Appendix 1 Structure plan guidelines

This appendix forms part of the regional policy statement **[rps]**.

1.1. Introduction

Structure plans are an important method for establishing the pattern of land use and the transport and services network within a defined area. They can provide a detailed examination of the opportunities and constraints relating to the land including its suitability for various activities, infrastructure provision, geotechnical issues and natural hazards. They should identify, investigate and address the potential effects of urbanisation and development on natural and physical resources in the structure plan area and in neighbouring areas, particularly those that have been scheduled in the Unitary Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character. They should then explain how the proposal will give effect to the regional policy statement and how any adverse effects of land use and development are to be avoided, remedied or mitigated by proposed plan provisions.

This will ensure that all the effects of development are addressed in advance of development occurring. A structure plan is an appropriate foundation for the plan change process required to rezone land.

This appendix sets out the following:

(1) structure planning in the context of the plan change process;

(2) external documents to be taken into account;

(3) matters that the structure plan must identify, investigate and address; and

(4) specialist documents to support the structure plan as part of the plan change process.

1.2. Structure planning in the context of the plan change process

The regional policy statement promotes the preparation of structure plans as a precursor to plan changes and to support any of the following:

(1) identifying greenfield land suitable for urbanisation;

(2) rezoning of existing urban areas for more intensive uses or for comprehensive redevelopment;

(3) rezoning of Future Urban Zone land for urbanisation; and

(4) establishing new or significantly expanding existing rural and coastal towns and villages.

Structure plans guide future development and redevelopment. The level of analysis required needs to be appropriate to the type and scale of development. Refer to the objectives and policies in the regional policy statement B2 Urban growth.

1.3. External documents to be taken into account

When preparing structure plans, the external documents in the following list are to be considered where appropriate.

(1) Auckland Plan including the directions of the Auckland Plan to be considered as an integrated whole, Auckland's High-Level Development Strategy (refer to section D of the Auckland Plan), and any sub-regional analyses prepared by the Auckland Council.

(2) National policy statements and national environmental standards including but not limited to the New Zealand Coastal Policy Statement, the National Policy Statement for Freshwater Management and the National Environmental Standards for Electricity Transmission Activities.

(3) This Plan, in particular the regional policy statement.

(4) Auckland Council's 10-year budget (the long-term plan) and implementation programmes.

(5) Local board plans and area plans.

(6) Existing integrated catchment management plans and associated network discharge consents.

(7) Strategies, plans, codes of practice or programmes of economic, environmental, social and cultural infrastructure providers, with particular regard to the Regional Land Transport Plan, Auckland Transport's Integrated Transport Programme and Watercare's Asset Management Plan.

(8) Iwi planning documents.

(9) Treaty settlement legislation.

(10) Auckland Council's Parks and Open Space Strategy Action Plan.

(11) Auckland Council's Auckland Design Manual.

(12) Auckland Council's Code of Practice for Land Development and Subdivision.

1.4. Matters to identify, investigate and address

A structure plan is to identify, investigate and address the matters set out below.

1.4.1. Urban growth

(1) The future supply and projected demand for residential and business land in the structure plan areas to achieve an appropriate capacity to meet the sub-regional growth projections in the Auckland Plan adopted under the Local Government (Auckland Council) Act 2009.

(2) The phases and timing for the staged release of greenfield land or the staged conversion of land within the existing urban area to a more intensive

activity for urban development or for comprehensive redevelopment, in coordination with infrastructure.

(3) The location, type and form of the urban edge, its appropriateness to the structure plan area and the surrounding area and how transitions between the area to be urbanised and other areas with different activities, building types and densities or levels of intensity are to be managed.

(4) Linkages and integration with existing urban-zoned and/or rural-zoned land adjoining the structure plan area through careful edge or boundary treatment.

(5) Opportunities to improve access to landlocked parcels, including Māori land.

1.4.2. Natural resources

(1) The protection, maintenance and enhancement of natural resources, particularly those that have been scheduled in the Unitary Plan in relation to Mana Whenua, natural resources, and the coastal environment.

(2) Demonstrate how proposed subdivision, use, and development will protect, maintain and enhance the values of the resources identified in 1.4.2(1) above.

(3) The integration of green networks (such as freshwater and coastal water systems, and ecological corridors) with open space and pedestrian and cycle networks, showing how they reflect the underlying natural character values and provide opportunities for environmental restoration and biodiversity.

(4) Measures to manage natural hazards and contamination.

(5) The location of mineral resources and how access to regionally significant extractable deposits is to be managed.

1.4.3. Natural and built heritage

(1) The existence of natural and physical resources that have been scheduled in the Unitary Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character.

1.4.4. Use and activity

(1) Contribution to a compact urban form and the efficient use of land in conjunction with existing urban areas to give effect to the regional policy statement.

(2) The adoption of standard Unitary Plan methods and provisions where possible to ensure a consistent approach across the region by all of the following:

(a) seeking to avoid the introduction of additional zones;

(b) recognising the values of natural heritage, Mana Whenua, natural resources, coastal, historic heritage and special character through identification of sites or places to be scheduled and the use of existing overlays in the Plan; and

(c) recognising specific place-based provisions through the use of precincts.

(3) Establishment of new centres and the expansion of existing centres in ways that complement the hierarchy and network of existing centres. Centres should be located and designed to maximise access by walking, cycling and public transport.

(4) A mix of residential intensities sufficient to support the vitality of centres and communities and to provide housing and transport choice.

(5) A mix and distribution of land uses within the structure plan area to provide opportunities for business activities and employment, community facilities and open space close to where people live.

(6) The location and protection of infrastructure and management of reverse sensitivity effects on infrastructure from subdivision, use and development.

(7) The location and protection of use and development and management of reverse sensitivity effects on use and development.

1.4.5. Urban development

(1) A desirable urban form at the neighbourhood scale including all of the following:

(a) a layout providing pedestrian connectivity with a network of streets and block sizes which allow for a choice of routes, particularly near centres and public transport facilities;

(b) provision of a diversity of site sizes within blocks to enhance housing choice, accommodate local small-scale community facilities and where appropriate enable a range of business activity and mixed use;

(c) provision of open spaces which are highly visible from streets and of a scale and quality to meet identified community needs;

(d) appropriate transitions within and at the edge of the structure plan area between different land use activities, intensities and densities; and

(e) the application of an integrated stormwater management approach within developments to reduce impacts on the environment while enhancing urban amenity.

1.4.6. Transport networks

(1) Integration of land use and development with the local and strategic transport networks.

(2) Layout of the transport network and facilities in a manner that is safe, attractive, efficient, and resilient to hazards, well connected to local facilities and integrated with land uses, the surrounding area and the wider transport network.

(3) Support for transport and accessibility that is multi-modal and interconnected with an appropriate number and location of access points.

(4) Transport effects on land uses and the management of these effects.

1.4.7. Infrastructure

(1) The location and protection of existing and planned infrastructure, including network infrastructure corridors.

(2) The location, scale and capacity of existing and new infrastructure to serve the structure plan area.

(3) The location, scale and function of stormwater management facilities based on the principles of an integrated stormwater management approach, including the retention of natural water systems and the primary use of onsite flow and quality controls (and related impervious area limits) to manage stormwater runoff from proposed sites and roads.

(4) The location, scale, function and provision of community facilities, including educational, health, welfare and cultural facilities and open space to cater for the needs of communities in the structure plan area and neighbouring areas.

1.4.8. Feedback from stakeholders

(1) Feedback from landowners, infrastructure providers, council controlled organisations and communities gained through consultation during the structure planning process.

1.5. Specialist documents to support the structure plan and plan changes process

The scale and detail of the investigation and reporting required needs to be at a level appropriate to the scale of the area subject to the structure planning process and the complexity of the issues identified by the process. Reports may be required on the matters listed below to support the structure planning and plan change process.

(1) Land use:

(a) evaluation of the identified role of and principal objectives for the structure plan area in terms of land uses and amenity values;

(b) assessment against any relevant sub-regional spatial plan; and

(c) analysis of anticipated land use supply and demand informing the spatial allocation of areas for different activities, intensities and densities.

(2) Infrastructure:

(a) integrated catchment management plan - stormwater management plan, including network plans, updates to catchment or zone management plans and variations to existing or new network discharge consents, where relevant;

(b) integrated transport assessment;

(c) water and wastewater servicing plan; and

(d) other infrastructure plans.

(3) Impact on natural and cultural values:

(a) landscape assessment;

(b) assessment of effects on the cultural well-being of people and communities who have relationships with the area, including where appropriate mapping of local history and whakapapa;

(c) archaeological, historic heritage and special character assessment;

(d) natural heritage assessment; and

(e) freshwater and ecological assessment.

(4) Environmental risk:

(a) geotechnical assessment;

(b) land contamination and remediation assessment; and

(c) health impact assessment.

(5) Implementation:

(d) staging plan;

(e) funding plan;

(f) affordability assessment;

(g) neighbourhood design statement; and

(h) other documents depending on the characteristics of the land and water resources of the area.

Appendix 2 River and stream minimum flow and availability

All provisions in this appendix are regional plan **[rp]**.

Table 1 River and stream minimum flow and availability

River or stream	Minimum flow	Availability
Waitangi (as measured at Glenbrook Rd recording site)[1]	30 l/s	20 l/s May-January 10 l/s February-April
Upper Mauku (at Titi Rd site)[1]	52 l/s	35 l/s May-January 17.5 l/s February-April
Lower Mauku (at Patullo Rd recording site)[1]	50 l/s	50 l/s May-January 50 l/s February-April
Upper Whangamaire (as measured at Hunter Rd recording site)[1]	40 l/s	40 l/s
Whangamaire (at Glenbrook Rd site)[1]	55 l/s	55 l/s
Whangapouri (at Paerata Rd site)[1]	65 l/s	65 l/s
Whangapouri (at Blackbridge Rd site)[1]	100 l/s	100 l/s
Upper Ngakaroa (at 139b Mill Rd site)[1]	12 l/s	8 l/s May-January 4 l/s February-April
Lower Ngākaroa (at Runciman Rd site)[1]	48 l/s	32 l/s May-January 16 l/s February-April
Hingaia (at Great South Rd site)[1]	150 l/s	100 l/s May-January 50 l/s February-April
Waihoihoi (at Appleby Rd site)[1]	8.2 l/s	5.5 l/s May-January 2.75 l/s February-April
Tutaenui	Waikato Regional Plan continues to apply pursuant to section 81(1) of the Resource Management Act 1991	

Mahurangi (at 6 Brown Rd site)	35 l/s	-
Wairoa (as measured at Tourist Rd recording site)	340 l/s	-
Puhinui (at 356 Puhinui Rd site)	14 l/s	35 l/s
Hōteo (at 47 Wilson Rd site)	175 l/s	-
Other rivers and streams	85% of MALF	30% of MALF

Note [1]

Requires mitigation such as riparian planting to achieve the same environmental outcomes as for ‘other rivers and streams’, otherwise the minimum flow and availability for ‘other rivers and streams’ applies.

Appendix 3 Aquifer water availabilities and levels

All provisions in this appendix are regional plan **[rp]**.

Table 1 Aquifer water availabilities

Aquifer name/ID	Location	Water availability (m^3/ year)
Waitemata Aquifer		
Ōrewa Waitematā	Ōrewa	858,000
Whangaparāoa Waitematā	Whangaparāoa	528,000
Tomarata Waitemata	Tomarata	638,000
Ōmaha Waitematā	Ōmaha	105,000
Kumeū Waitematā	Kumeū	1,559,000
Mahurangi Waitematā	Mahurangi	1,605,500
Manukau Waitematā	Manukau	660,000
Clevedon East Waitematā	Clevedon	379,400
Clevedon West Waitematā	Clevedon	964,400
Kaawa Aquifer		
Pukekohe Kaawa	Pukekohe/Paerata	2,481,000
Glenbrook Kaawa	Glenbrook/Patumahoe	2,863,000
Waiuku Kaawa	Waiuku	2,957,000
Bombay - Drury Kaawa	Drury	718,000
Manukau Southeast Kaawa	Manukau	1,080,000
Volcanic Aquifer		
Pukekohe Central Volcanic	Pukekohe	956,000
Pukekohe South Volcanic	Pukekohe	490,000
Pukekohe West Volcanic	Pukekohe	420,000
Pukekohe North Volcanic	Pukekohe	420,000
Western Springs Volcanic	Western Springs	9,600,000
Ōnehunga Volcanic	Ōnehunga	8,468,000
Mt Wellington Volcanic	Mt Wellington	6,570,000
Mt Richmond Volcanic	Mt Wellington	880,000

Aquifers not separately listed	
Shallow, coastal aquifers	15% of average annual recharge as determined by the Auckland Council
All other aquifers with connection to a surface water body	35% of average annual recharge as determined by the Auckland Council
All other aquifers not separately listed without connection to a surface water body	65% of average annual recharge as determined by the Auckland Council

Table 2 Interim aquifer groundwater levels

Name/ID	Location	Interim level (metres above mean sea level)
Omaha Waitematā	Bore 25, Point Wells Rd	3.25 (for any 11 months of the year)
Waiwera Geothermal	AC beachfront Deep Bore No. 74	0.5 averaged over any consecutive 12 months
Parakai Geothermal	AC Deep Bore No. 86	2.5 averaged over any consecutive 12 months

Appendix 4 Surf breaks

All provisions in this appendix are regional coastal plan **[rcp]**.

