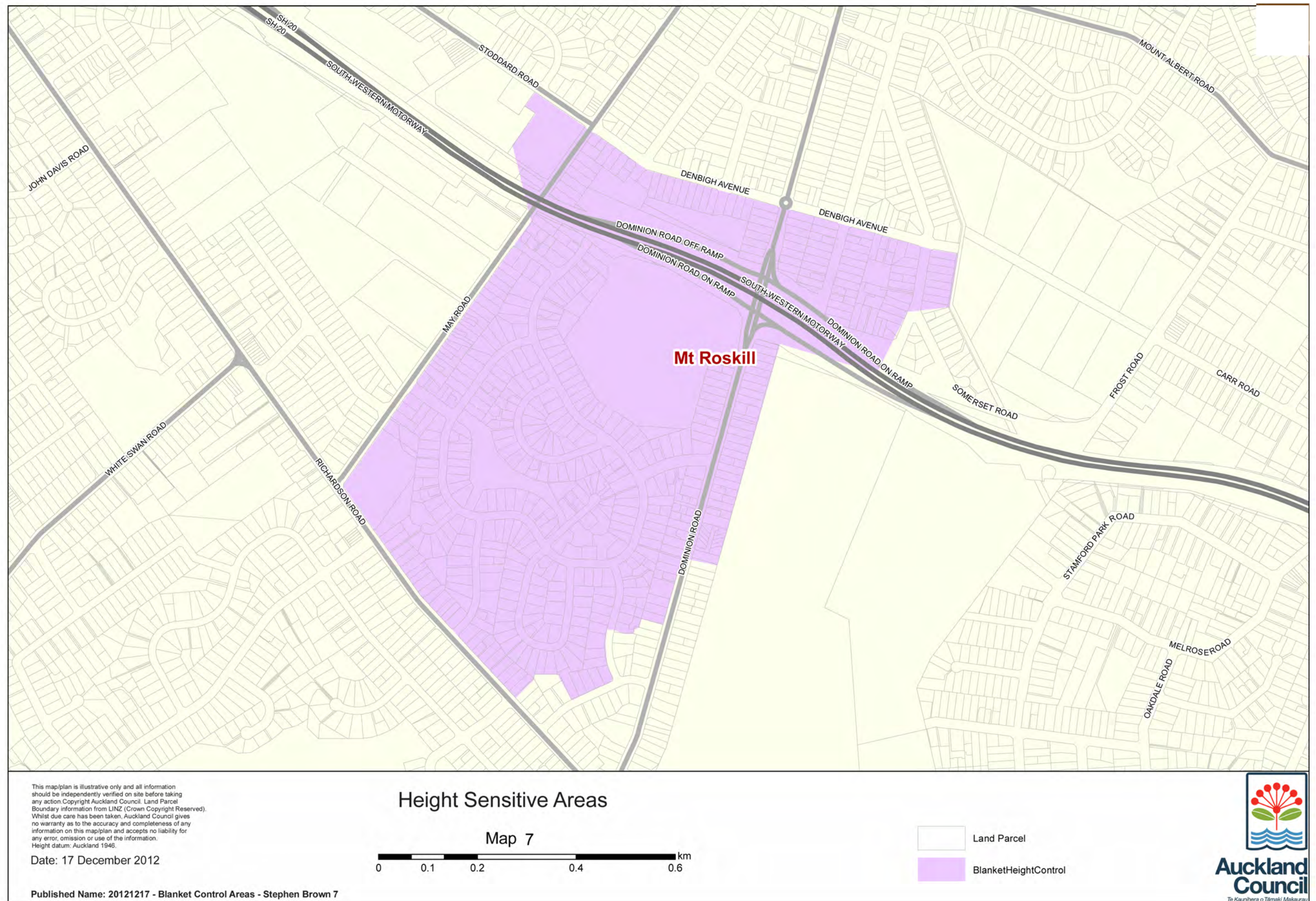
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DESCRIPTION

The only regionally significant view to Mt Roskill / Puketāpapa is proposed Volcanic 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

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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