ID	Name	Location	Break Type	Seabed Composition	Description
1	Te Arai Beach (including Pacific Road access point 'Black Swamp')	East Coast	Beach break	Sand	Exposed beach break that is frequently suitable for wave riding. Good wave quality suitable to all skill levels. Offers a 'wilderness' experience with lack of development. Good access.
2	Pakiri Beach (North - 'Forestry')	East Coast	Beach break	Sand	Exposed beach break that is frequently suitable for wave riding. Good wave quality suitable to all skill levels. Offers a 'wilderness' experience with lack of development. Good access.
3	Pakiri Beach (South)	East Coast	Beach break	Sand	Exposed beach break that is frequently suitable for wave riding. Good wave quality suitable to all skill levels. Offers a 'wilderness' experience with lack of development. Good access.
4	Goat Island	East Coast	Reef break	Rock/sand	Semi exposed reef break. Relatively inconsistent. Good to high wave quality suitable to experienced surfers. Offers a 'wilderness' experience with little development. Good access.
5	Daniels Reef	Leigh, East Coast	Reef break	Rock	Exposed reef break. Relatively consistent. High wave quality suitable to experienced surfers. Good access.
6	Boulders	Leigh, East Coast	Reef breaks	Rock/sand	Exposed variable reef breaks. Frequently surfable. Good to high wave quality suitable to experienced surfers. Offers a 'wilderness' experience with a lack of development. Difficult access.
7	Omaha Beach and	East	Beach break,	Sand	Semi exposed beach, bar and groyne breaks. Provides wave

	Bar	Coast	bar break, groyne breaks		quality suitable to learners relatively consistently. Occasionally provides good wave quality suitable to competent surfers. High amenity values and good facilities. Good access.
8	Tawharanui	East Coast	Beach break	Sand/ patches of rocky reef	Exposed beach break. Relatively consistent. Average to good wave quality suitable to all skill levels. Offers a 'wilderness' experience with lack of development. Good access.
9	Orewa Beach and Bar	East Coast	Beach break, bar break	Sand	Sheltered beach and bar breaks. Inconsistent. Wave quality highly suitable to and valued by learners and novices. High amenity values and good facilities. Good access.
10	Red Beach	East Coast	Beach break	Sand	Sheltered beach break. Inconsistent. Wave quality highly suitable to and valued by learners and novices. Good facilities and access.
11	Long Bay Reef	East Coast	Reef breaks	Rock	Sheltered reef break. Inconsistent but good wave quality suitable for competent surfers. Difficult access
12	Milford Beach and Reef	East Coast	Reef and beach breaks	Rock and sand	Sheltered reef break. Inconsistent. Good wave quality suitable for novice to competent surfers. Highly valued and utilised urban surf break. Good access.
13	O'Neills Reef	Takapuna, East Coast	Reef/point break	Rock	Sheltered reef break. Inconsistent. Good wave quality suitable for novice to competent surfers. Highly valued and utilised urban surf break. Good access.

14	North Reef (Takapuna)	Takapuna, East Coast	Reef break	Volcanic reef	Sheltered reef break. Inconsistent. Good wave quality suitable for novice to competent surfers. Highly valued and utilised urban surf break. Good facilities and access.
15	Takapuna Beach and South Reef	East Coast	Beach and reef breaks	Sand and rock	Sheltered beach and reef breaks. Inconsistent, poor to average wave quality, however highly valued and utilised urban surf break. Suitable for learners to competent surfers. Good facilities and access.
16	Orere Point	East Coast	Point break	Boulders/ cobbles	Sheltered point break. Inconsistent. Good wave quality suitable to novice to competent surfers. Good access.
17	Rimmers Road	West Coast	Beach break	Sand	Exposed beach break that is frequently suitable for wave riding. Good to high wave quality suitable for competent to experienced surfers. Offers a 'wilderness' experience with lack of development. Adequate access.
18	Muriwai Beach (South)	West Coast	Beach break	Sand	Exposed beach break that is frequently suitable for wave riding. Good to high wave quality suitable to competent to experienced surfers. High amenity value and good facilities. Good access.
19	Maori Bay	West Coast	Beach break, reef break	Sand, rock	Exposed beach break that is frequently suitable for wave riding. Good to high wave quality suitable for competent to experienced surfers. Good facilities and access.

20	Te Henga (Bethells Beach)	West Coast	Beach break	Sand	Exposed beach break that is frequently suitable for wave riding. Good to high wave quality suitable for competent to experienced surfers. Offers a 'wilderness' experience with lack of development. Good facilities and access.
21	O'Neill Bay	West Coast	Beach break, rip reform break	Sand	Exposed beach break that is frequently suitable for wave riding. Good to high wave quality suitable for competent to experienced surfers. Offers a 'wilderness' experience with lack of development. Access requires 10-15 minute walk.
22	Anawhata	West Coast	Beach break	Sand	Exposed beach break that is frequently suitable for wave riding. Good to high wave quality suitable for competent to experienced surfers. Offers a 'wilderness' experience with lack of development. Adequate access.
23	Whites Beach	West Coast	Beach break	Sand	Exposed beach break that is frequently suitable for wave riding. Good to high wave quality suitable for competent to experienced surfers. 'Wilderness' experience with lack of development. Difficult access.
24	Piha	West Coast	Beach break, bar break	Sand	Exposed beach break and bar break that is frequently suitable for wave riding. Good to high wave quality suited for competent to experienced surfers. High amenity values and good facilities. Good access.

25	Karekare	West Coast	Beach break	Sand	Exposed beach break that is frequently suitable for wave riding. Good to high wave quality suitable for competent to experienced surfers. Offers a 'wilderness' experience with lack of development. Good access.
26	Whatipu	West Coast	Inner harbour, beach break	Sand	Sheltered inner harbour beach break. Infrequent. Average wave quality suitable to competent surfers. Offers a 'wilderness' experience with lack of development. Adequate access
27	Kariotahi Beach	West Coast	Beach break	Sand	Exposed beach break that is frequently suitable for wave riding. Good wave quality suitable for competent to experienced surfers. Good access.
28	Whangapoua (Okiwi)	Great Barrier Island	Bar break	Sand	Exposed bar break that is frequently suitable for wave riding. High wave quality suitable for competent to experienced surfers. Offers a 'wilderness' experience with low level of development. Access across estuary mouth.
29	Awana Bay	Great Barrier Island	Beach break	Sand	Exposed beach break that is frequently suitable for wave riding. Good to high wave quality suitable for competent to experienced surfers. Offers a 'wilderness' experience with low level of development. Good access.
30	Palmers Beach and Kaitoke Beach	Great Barrier Island	Beach break	Sand	Exposed beach breaks that are frequently suitable for wave riding. Good to high quality wave suitable to competent surfers. Offers a 'wilderness' experience with low level of development. Adequate access.

31	Medlands Beach/Shark Alley	Great Barrier Island	Beach break, reef break	Sand/rock	Exposed beach and reef breaks that are frequently suitable for wave riding. Good to high wave quality suitable to competent surfers. Good access.
32	Onetangi Beach	Waiheke Island	Beach break	Sand	Sheltered beach break. Low to average wave quality suitable for learners to competent surfers. Good access.
33	Palm Beach	Waiheke Island	Beach break	Sand	Sheltered beach break. Low to average wave quality suitable for learners to competent surfers. Good access.

Appendix 5 Wading bird areas

The provisions in this appendix are regional coastal plan **[rcp].**

SEA-M Number	Name
SEA-M 1w1	Port Albert
SEA-M 2w1	Tapora
SEA-M 2w2	Tapora
SEA-M 3w1-4	Tauhoa
SEA-M 5w1-2	Mataia
SEA-M 6w1-3	Jordan's Farm, Oyster Point and Shelly Beach Island
SEA-M 8w1	Puharakeke
SEA-M 168w1	Shelly Beach
SEA-M 9w1-2	Omokoiti
SEA-M 10w1	South Kaipara Head
SEA-M 16w1	Huia
SEA-M 21w1	Ann's Creek-South East Mangere Inlet
SEA-M 23w1-3	Ambury
SEA-M 305w1	Mangere Lagoon
SEA-M 25w1	Puketutu Island
SEA-M 26w1	Ihumatao
SEA-M 27w1-3	Puhinui
SEA-M 171w1	Hingaia
SEA-M 29w1-2	Drury
SEA-M 30w1-2	Ellets Beach-Clarks Beach
SEA-M 31w1	Glenbrook
SEA-M 32w1	Waiuku River
SEA-M 32w2	Waiuku
SEA-M 34w1-2	Pollock Spit
SEA-M 35w1	Awhitu
SEA-M 200w1	Kawakawa Bay
SEA-M 41w1-2	Wairoa River
SEA-M 169w1	Maraetai Beach
SEA-M 43w1	Turanga Creek Estuary

SEA-M 45w1	Pakuranga Creek
SEA-M 45w2	Ōtahuhu Creek
SEA-M 49w1-3	Tamaki Estuary West
SEA-M 49w4	Tahuna Torea
SEA-M 51w1	Hobson Bay
SEA-M 52w1-2	Te Tokaroa Reef
SEA-M 53w1-3	Motu Manawa Pollen Island
SEA-M 55w1-7	Te Atatu Peninsula
SEA-M 201w1	Little Shoal Bay
SEA-M 60w1-2	Shoal Bay
SEA-M 64w1	Long Bay/Okura Estuary
SEA-M 65w1	Weiti Estuary
SEA-M 67w1	Whangaparaoa Peninsula
SEA-M 72w1	Orewa Estuary
SEA-M 75w1-3	Waiwera, Puhoi Estuaries
SEA-M 76w1	Mahurangi West
SEA-M 76w2-3	Mahurangi Harbour
SEA-M 80w1	Matakana River
SEA-M 167w1	Campbell's Beach
SEA-M 83w1-2	Whangateau Harbour
SEA-M 103w1	Whakanewha
SEA-M 104w1	Awaawaroa Bay
SEA-M 105w1	Te Matuku Bay
SEA-M 117w1-2	Northern Great Barrier Island
SEA-M 123w1	Shoal Bay, Great Barrier Island

Appendix 6 Coastal protection yard

1. Coastal Protection Yard Area 1

For the area identified in Map 1 as Area 1 a 200m Coastal Protection Yard will apply.

Map 1: Coastal protection yard - Area 1

2. Coastal Protection Yard Area 2

For the area identified in Map 2 as Area 2 the coastal protection yard width will apply as outlined the following tables below:

- Table 1 North Head to Narrow Neck
- Table 2 Narrow Neck to Milford
- Table 3 Milford to Long Bay
- Table 4 Long Bay to Okura River
- Table 5 Torpedo Bay to Esmonde Road
- Table 6 Northcote Point to Hellyers Creek
- Table 7 Hellyers Creek to Greenhithe

For clarity, the text in brackets identifies that the coastal protection yard distance applies between the first property listed and the second property listed for the section.

The coastal protection yard is measured from mean high water springs, except where stated in Tables 1 – 7 below. Where the yard is measured from the Reference Line please refer to maps 3A – 3J.

Map 2: Coastal protection yard - Area 2

Table 1 North Head to Narrow Neck

Location	Coastal Protection Yard	Measured from
Torpedo Wharf - North Head (28A Jubilee Ave, Lot 3 DP 18776 - 38 Jubilee Ave, Pt Lot 14 DP 12834)	9m	Mean high water springs
North Head Reserve (Lot 38 Sec 2 SO 16721)	20m	Mean high water springs
North Head Reserve - Cheltenham Rd (18 Macky Ave, Pt Lot 10 DP 17548 - 44 Cheltenham Rd, Pt Allot 12A section 2 Parish of Takapuna)	3m*	Reference Line (Map 3H)
Cheltenham Rd - 1 Bath St (33 Cheltenham Rd, Pt Lot 4 DP 4168 - 1 Bath St, Lot 2 DP 20052)	9m*	Reference Line (Map 3H)
84A Vauxhall Rd - 116A Vauxhall Rd (84A Vauxhall Rd, Lot 2 DP 20525 - 116A Vauxhall Rd, Lot 1 DP 51927)	15m	Mean high water springs
118 Vauxhall Rd - 128 Vauxhall Rd (118 Vauxhall Rd, Lot 1 DP 56357 - 128 Vauxhall Rd, Lot 3 DP 50680)	20m	Mean high water springs
Fort Cautley (Reserve, Sec 1 SO 69845 - Reserve, Sec 3 SO 69845)	30m	Mean high water springs

Table 2 Narrow Neck to Milford

Location	Coastal Protection Yard	Measured from
Narrow NeckBeach (Narrow Neck Reserve, Pt Allot 3 Sec 2 Parish of Takapuna - 4 Old Lake Rd, Lot 1 DP 57318)	9m	Mean high water springs
Narrow Neck - George Gair Lookout (2 Hamania St, Lot 1 DP 8411 - reserve seaward of 18 Winscombe St, Lot 3 DP 103959)	20m	Mean high water springs
George Gair Lookout - Takapuna Grammar School (Southern boundary of George Gair Lookout to northern boundary of Takapuna Grammar School)	30m	Mean high water springs
Takapuna Grammar School - 7 Clifton Rd (4 St Leonards Rd, Lot 1 DP 40077 - reserve seaward of 7 Clifton Rd, Lot 3 DP 95714)	20m	Mean high water springs
9C Clifton Rd - Hauraki Rd (9C Clifton Rd, Lot 3A DP 3060 - 45 Clifton Rd, Lot 1 DP 12281)	15m	Mean high water springs
Takapuna Beach - The Promenade (50 Hauraki Rd, Lot 1 DP 118997 - reserve, Allot 581 Parish of Takapuna)	9m	Reference Line (Map 3E – 3G)
The Promenade - Caravan Park (Recreation reserve, Lot 1 DP 172522)	9m	Reference Line (Map 3E)
24 Earnoch Ave - 20 Earnoch Ave (24 Earnoch Ave, Lot 16 DP 6805 - 20 Earnoch Ave, Lot 14 DP 6805)	7m	Reference Line (Map 3E)
17 Brett Ave - 10 Brett Ave (17 Brett Ave, Lot 11 DP 10957 - 10 Brett Ave, Lot 1 DP 124426)	5m	Reference Line (Map 3E)
10 Brett Ave - O'Neills Ave (10 Brett Ave, Lot 1 DP 124426 - 23 O'Neills Ave, Lot 21 DP 15066)	9m	Reference Line (Map 3E)
O'Neills Ave - 20A Minnehaha Ave (22 O'Neills Ave, Lot 2 DP 27486 - 20A	5m	Reference Line (Map 3E)

Location	Coastal Protection Yard	Measured from
Minnehaha Ave, Lot 2 DP 25770)		
16 Minnehaha Ave (16 Minnehaha Ave, Lot 2 DP 30110)	0m	Reference Line (Map 3E)
8 Minnehaha Ave - 237 Hurstmere Rd (8 Minnehaha Ave, Pt Lot 19 DP 7523 - 237 Hurstmere Rd, Lot 2 DP 192986)	5m	Reference Line (Map 3D -3E)
239 Hurstmere Rd - Black Rock (239 Hurstmere Rd, Lot 9 DP 7523 - 9 Kitchener Rd, Lot 1 DP 26028)	9m	Reference Line (Map 3D)
Black Rock - Ocean View Road (15 Kitchener Rd, Lot 1 DP 29931 - 39 Ocean View Rd, Pt Lot 19 DP 6892)	9m	Reference Line (Map 3C)
46 Ocean View Rd - 42 Ocean View Rd (46 Ocean View Rd, Lot 22 DP 6859 - 42 Ocean View Rd, Lot 20 DP 6859)	10.5m	Reference Line (Map 3C)
39 Saltburn Rd - Milford Reserve (39 Saltburn Rd, Lot 1 DP 33909 - Milford Reserve, Lot 76 DP 12137)	9m	Reference Line (Map 3B – 3C)
Wairau Creek (Milford Reserve - East Coast Rd - Beach Rd) (Milford Reserve, Lot 1 DP 163726 - 8 Beach Rd, Lot 2 DP 65215)	9m	Mean high water springs

Table 3 Milford to Long Bay

Location	Coastal Protection Yard	Measured from
Castor Bay Beach (11 The Esplanade, Lot 2 DP 105098 - 12 The Esplanade, Lot 4 DP 8563)	9m	Mean high water springs
Rahopara Historic Reserve - Kennedy Park (Reserve, Lot 8 DP 8563 - North edge of KennedyPark)	25m	Mean high water springs
North edge of Kennedy Park - Campbells Bay (149 Beach Rd, Lot 2 DP 176897 - 15 Huntly Rd, Lot 1 DP 168662)	20m	Mean high water springs
Campbells Bay Beach (17 Huntly Rd, Pt Lot 35 DP 9328 - 19 View Rd, Lot 2 DP 87988)	9m	Reference Line (Map 3A)
Campbells Bay - Mairangi Bay (21 View Rd, Lot 1 DP 204208 - 30 Whitby Cres, Lot 2 DP 16953)	15m	Mean high water springs
Mairangi Bay Beach (28 Whitby Cres, Lot 1 DP 16953 - 15 Montrose Tce, Lot 153 DP 13311)	9m	Mean high water springs
Mairangi Bay - Murrays Bay (13 Montrose Tce, Pt Lot 152 DP 13311 - 19 Bournemouth Tce, Lot 1 DP 63198)	20m	Mean high water springs
Murrays Bay Beach (23 Bournemouth Tce, Lot 1 DP 94802 - Eastern end of Torquay)	9m	Mean high water springs
Murrays Bay - Rothesay Bay (Reserve at end of Torquay, Lot 196 DP 36101 - 39 Rothesay Bay Rd, 39 Rothesay Bay Rd, Lot 2 DP 41015)	20m	Mean high water springs
South end Rothesay Bay (43 Rothesay Bay Rd, Lot 2 DP 49288 - 59 Rothesay Bay Rd, Lot 5 DP 16848)	15m	Mean high water springs
Rothesay Bay Beach (63 Rothesay Bay Rd, Lot 4 DP 16848 -	9m	Mean high water springs

Location	Coastal Protection Yard	Measured from
RothesayBay Reserve, Lot 22 DP 27883)		
Rothesay Bay - Browns Bay (58 Masterton Rd, Lot 30 DP 20351 - 40 Beechwood Rd, Lot 3 DP 84701)	15m	Mean high water springs
Browns Bay Beach (2 Browns Bay Rd, Lot 1 DP 96134 - 19 Clifton Rd, Lot 156 DP 15649)	9m	Mean high water springs
Tipau Point (62 Sharon Rd, Lot 2 DP 56963 - 40A Sharon Rd, Lot 3 DP 156897)	15m	Mean high water springs
38 Sharon Rd - 8 Sharon Rd (38 Sharon Rd, Lot 119 DP 15649 - 8 Sharon Rd, Lot 266 DP 17345)	20m	Mean high water springs
6 Sharon Road - Waiake Beach (6 Sharon Road, Lot 265 DP 17345 - 927 Beach Rd, Pt Lot 2 DP 18873)	15m	Mean high water springs
Deep Creek (Beach Rd - Deep Creek Rd - Beach Rd) (948 Beach Rd, Lot 27 DP 47622 - 950 Beach Rd, Lot 2 DP 59911)	20m	Mean high water springs
Waiake Beach - Cliff Rd (1 Waiake St, Lot 1 DP 36757 - 77 Cliff Rd, Lot 2 DP 67375)	15m	Mean high water springs
Cliff Rd - Long Bay (Reserve on western boundary of 80 Cliff Rd, Pt Allot 189 Parish of Takapuna - Beach Rd end)	20m	Mean high water springs

Table 4 Long Bay to Okura River

Location	Coastal Protection Yard	Measured from
Long Bay - Okura River Rd (Long Bay Regional Park, Lot 1 DP 54616 - 8 Okura River Rd, Lot 1 DP 70716)	30m	Mean high water springs
Okura Settlement (1 Okura River Rd, Lot 4 DP 62121 - 16 Valerie Cres, Lot 39 DP 55648)	20m	Mean high water springs
Upper Okura River (29 Gails Dr, Lot 1 DP 68216 - 39 Gails Dr, Lot 6 DP 68216)	30m	Mean high water springs

Table 5 Torpedo Bay to Esmonde Road

Location	Coastal Protection Yard	Measured from
Torpedo Wharf - HMS Philomel (64 King Edward Parade, Pt Allot 13A Sec 2 Parish of Takapuna - MHS Philomel, Pt Allot 33 Sec 2 Parish of Takapuna)	9m	Mean high water springs
Navy Dockyard	0m	Mean high water springs
Navy Dockyard - 15A Stanley Point Rd (145 Calliope Rd, Pt Lot 92 DP 1055 - 15A Stanley Point Rd, Lot 2 DP 50944)	9m	Mean high water springs
17 Stanley Point Rd - 85A Stanley Pt Rd (17 Stanley Point Rd, Pt Lot 2 DP 3968 - 85A Stanley Pt Rd, Pt Lot 5 DP 16607)	20m	Mean high water springs
87 Stanley Point Rd - Naval Sports Fields (Reserve east of 87 Stanley Point Rd, Lot 7 DP 26846 - 8 Stanley Point Rd, Lot 4 DP 17483)	15m	Mean high water springs
Naval Sports Fields and Jim Titchener Parade (Stanley Bay Park, Pt Harbour Bed DP 15479 – Pt Harbour Bed SO 36655, Defence Purposes Gazette 1958 page 410)	20m	Mean high water springs
Rat Island (Pt Harbour Bed SO 36655, Defence Purposes Gazette 1958 page 410)	Refer to Map 3J	
Abbotsford Tce - Victoria St (36 Abbotsford Tce, Lot 3 DP 17678 - 217 Victoria Rd, Lot 1 DP 9055)	9m	Mean high water springs
Lake Road Reclamation (Lot 1 DP 77578 - Lot 1 DP 171325)	30m	Mean high water springs
Lake Road - Wesley Street (Defence land, Lot 5 DP 20927)	20m	Mean high water springs
Wesley Street - Duders Point (1 Wesley St, Lot 2 DP 58360 - 83 Ngataringa Rd, Lot 55 DP 21369)	15m	Mean high water springs
Duders Point - Kawerau Ave	9m	Mean high

Location	Coastal Protection Yard	Measured from
(96 Ngataringa Rd, Lot 1 DP 50354 - 56 Kawarau Ave, Lot 44B Blk A Deeds 1010)		water springs
Kawarau Ave - Lansdowne St (Reserve west of 44 Kawarau Ave, Lot 92 DP 19859 - 11 Lansdowne St, Pt Lot 2 DP 9564)	15m	Mean high water springs
Lansdowne St - Eversleigh Rd (15 Lansdowne St, Pt Lot 2 DP 9564 - 118 Eversleigh Rd, Lot 5 DP 58210)	9m	Mean high water springs
Hillary Cres (101 Eversleigh Rd, Lot 1 DP 59719 - reserve west of 43A Northboro Rd, Lot 16 DP 15100)	20m	Mean high water springs
Northboro Rd - Francis St (37 Northboro Rd, Lot 1 DP 157908 - 96 Francis St, Lot 18 DP 33263)	9m	Mean high water springs
Francis St - Jutland Rd (99 Francis St, Lot 1 DP 66316 - reserve west of 94 Jutland Rd, Lot 47 DP 40748)	20m	Mean high water springs
Jutland Road - Esmonde Rd (6 Pine Ridge Tce, Lot 32 DP 40751 - 44 Esmonde Rd, Pt Lot 72 deeds 1166)	9m	Mean high water springs
Takapuna Assembly of God (Pt Allot 32 Parish of Takapuna)	20m	Mean high water springs
Esmonde Rd - Pupuke Rd - Barrys Point Industrial Area (49 Esmonde Rd, Pt Lot 112 deeds 1166 - 74 Barrys Point Rd, Pt Lot 2 DP 486	9m	Mean high water springs
Tuff Crater (Northern Motorway - Heath Reserve) (26 The Warehouse Way, Lot 4 DP 177549 - 164 Exmouth Rd, Lot 95 DP 50230)	20m	Mean high water springs
Tarahanga St - Lake Rd - Onewa Rd - Stafford Park (21 Tarahanga St, Lot 21 DP 110590 - StaffordPark, Lot 1 DP 197106)	20m	Mean high water springs

Table 6 Northcote Point to Hellyers Creek

Location	Coastal Protection Yard	Measured from
Stokes Point - Birkenhead Wharf (9 Princes St, Pt Lot 63 town of Woodside – HinemoaPark, Lot 1 DP 174058)	15m	Mean high water springs
Birkenhead Wharf - Chelsea Bay (2 Tizard Rd, Lot 23 DP 14016 - 24 Maunganui Rd, Lot 32 Blk II DP 804)	20m	Mean high water springs
Telephone Rd - Reserve, Chelsea Bay (33 Telephone Rd, Lot 42 DP 73425 - Reserve, Lot 4 DP 25092)	9m	Mean high water springs
58 Rawene Rd (58 Rawene Rd, Lots 43 & 44, Deeds Plan 358R and being Part Allotment 64 Parish of Takapuna, CT 568/ 1114)	1.2m	Reference Line (Map 3l)
Rawene Rd - unformed	9m	Mean high water springs
Chelsea Sugar Refinery - Onetaunga Wharf	30m	Mean high water springs
Onetaunga Wharf (From 75m south of the wharf to 350m north of the wharf)	0m	Mean high water springs
Onetaunga Wharf - Kauri Point Domain	30m	Mean high water springs
Balmain Rd - Fred Andersen Reserve (167 Balmain Rd, Pt Allot 148 Parish of Takapuna – 106 Island Bay Rd, Lot 1 DP 32396)	25m	Mean high water springs
Fred Andersen Reserve - Island Bay (6 Valhalla Drive, Lot 9 DP 50104 - 12 Brigantine Drive, Lot 44 DP 60244)	9m	Mean high water springs
Island Bay - Aeroview Drive (14 Brigantine Drive, Lot 43 DP 60244 - 107 Aeroview Drive, Lot 48 DP 56178)	15m	Mean high water springs
Aeroview Dr - Tui Park (105 Aeroview Drive, Lot 15 DP 56178 - 64	12m	Mean high water springs

Location	Coastal Protection Yard	Measured from
Rambler Cres, Lot 1 DP 111858)		
Tui Park	20m	Mean high water springs
Gazelle Ave - Cresta Ave (41 Gazelle Ave, Lot 1 DP 52502 - 52 Cresta Ave, Lot 154 DP 20048)	9m	Mean high water springs
Shepherds Park - Kahika Pt Reserve (ShepherdsPark - 28 Bay Park Place, Lot 2 DP 173430)	20m	Mean high water springs
Kahika Pt Reserve - Lauderdale Reserve (14 Kahika Rd, Lot 1 DP 72063 - 17 Lauderdale Rd, Lot 164 DP 48720)	9m	Mean high water springs
Lauderdale Reserve - Glendhu Rd (Eskdale Bush Scenic Reserve, Lot 79 DP 53235 – 138 Lynn Rd, Lot 44 DP 79496)	20m	Mean high water springs

Table 7 Hellyers Creek to Greenhithe

Location	Coastal Protection Yard	Measured from
Hellyers Creek (Glendhu Rd - UpperHarbourBridge) (Reserve at end of Glendhu Rd, Lot 14 DP 107773 - Reserve east of Upper Harbour Bridge, Allot 663 Parish of Paremoremo)	30m	Mean high water springs
Upper Harbour Bridge - Marae Pt (16 The Knoll, Lot 16 DP 160724 - 40 Marae Rd, Lot 37 DP 23734)	20m	Mean high water springs
Marae Pt - Rahui Bay (Marae Reserve, Lot 2 DP 119477 - 29 Marae Rd, Lot 31 DP 23734)	25m	Mean high water springs
Rahui Bay - 15 Rahui Rd (27 Marae Rd, Lot 30 DP 23734 - 15 Rahui Rd, Lot 8 DP 15336)	9m	Mean high water springs
20 Rame Rd - Rame Rd end (20 Rame Rd, Lot 3 DP 153363 - 80 Rame Rd, Lot 9 DP 9092)	20m	Mean high water springs
Rame Rd end - 17 Waipuia Place (99 Rame Rd, Pt Lot 1 DP 57306 - 17 Waipuia Place, Lot 42 DP 85402)	15m	Mean high water springs
29 Oscar Rd - Churchouse Rd (29 Oscar Rd, Lot 44 DP 13702 - 73 Churchouse Rd, Lot 2 DP 62221, extending down Lucas Creek to include 73 Roland Rd, Lot 37 DP 13702 and 53 Churchouse Rd, Lot 2 DP 157024)	9m	Mean high water springs
Wainoni Park (76 Churchouse Rd, Lot 1 DP 115960 - WainoniPark)	30m	Mean high water springs
Te Wharau Creek - North Shore Golf Club (Eastern boundary of WainoniPark - Northern boundary of the Golf Club, Pt Lot 5 DP 846)	30m	Mean high water springs
North Shore Golf Club - Lucas Creek West Bank (Northern boundary of the Golf Club, Pt Allot 37 Parish of Paremoremo - along both arms of Oteha Stream to Albany	20m	Mean high water springs