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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 volcanic 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

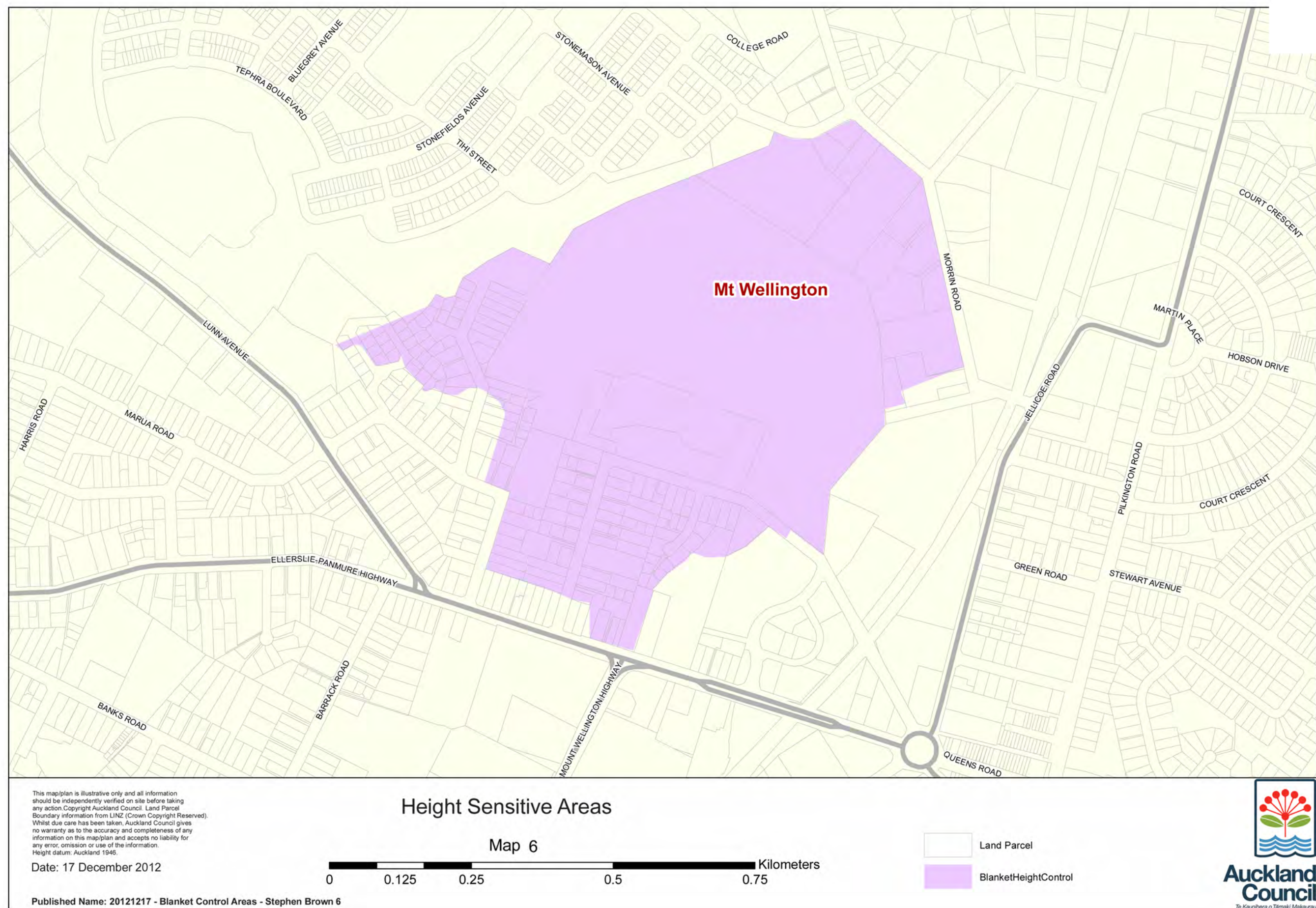
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DESCRIPTION

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



819.



820.