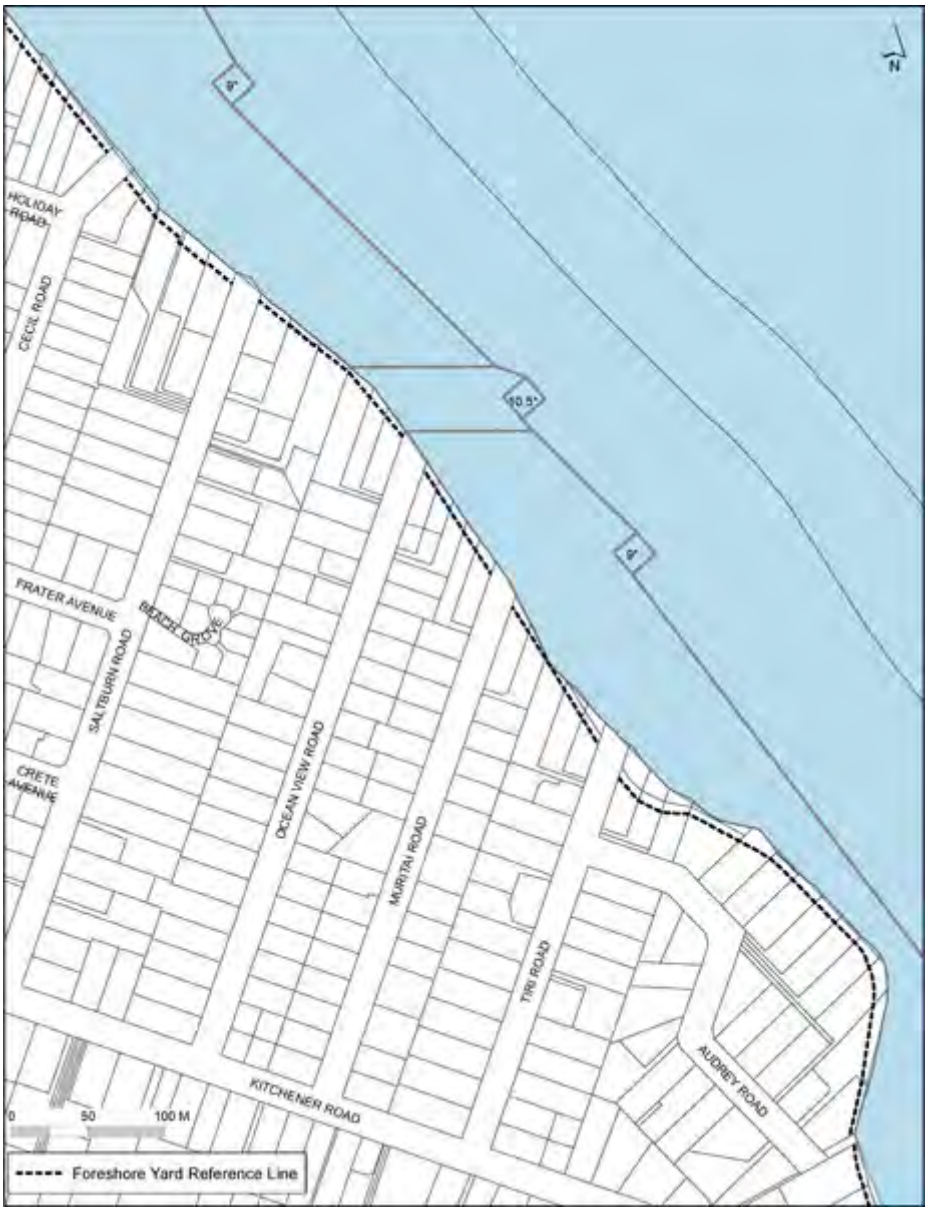
Location	Coastal Protection Yard	Measured from
Highway - LucasCreek on State Highway 17 - 61 The Avenue, Pt Allot 31 parish of Paremoremo)		
Lucas Creek West Bank - Chatham Road Subdivision (65 The Avenue, Lot 2 DP 117562 - 39 Chatham Rd, Lot 24 DP 18517)	30m	Mean high water springs
Chatham Road Subdivision (41 Chatham Rd, Lot 23 DP 18517 - 59 Chatham Rd, Lot 18 DP 18517)	15m	Mean high water springs
Chatham Road - Paremoremo Creek (Chatham Rd, Lot 17 DP 18517 - 54 Iona Ave, Pt Allot 7 Parish of Paremoremo)	30m	Mean high water springs

3. Maps showing foreshore reference line

Map 3A: Campell's Bay

Map 3B: Milford Beach

Map 3C: Milford Beach

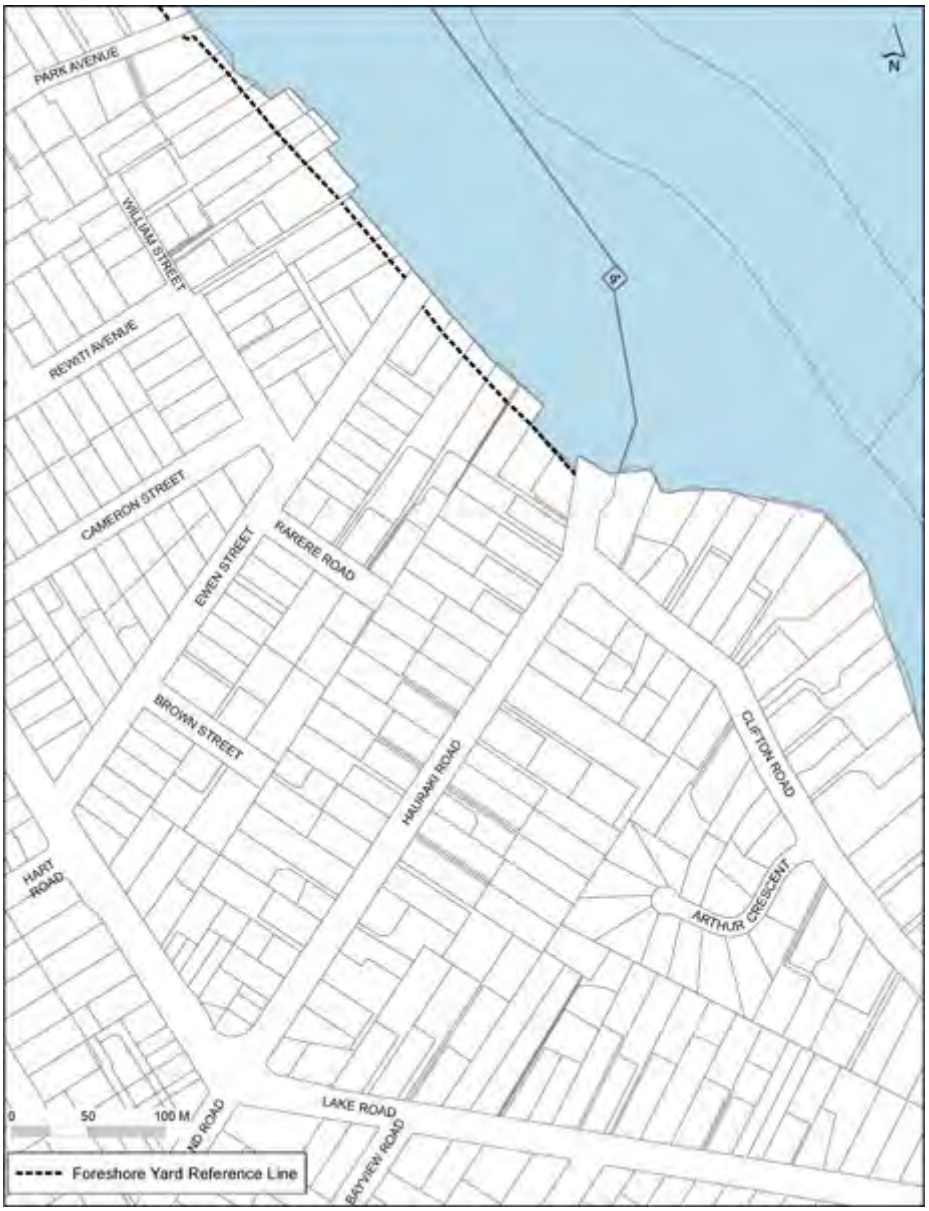


Map 3D: Milford Beach / Black Rock

Map 3E: Thornes Bay / Takapuna Beach

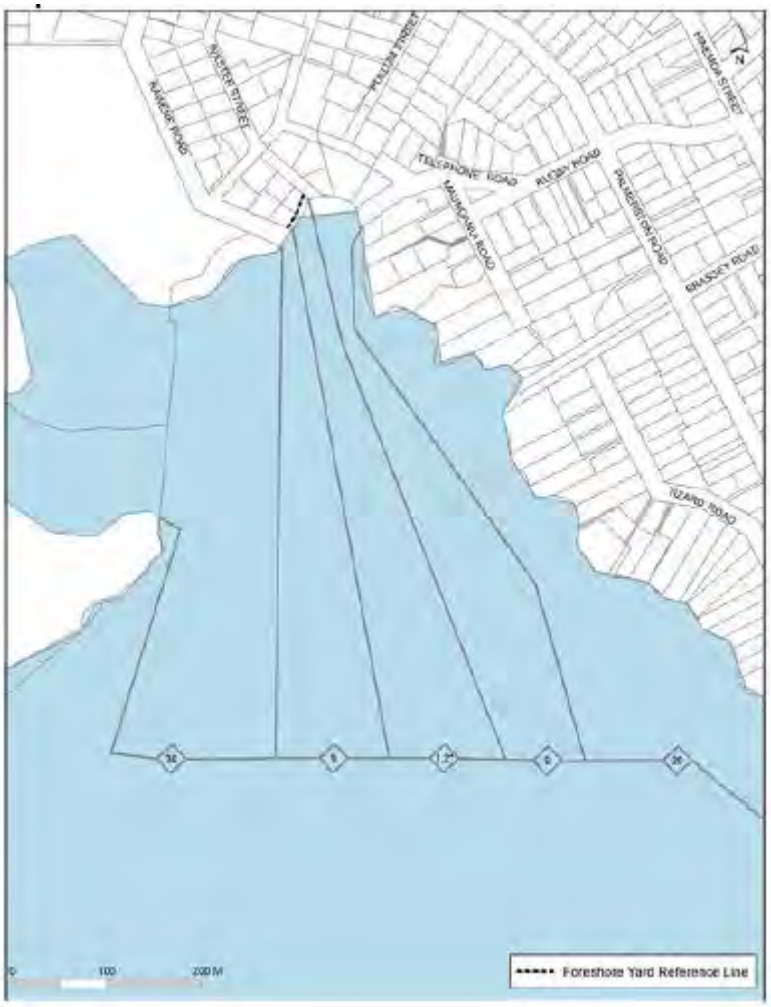
Map 3F: Takapuna Beach

Map 3G: Takapuna Beach

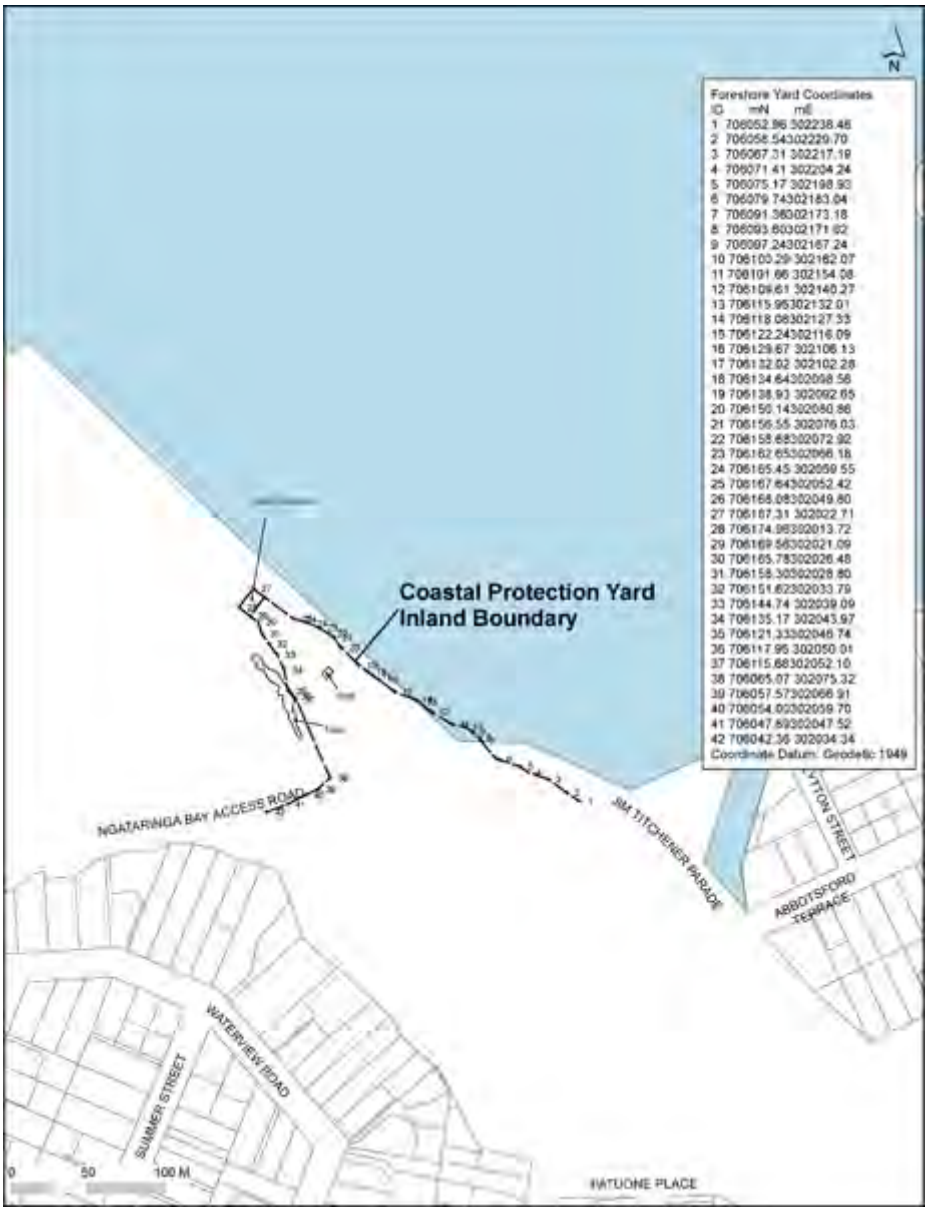


Map 3H: Cheltenham Beach

Map 3I: Birkenhead



Map 3J: Rat Island, Devonport



Appendix 7 Coastal marine area boundaries

All provisions in this appendix are regional coastal plan **[rcp].**

Table 1: Kaipara Harbour

ID	River	River Mouth NZMS260 map grid reference	Coastal Marine Area Boundary NZMS260 map grid reference
1	Maeneene Creek	Q09 451 500	Seaward side of main trunk railway bridge Q09 452 501
2	Te Hana Creek	Q09 460 489	Q09 460 488
3	Whakapirau Creek, main stem	Q09 442 466	Seaward side Te Hana – Port Albert Rd bridge Q09 448 465
4	Whakapirau Creek, Western Arm	Q09 437 462	Seaward side of Wellsford Valley Road bridge Q09 435 461
5	Kaiwakawaka River	Q09 399 449	Q09 401 451
6	Waireia River	Q09 392 438	Q09 392 438
7	Wharehanu Creek	Q09 382 441	Seaward side Beaver Rd bridge Q09 382 441
8	Takapau Creek	Q09 356 415	Q09 356 415
9	Takahe Creek	Q09 348 409	Seaward end of reclamation Q09 348 409
10	Atiu Creek	Q09 335 408	Q09 335 407
11	Mullet Creek East Arm	Q09 314 402	Q09 314 402
12	Mullet Creek West Arm	Q09 302 403	Q09 302 403
13	Oturapa Creek	Q09 290 403	Q09 290 403
14	Otekawa Creek	Q09 253 411	Seaward side of Journeys End bridge Q09 254 411
15	Gum Store Creek West Arm	Q09 277 374	Q09 276 377
16	Gum Store Creek East Arm	Q09 278 374	Q09 278 374

17	Te Raupa Creek	Q09 334 331	Seaward side of Kakaraea Road bridge Q09 333 331
18	Hiki Creek	Q09 334 347	Seaward side of Burma Road bridge Q09 334 347
19	Kahutaewao Creek	Q09 349 352	Q09 349 352
20	Whanaki Creek Northern Arm	Q09 384 382	Seaward side of Tauhoa – Port Albert Road Q09 387 385
21	Whanaki Creek Southern Arm	Q09 384 380	Seaward side of Tauhoa – Port Albert Road Q09 389 379
22	Te Pahi Stream	Q09 405 349	Q09 405 349
23	Hoteo River	Q09 400 298	South boundary Pt Lot 1 DP 64445 Q09 402 294
24	Omaumau River	Q09 378 272	Q09 378 272
25	Mataia Creek	Q09 382 221	Q09 386 222
26	Araparera Creek	Q09 390 207	Q09 392 208
27	Makarau River	Q10 415 159	Seaward side of Kaipara Coast Highway bridge Q09 417 160
28	Waitangi Stream	Q10 420 154	Q10 421 153
29	Wheraroa Creek	Q10 411 138	Q10 412 137
30	Matawhero Stream	Q10 397 109	Q10 397 108
31	Kaipara River	Q10 387 060	Seaward side of confluence of Kaipara River and Kaukapakapa River Q10 394 053
32	Upokonui Creek	Q10 372 047	Seaward side South Head Road Q10 372 047
33	Te Hihi Creek	Q10 348 060	Seaward side of South Head Road Q10 348 059
34	Takapau Horahia Creek	Q10 347 061	Seaward side of South Head Road Q10 346 061

35	Kaituna Creek	Q10 323 069	Seaward side Old South Head Road Q10 323 069
36	Hihi Stream	Q10 317 076	Seaward side South Head Road Q10 317 076
37	Okaro Creek	Q10 314 076	Seaward side South Head Road Q10 314 076
38	Slater Road Creek	Q10 306 085	Seaward side South Head Road Q10 306 085
39	Tikitu Creek	Q10 302 098	Q10 302 098
40	Kaikiore Creek	Q10 297 114	Q10 295 113
41	Mairetahi Creek	Q10 293 141	Q10 293 141
42	Taumata Creek East Arm	Q10 267 182	Q10 267 182
43	Taumata Creek West Arm	Q10 266 182	Q10 266 182
44	Haratahi Creek	Q09 247 221	Q09 247 221

Table 2: Manukau Harbour

ID	River	River Mouth NZMS260 map grid reference	Coastal Marine Area Boundary NZMS260 map grid reference
45	Huia Stream	Q11 498 659	Seaward side of Huia Road Bridge Q11 498 659
46	Kakamatua Stream	R11 521 656	R11 521 656
47	Big Muddy Creek	R11 543 696	R11 543 696
48	Waiohua Creek	R11 562 706	R11 562 706
49	Little Muddy Creek	R11 570 711	R11 570 711
50	Paturoa Stream	R11 581 710	R11 581 710
51	Ann's Creek	R11 736 734	R11 736 734
52	Harania Creek South West Arm	R11 716 705	R11 716 705

53	Tararata Creek	R11 702 706	R11 702 706
54	Tautauroa Creek	R11 698 666	R11 698 666
55	Pukaki Creek	R11 707 673	R11 707 673
56	Waokauri Creek, Northern Arm	R11 723 675	R11 723 675
57	Waokauri Creek, Eastern Arm	R11 735 664	R11 735 664
58	Puhinui Creek	R11 742 632	R11 742 632
59	Puhinui Creek, Eastern Arm	R11 755 633	R11 755 633
60	Waimahia Creek	R11 770 610	R11 770 610
61	Papakura Stream (Manukau/Papakura Boundary)	R11 794 601	R11 794 601
62	Hingaia Stream and Slippery Creek	R12 831 545	Western side of SH1 road bridge R12 831 545
63	Ngakoroa Stream	R12 831 535	Southern side of Brimer Rd bridge R12 831 535
64	Oira Stream (Papakura Franklin Boundary)	R12 810 531	R12 810 530
65	Whangapouri Creek	R12 792 523	R12 791 523

66	Whangamaire Stream	R12 772 562	R12 772 562
67		764 551	764 551
68		763 537	763 537
69		766 524	Seaward side of Muir Road bridge 766 523
70		757 541	757 541
71		760 554	760 554
72		764 563	764 563
73	Pahurehure Inlet	R12 759 575	R12 759 575
74		754 581	754 581
75		752 585	752 585
76	Clarks Creek, eastern bank	R12 698 523	R12 698 522
77	Tuhitahi Creek	R12 696 502	Seaward side of Kingseat Rd bridge R12 696 501
78	Karaka Creek	R12 687 504	Seaward side of McKenzie Rd bridge R12 687 503
79	Clarks Creek,	R12 685 524	R12 685 524
80	western bank	684 536	684 536
81		682 537	682 537
82	Clarks Beach Inlet Stream	R12 660 523	R12 660 523

83 84 85 86 87 88 89	Taihiki River, northern bank	R12 630 491 638 491 651 491 653 488 660 478 663 478 664 476	R12 630 491 638 491 651 491 653 488 660 478 663 478 664 476
90	Mauku Stream	R12 697 460	Seaward side of Glenbrook-Waiuku Rd R12 697 460
91 92 93 94 95 96 97	Taihiki River, southern bank	R12 680 465 673 466 660 460 659 451 657 656 447 656 447 648 454	R12 680 465 673 466 660 460 659 451 657 446 655 446 648 454
98	Unnamed Stream	R12 636 445	R12 636 445
99	Stream east side of Race Course Rd	R12 648 388	R12 648 388
100	Waiuku Stream	R12 638 380	Northern side of Waiuku Bypass R12 638 379
101	Rangiwhea Creek	R12 628 386	R12 628 386
102 103 104	Awaruaiti Creek	R12 618 392 617 396 617 398	R12 618 392 617 396 617 398
105	McGowan Road Creek	R12 618 405	R12 618 405
106	Mokorau Creek	R12 615 413	R12 615 413
107	Parakau Creek	R12 607 416	R12 607 416
108	Totara Creek	R12 613 427	R12 613 427

109 110	Waipipi Creek	R12 601 430 601 432	R12 601 430 601 432
111 112	Te Hakono Creek	R12 601 445 600 446	R12 601 445 600 446
113	Pukewhau Creek	R12 598 461	R12 598 461
114	Kohonui Creek	R12 598 469	R12 598 469
115 116	Ohiku Creek	R12 591 485 586 477	R12 591 485 586 477
117 118 119	Rangiriri Creek	R12 576 497 576 504 571 506	R12 576 497 576 504 571 506
120 121	Matakawau Creek	R12 572 519 562 521	R12 572 519 562 521
122	Kauritutahi Stream	R12 559 560	R12 559 560
123	Stream north of Kauritutahi Stream	R12 564 570	R12 563 570

Table 3: Waitemata Harbour and Hauraki Gulf

ID	River	River Mouth NZMS260 map grid reference	Coastal Marine Area Boundary NZMS260 map grid reference
124	Unnamed stream – Couldrey's Bridge	S11 042 709	Seaward side of Couldrey's bridge S11 042 709
125	Rautawa Stream	S11 037 704	Seaward side of Kawakaw Bay coast road S11 037 704
126	Kawakawa Bay Stream	S11 026 700	Seaward side of Clevedon Kawakawa Road bridge
127	Rotopiro Streams	S11 989 703	S11 990 703
128	Urangahauhau Stream	S11 955 695	Seaward side of Vennon's Bridge S11 956 694
129	Wairoa River	Line adjoining S11 952 697 and S11 951 698	S11 946693

130	Te Puru Creek, Eastern Arm	S11 907 778	Seaward side of Whitford Maraetai Road bridge S11 907 778
131	Te Puru Creek	S11 904 777	Seaward side of Whitford Maraetai Road bridge S11 904 777
132	Grangers Stream	R11 860 715	R11 861 716
133	Turanga Creek	R11 858 706	R11 859 706
134	Maungamaungaroa Creek	R11 828 735	R11 828 734
135	Pakuranga Creek, Pakuranga Rd Arm	R11 790 749	R11 790 749
136	Pakuranga Creek, Cascade Road Arm	R11 801 746	Seaward side of Cascade Rd bridge R11 801 746
137	Pakuranga Creek, Golf Course	R11 799 742	R11 799 742
138	Pakuranga Creek, Power Sub Station Arm	R11 801 735	R11 801 735
139	Pakuranga Creek, Cryers Road Arm	R11 789 729	R11 789 729
140	Otara Creek, Kerwyn Rd Arm	R11 778 714	R11 778 714
141	Otara Creek, Opp Andromeda Cres	R11 783 708	R11 783 708
142	Otara Creek, East Tamaki Rd Arm	R11 779 705	R11 779 705
143	Tamaki River, Bairds Rd Arm	R11 757 699	Seaward side of Pipeline in line with Laxon Ave R11 757 699
144	Tamaki River, Middlemore Hospital	R11 747 691	R11 747 691

145	145 Tamaki River Manukau / Auckland Boundary	R11 748 700	R11 748 700
146	Otahuhu Creek	R11 747 723	Off end Atkinson Ave R11 747 723
147	Unnamed stream adjacent to Bowden Road	R11 754 746	Outlet structure below Bowden Road R11 754 746
148	Unnamed stream upstream of Donnor Place	R11 753 749	R11 753 749
149	Omaru Creek	R11 772 787	Off end of Taniwha Reserve R11 772 787
150	Purewa Creek	R11 739 802	Off end Kempthorne St R11 739 802
151 152	Orakei Basin Streams	R11 724 793 729 795	R11 724 793 729 795
153	Orakei Road Stream	R11 713 802	R11 713 802
154	Portland Road Stream	R11 706 804	Seaward side of Shore Road R11 706 804
155	Newmarket Stream	R11 698 805	Seaward side of Brighton Road R11 698 805
156	Coxs Creek	R11 642 820	Landward side of Westend Road R11 642 820
157	Motions Creek	R11 634 812	Seaward side of Meola Road R11 635 812
158	Meola Creek	R11 630 809	Seaward side of Meola Road R11 630 809
159	Oakley creek	R11 624 795	Seaward side of Great North Road R11 624 795