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



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



achievability reasonableness		s of MDRS and Policy 3 but does not protect the s6 matters	protect against development pressures associated with MDRS and Policy 3.	overly constrains development without directly relating to a QM value	viewshafts which can allow for significant additional development under the metric height of the viewshafts.	overly onerous in HSAs	intensification and s6 matters.	intensification and s6 matters.	issues between QM that may result in a loss of values.
Effectiveness: how successful a particular option is/will be in achieving the stated objective	Does not achieve objectives	Achieves MDRS Ob 2 but not MDRS Ob 1 or NPS UD Ob 1	Achieves NPS UD Ob 1 and MDRS Ob 1 and 2 to a medium extent	Achieves NPS UD Ob 1 and MDRS Ob 1 to a medium extent but not MDRS Ob 2	Achieves NPS UD Ob 1 and MDRS Ob 1 to a low extent but not MDRS Ob 2	Achieves NPS UD Ob 1 and MDRS Ob 1 and MDRS Ob 2 to a low extent	Achieves NPS UD Ob 1 and MDRS Ob 1 to a High extent and MDRS Ob 2 to a medium extent	Achieves NPS UD Ob 1 and MDRS Ob 1 to a High extent and MDRS Ob 2 to a medium extent. Is Best way to achieve the Objectives.	May consequently achieve NPS UD Ob 1 and MDRS Ob 1 but not MDRS Ob 2.
Efficiency Do the benefits will outweigh the costs, either immediately or over time	N/A	The benefits of intensification are not balanced against the need to protect section 6 matters.	The intensification benefits are tempered by the s6 matters to provide for a WFUE	The intensification benefits are tempered by the s6 matters to provide for a WFUE	The intensification benefits are tempered by the s6 matters to provide for a WFUE	The intensification benefits are tempered by the s6 matters to provide for a WFUE	The intensification benefits are tempered by the s6 matters to provide for a WFUE	The intensification benefits are tempered by the s6 matters to provide for a WFUE	There may be consequential benefits but the certainty of their outcomes is lost if the plan is not specific what outcome is sought

Costs of applying the option – broader social, economic, environmental and cultural	N/A	Significant loss of values associated with the QM	Protects to a medium extent the values associated with the QM but does not consider the additional development pressures from MDRS and Policy 3.	Protects to a high extent the values associated with the QM but overstates the need to protect against the additional development pressures from MDRS and Policy 3.	Protects to a high extent the values associated with the QM but overstates the need to protect against the additional development pressures from MDRS and Policy 3.	Protects to a high extent the values associated with the QM but overstates the need to protect against the additional development pressures from MDRS and Policy 3.	Protects to a high extent the values associated with the QM and considers the additional development pressures from MDRS and Policy 3.	Protects to a high extent the values associated with the QM and considers the additional development pressures from MDRS and Policy 3.	Protects to a low extent the values associated with the QM because it conflates QM outcomes.
Costs of applying option – housing supply / capacity	N/A	Enables significant additional development capacity	Enables more development capacity than operative plan but not as much as option 2	Enables more development capacity than operative plan but not as much as option 3	Least amount of development capacity enabled	Enables slightly more development capacity than option 3	Enables significantly more development capacity than operative, and more than options 3-6 but relies on a consent regime.	Enables significantly more development capacity than operative, and more than options 3-6 but relies on a consent regime.	Constrains development for other QM reasons.
Benefits	N/A	Significant increase in housing caused by increases in height in	Medium increase in housing Medium protection	Medium increase in housing	Medium increase in housing	Medium increase in housing	Medium increase in housing	Medium increase in housing	Unclear benefits as reliance on other QM required

		walkable catchments and density in MDRS areas.	for QM values	High protection in HSAs	High protection in HSAs	High protection in HSAs	High protection for HSA	High protection for HSA	
Risks		Significant loss of QM values.	Potential loss of QM values due to development pressures	Over protection in HSAs	Over protection in viewshafts and HSAs	Over protection in HSAs	Balanced protection but more difficult for plan users to understand	Best option to achieve QM protection and ease of use for plan readers.	Significant risk of confusion for plan users resulting in loss of values.