160	Whau River (Auckland Waitakere Boundary)	R11 612 758	Railway Bridge R11 612 758
161	Rewarewa Creek	R11 601 756	R11 601 756
162	Taroa Stream	R11 599 761	R11 599 761
163	Wairau Creek	R11 582 770	R11 582 770
164	Glenedene Creek	R11 578 783	R11 578 783
165	Henderson Creek	R11 562 800	R11 562 799
166	Paremuka Stream	R11 546 816	Northern end of Woodside Road R11546 816
167	Huruhuru/Swanson Stream	R11 545 817	Seaward side of footbridge across stm R11 545 817
168	Rarawaru Creek	R11 554 833	R11 554 833
169	Taikata Creek (Kopupaka Stream)	R11 564 843	R11 564 843
170	Lawson's Creek	R11 559 851	R11 559 851
171	Waipareira Stream	R11 568 864	R11 568 864
172	Romeo Stream	R11 568 866	R11 568 866
173	Waiorahia Stream	R11 565 881	R11 565 881
174	Rarawaru Creek	R10 548 901	R10 548 901
175	Totara Creek	R11 534 884	Seaward side of Brigham Creek Road R11 534 884
176	Brigham Creek (Waitakere Rodney Boundary)	R11 524 887	Concrete "V" notch weir R11 524 887
177	Rangitopuni Stream	R10 532 927	Seaward side of Coatesville –Riverhead Highway bridge R10 530 929
178	Paremoremo Creek	R10 565 929	R10 565 930

179	Lucas Creek	R10 616 962	Waterfall upstream of SH1 bridge R10 616 962
180	Oteha Stream	R10 617 956	R10 617 956
181	Te Wharau Creek Northern Arm	R10 604 918	R10 604 918
182	Te Wharau Creek Southern Arm	R10 605 916	R10 605 916
183	Kingfisher Grove Creek	R10 592 909	R10 592 909
184	Hellyers Creek	R10 624 908	R10 624 909
185	Kaipatiki Creek	R11 629 894	R11 629 894
186	Kaipatiki Creek Eskdale Road Arm	R11 627 887	R11 627 887
187	Kaipatiki Creek Beachaven Rd Arm	R11 619 890	R11 619 890
188	Soldiers Bay Stream	R11 621 862	R11 621 862
189	Little Shoal Bay Stream	R11 656 858	Seaward side of Maritime Terrace ford R11 656 858
190	Onepoto Stream	R11 661 867	R11 661 867
191	Hillcrest Stream	Seaward side Takapuna Devonport motorway on ramp R11 678 878	Landward side Takapuna Devonport motorway on ramp R11 678 878
192	Wairoko Creek	R11693 872	R11 693 872

Table 4: Hauraki Gulf Coastline

ID	River	River Mouth NZMS260 map grid reference	Coastal Marine Area Boundary NZMS260 map grid reference
193	Wairau Creek	R10 678 908	Immediately downstream of canal outfall R10 678 907
194	Deep Creek	R10 669 985	Seaward side of Beach Road bridge R10 669 985
195	Awaruku Creek	R10 670 999	Seaward side of road bridge R10 669 999
196	Long Bay North Stream	R10 666 008	R10 666 008
197	Okura Beach Road Stream	R10 646 011	R10 646 011
198	Okura River (North Shore Rodney Boundary)	R10 631 009	R10 631 009
199	Okura River	R10 629 009	R10 629 008
200	Okura River	R10 629 009	R10 628 009
201	Okura River, North Branch	R10 628 022	R10 627 022
202	Doctors Creek	R10 636 059	Opposite Northern boundary Lot 4 DP26549 R10 636 058
203	Duck Creek	R10 622 062	Seaward side Duck Creek Road bridge R10 622 062
204	Newman Road Stream	R10 613 072	R10 612 071
205	Weiti River	R10 616 078	R10 614 078
206	Orewa River	R10 597 102	R10 595 102

207	Orewa River North Branch	R10 606 107	Opp East extremity Lot 84 DP 107158 R10 604 108
208	Nukumea Stream	R10 618 127	Seaward side of SH1 road bridge R10 618 127
209	Otanerua Stream South Arm	R10 621 139	R10 621 139 200m NE of W corner of reserve
210	Otanerua Stream North Arm	R10 622 141	R10 622 141
211	Waiwera River	R10 613 167	Opp boundary Lots 7 & 8 DP 61445 R10 611 167
212	Okahu Creek	R10 603 178	R10 603 178
213	Puhoi River	R10 608 187	Boundary Pt Allot 9 SO 1804 and PtAllot 10 SO 1799 R10 606 189
214	Te Muri-O-Tarariki Stream	R10 636 197	R10 635 197
215	Pukapuka River	R09 610 226	Seaward side of Pukapuka Rd bridge R09 610 226
216	Dyers Creek Southern Arm	R09 622 245	Boundary Part 1 DP 37582 & Part 82 R09 622 245
217	Dyers Creek Northern Arm	R09 619 249	R09 619 249
218	Cowan Bay Stm West Arm	R09 623 270	R09 623 270
219	Cowan Bay Stm East Arm	R09 628 272	R09 628 272
220	Hepburn Creek	R09 619 284	Seaward side of Hepburn Creek Rdbridge R09 617 283

221	Johnson Creek	R09 613 301	Seaward side of Hepburn Creek Roadbridge R09 613 301
222	Mahurangi River	R09 615 310 Off end of Wilson Rd	R09 612 313 Opp Nth end of lake
223	Duck Creek	R09 623 304	R09 623 304
224	Dawson's Creek (Te Whau Creek)	R09 647 300	Seaward side access bridge to SewageTreatment Plant R09 647 300
225	Goodalls Stream	R09 656 284	R09 656 284
226	Te Kapa River Northern Arm	R09 663 259	R09 663 259
227	Te Kapa River Eastern Arm	R09 674 247	R09 675 248
228	Glen Eden River	R09 641 341	R09 642 342
229	Matakana River	R09 649 369	R09 648 370 Opp Sth boundary Lot 1 DP 100477
230	Baddley's Beach Stream	R09 678 341	R09 678 341
231	Campbells Beach Western Stream	R09 689 341	R09 689 341
232	Campbells Beach Eastern Stream	R09 693 340	R09 693 340
233	Omaha River	R09 668 389	Nth end esplanade reserve adj Lot 1 DP83584 R09 666 389
234	Tamahunga Stream	R09 668 392	Southern boundary of Lot 1 DP 8755 R09 667 393
235	Birdsall Road Stream	R09 682 419	R09 682 419

236	Young Creek	R09 683 420	Seaward side Ashton (Sadler) Rd bridge R09 684 420
237	Coxhead Creek	R09 703 426	Coxhead Creek Road bridge R09 703 426
238	Kohuroa Stream	R09 719 428	Footbridge R09 719 428
239	Omaha Cove, W arm	R09 727 443	Footbridge R09 727 443
240	Omaha Cove, NE arm	R09 732 445	R09 733 446

Table 5: Waiheke Island

ID	River	River Mouth NZMS260 map grid reference	Coastal Marine Area Boundary NZMS260 map grid reference
241	Okahuiti Creek	S11 929 877	S11 929 877
242	Tawaipareira Creek	S11 937 873	Seaward side of Ostend Road S11 937 873
243 244	Rangihoua Creek	S11 950 867 949 866	S11 950 867 949 866
245 246	Awaawaroa Bay Stream	S11 981 851 987 852	S11 981 851 987 852
247	Te Matuku Bay Stream	S11 012 840	Orapiu Road bridge S11 012 840

Table 6: Great Barrier Island

ID	River	River Mouth NZMS260 map grid reference	Coastal Marine Area Boundary NZMS260 map grid reference
248	Oruawharo Stream	T09 357 447	T09 357 445
249	Kaitoke River	T09 318 492	Seaward side Kaitoke Awana Roadbridge T09 318 493

250	Awana Stream	T08 336 525	T08 336 525
251	Motairehe Stream	S08 244 620	S08 244 620
252	Whangaparapara Stream	S09 260 487	S09 260 487

Note 1

For each river identified in the above schedules the “mouth” is a straight line drawn from bank to bank through or as close as possible to the grid reference relating to that river at right angles to the river flow at that grid reference.

Note 2

For rivers not identified in the above schedules the “mouth” shall be at that point depicted by a straight line representing a continuation of the mean high water springs on each side of the river.

Appendix 8 Biodiversity offsetting [rcp/rp/dp]

Biodiversity Offsetting

The following sets out a framework for the use of biodiversity offsets. It should be read in conjunction with the New Zealand government Guidance on Good Practice Biodiversity Offsetting in New Zealand, New Zealand Government et al, August 2014 (or any successor document):

(1) Restoration, enhancement and protection actions will only be considered a biodiversity offset where it is used to offset the significant residual effects of activities after the adverse effects have been avoided, remedied or mitigated.

(2) Restoration, enhancement and protection actions undertaken as a biodiversity offset are demonstrably additional to what otherwise would occur, including that they are additional to any avoidance, remediation or mitigation undertaken in relation to the adverse effects of the activity.

(3) Offset actions should be undertaken close to the location of development, where this will result in the best ecological outcome.

(4) The values to be lost through the activity to which the offset applies are counterbalanced by the proposed offsetting activity, which is at least commensurate with the adverse effects on indigenous biodiversity. Where possible the overall result should be no net loss, and preferably a net gain in ecological values.

(5) The offset is applied so that the ecological values being achieved through the offset are the same or similar to those being lost.

Appendix 9 Business – City Centre Zone sight lines

Figure 1: Sight line 01

Figure 1a

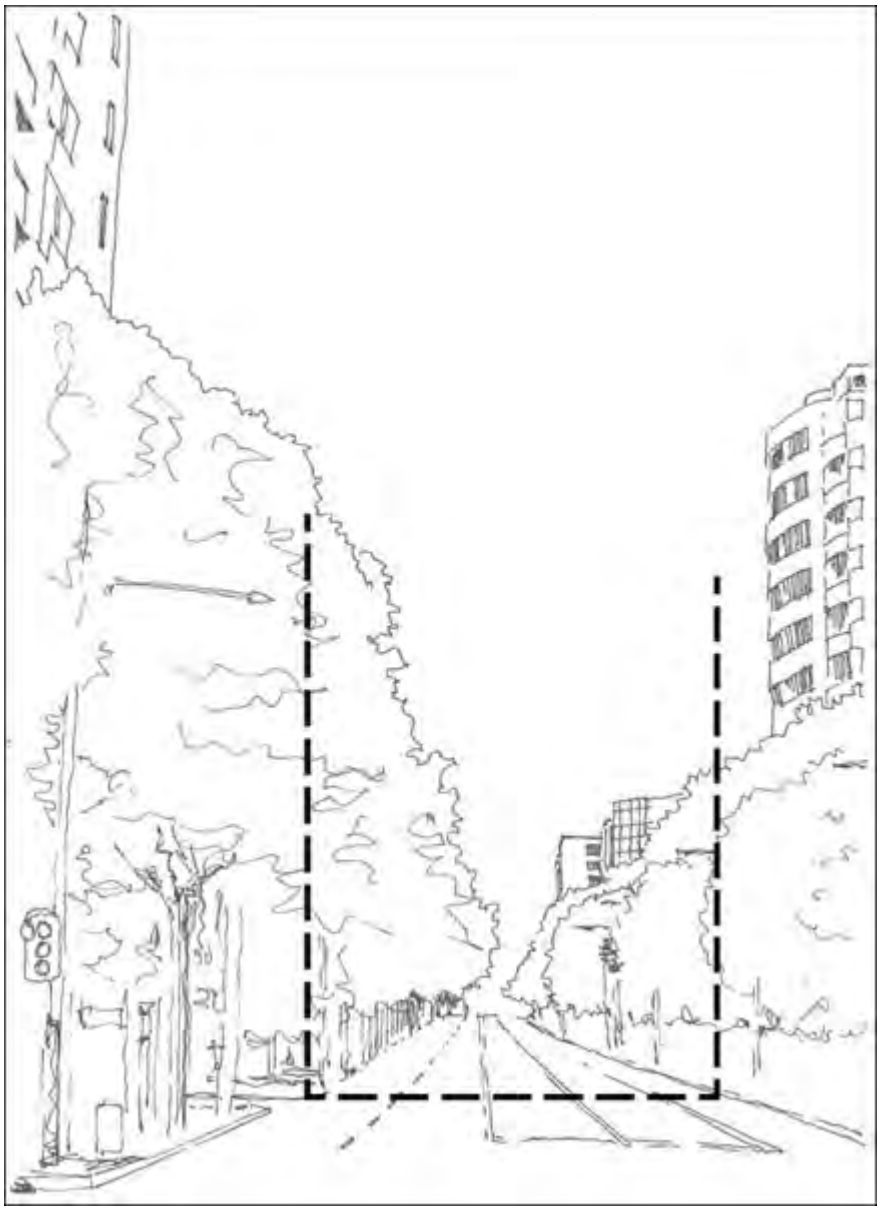


Figure 1b

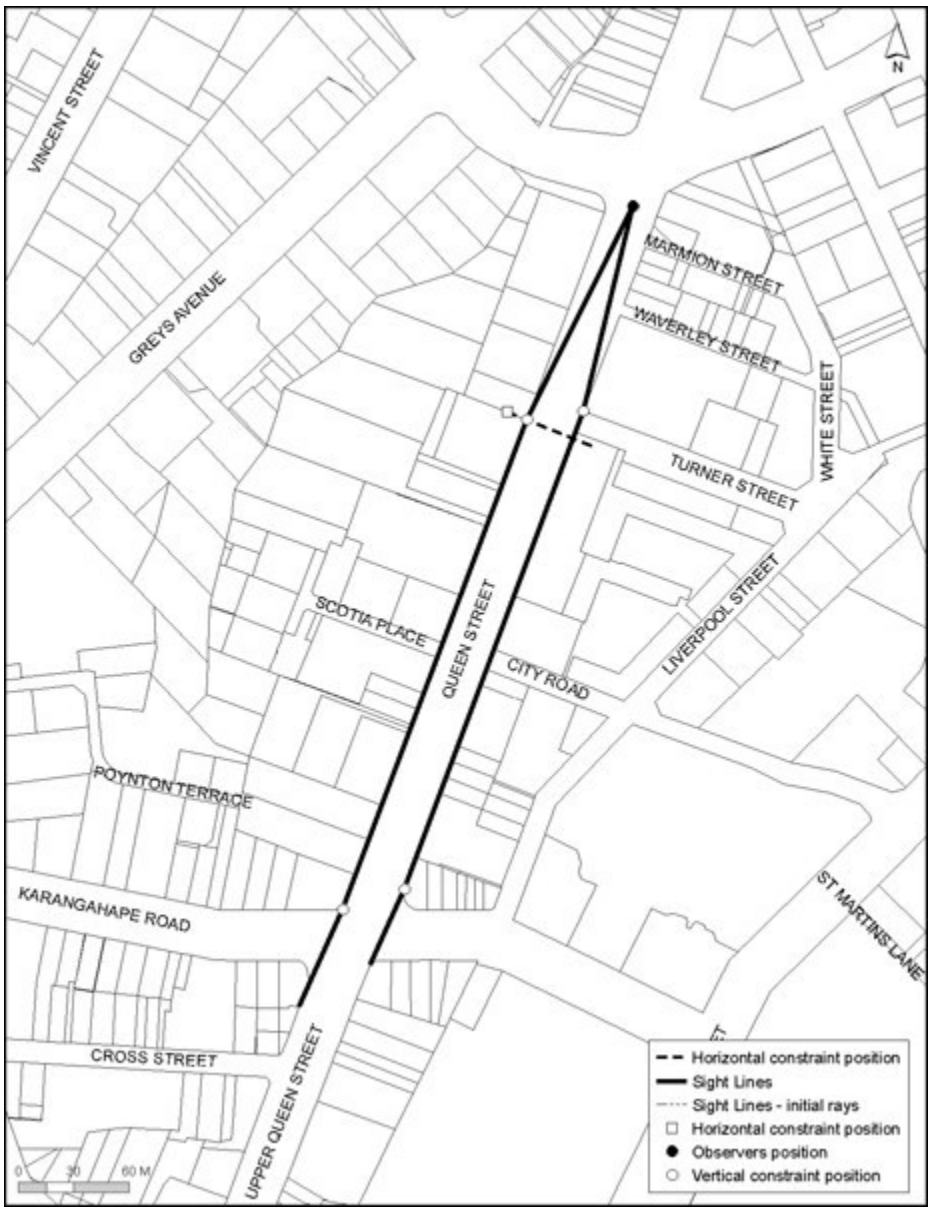

VINCENT STREET
GREYS AVENUE
MARMION STREET
WAVERLEY STREET
WHITE STREET
TURNER STREET
SCOTIA PLACE
QUEEN STREET
CITY ROAD
LIVERPOOL STREET
POYNTON TERRACE
KARANGAHAPE ROAD
ST MARTINS LANE
CROSS STREET
UPPER QUEEN STREET
N
0 30 60 M
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 2: Sight line 02

Figure 2a

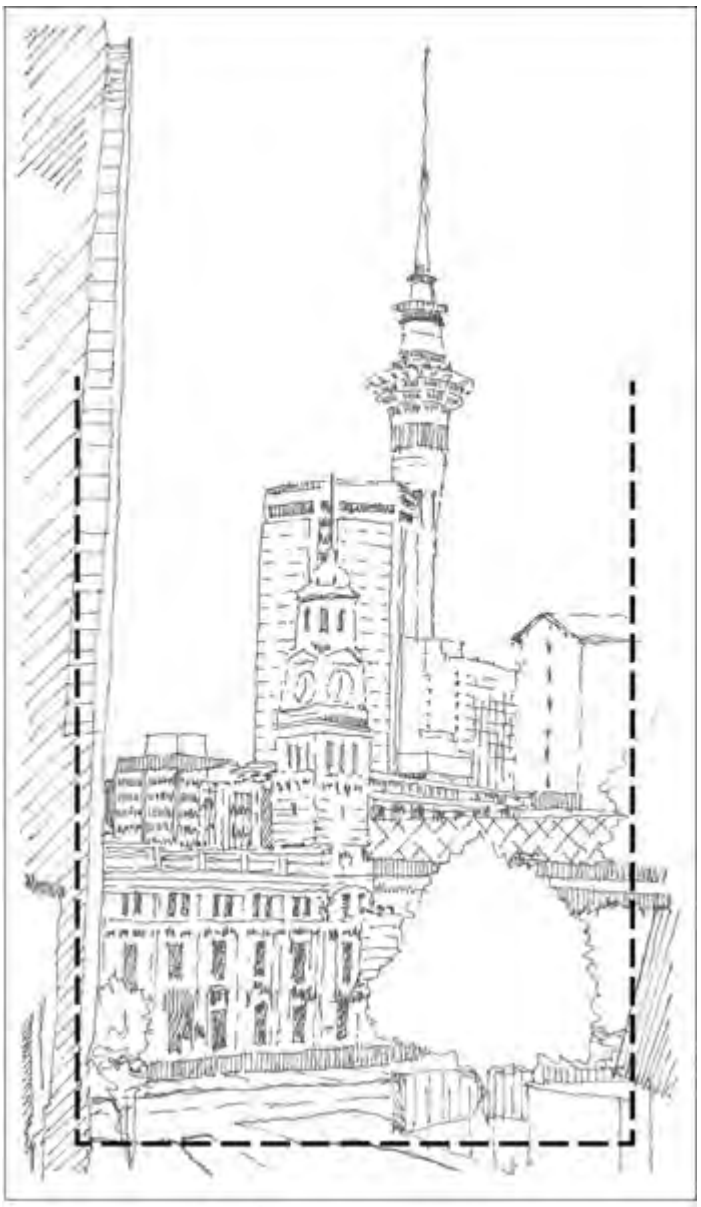


Figure 2b

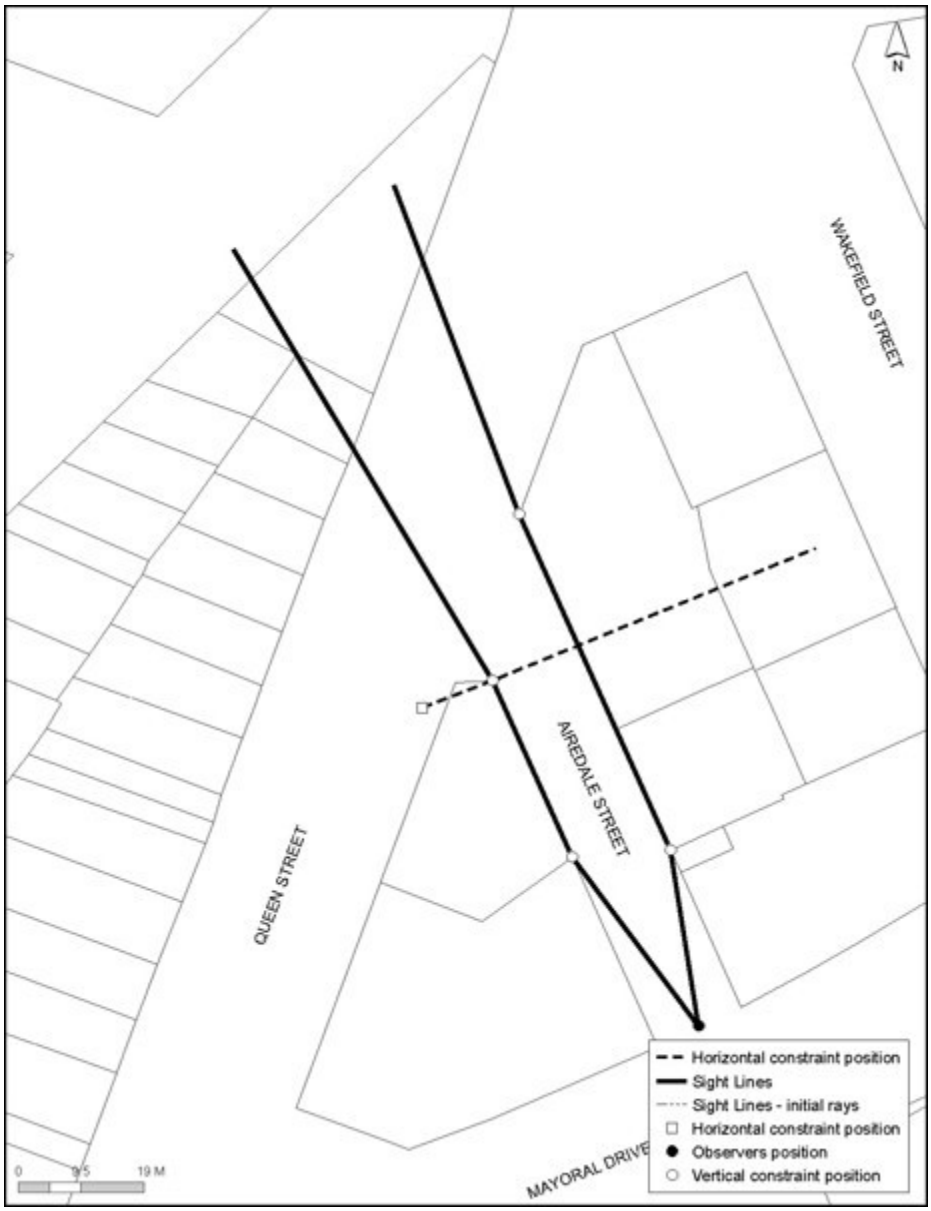

N
WAKEFIELD STREET
AIREDALE STREET
QUEEN STREET
MAYORAL DRIVE
0
9.5
19 M
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 3: Sight line 03

Figure 3a

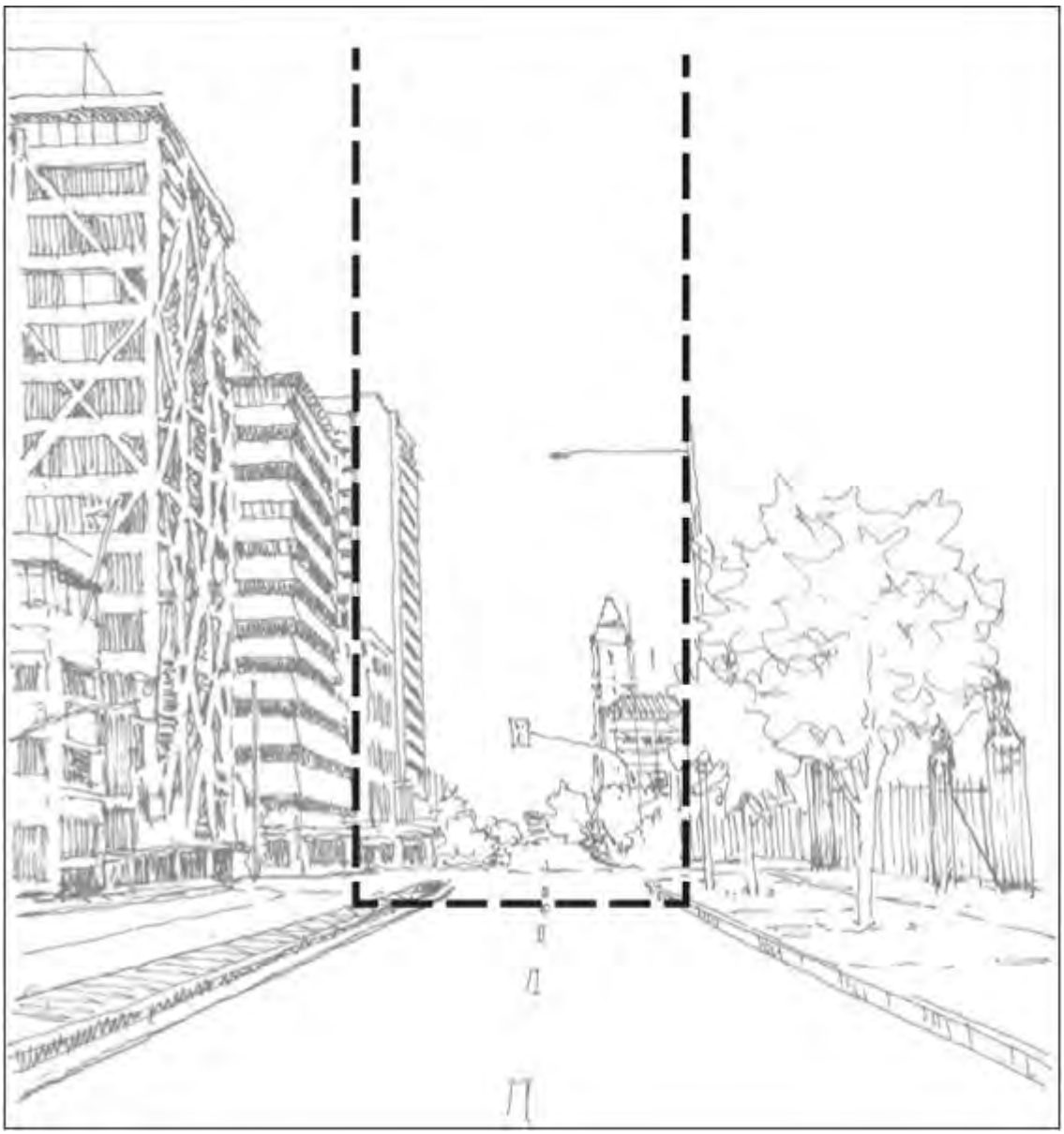


Figure 3b


N
CUSTOMS STREET EAST
FANSHAWE STREET
HALSEY STREET
ALBERT STREET
QUEEN STREET
BEACH ROAD
ANZAC AVENUE
VICTORIA STREET WEST
BOWEN AVENUE
WELLESLEY STREET WEST
COOK STREET
NELSON STREET
KITCHENER STREET
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 4: Sight line 04

Figure 4a

Figure 4b

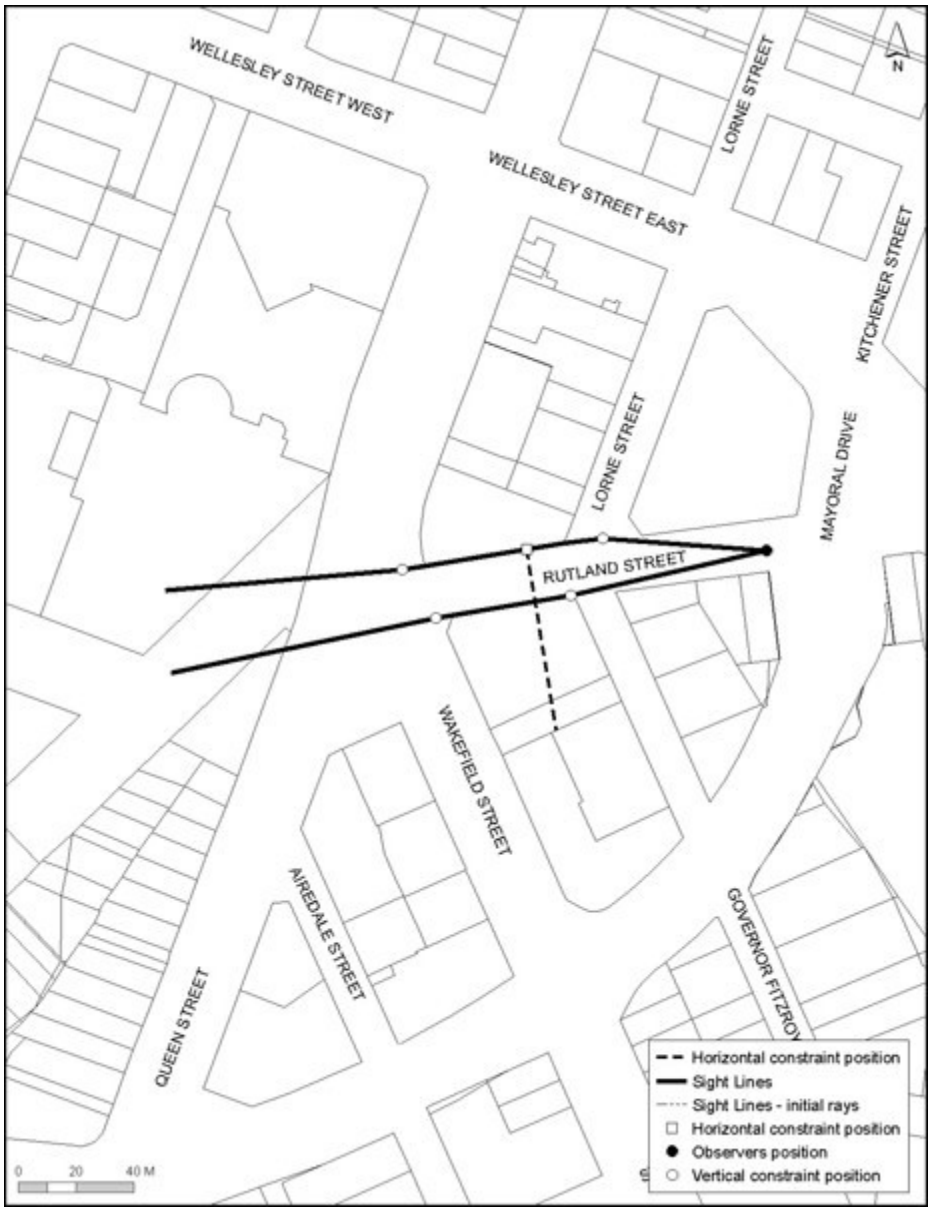

WELLESLEY STREET WEST
WELLESLEY STREET EAST
LORNE STREET
KITCHENER STREET
LORNE STREET
MAYORAL DRIVE
RUTLAND STREET
WAKEFIELD STREET
AIREDALE STREET
QUEEN STREET
GOVERNOR FITZROY
N
0 20 40 M
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 5: Sight line 05

Figure 5a

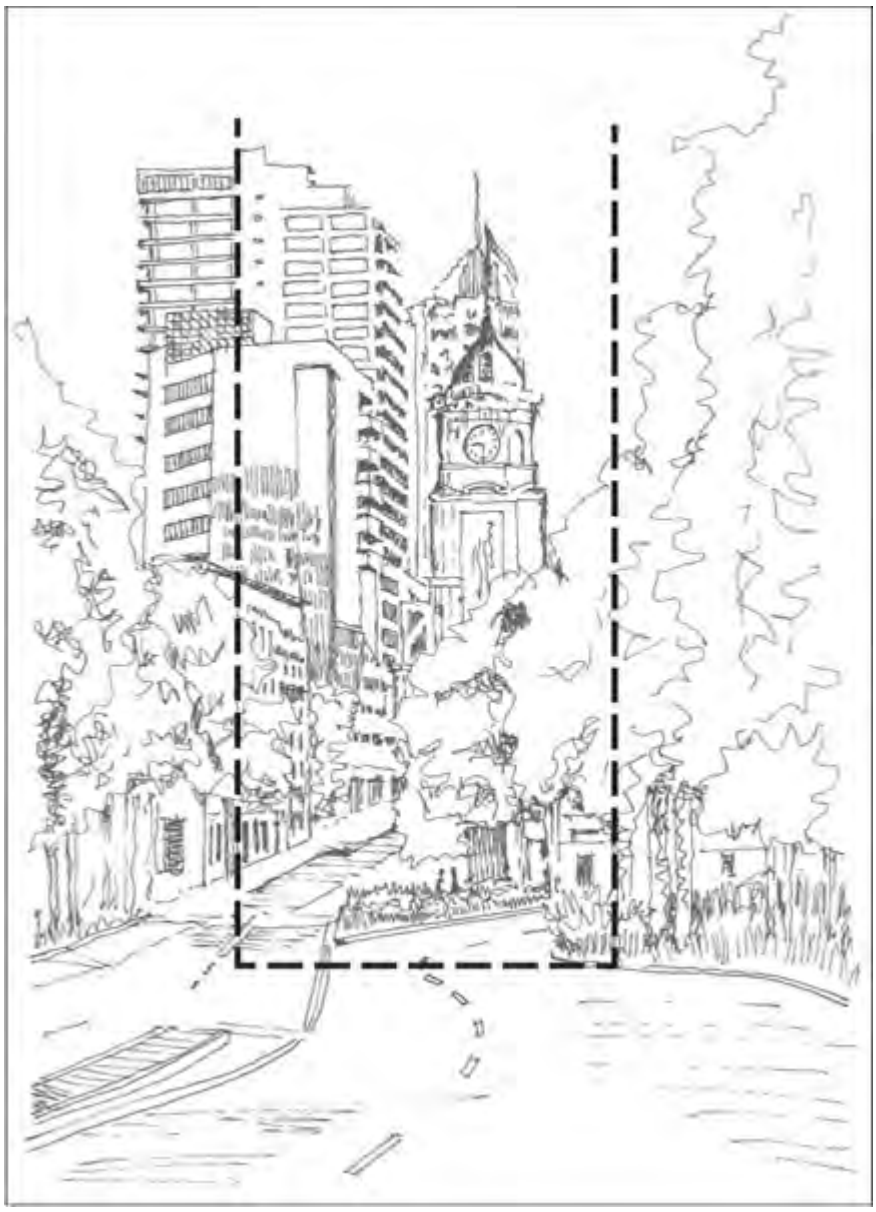


Figure 5b

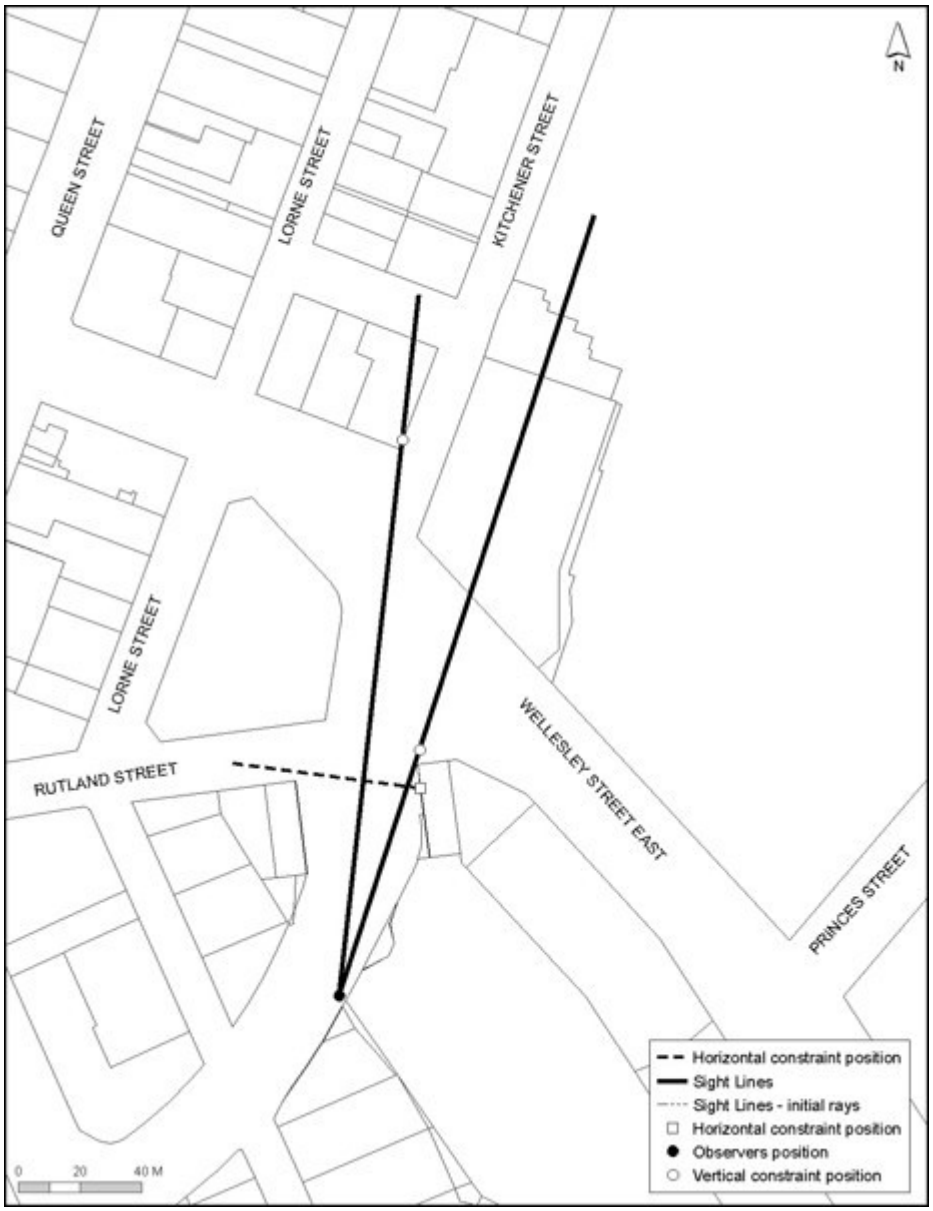

N
QUEEN STREET
LORNE STREET
KITCHENER STREET
LORNE STREET
RUTLAND STREET
WELLESLEY STREET EAST
PRINCES STREET
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position
0
20
40 M

Figure 6: Sight line 06

Figure 6a

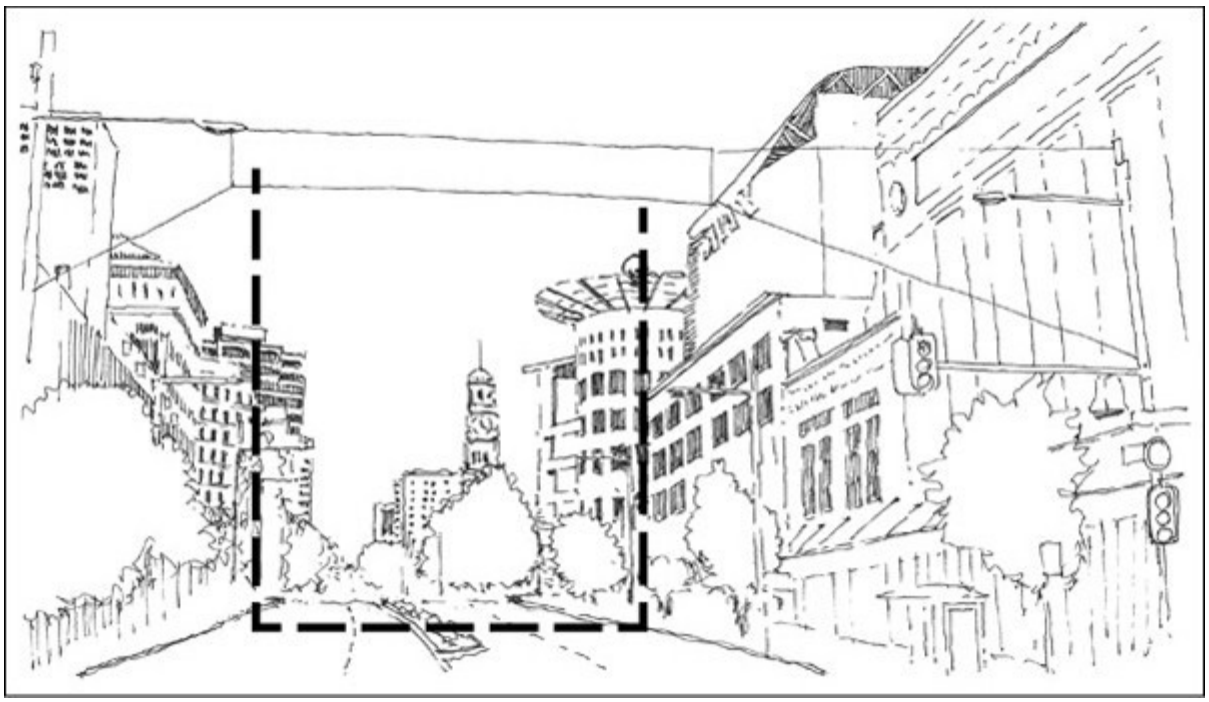


Figure 6b

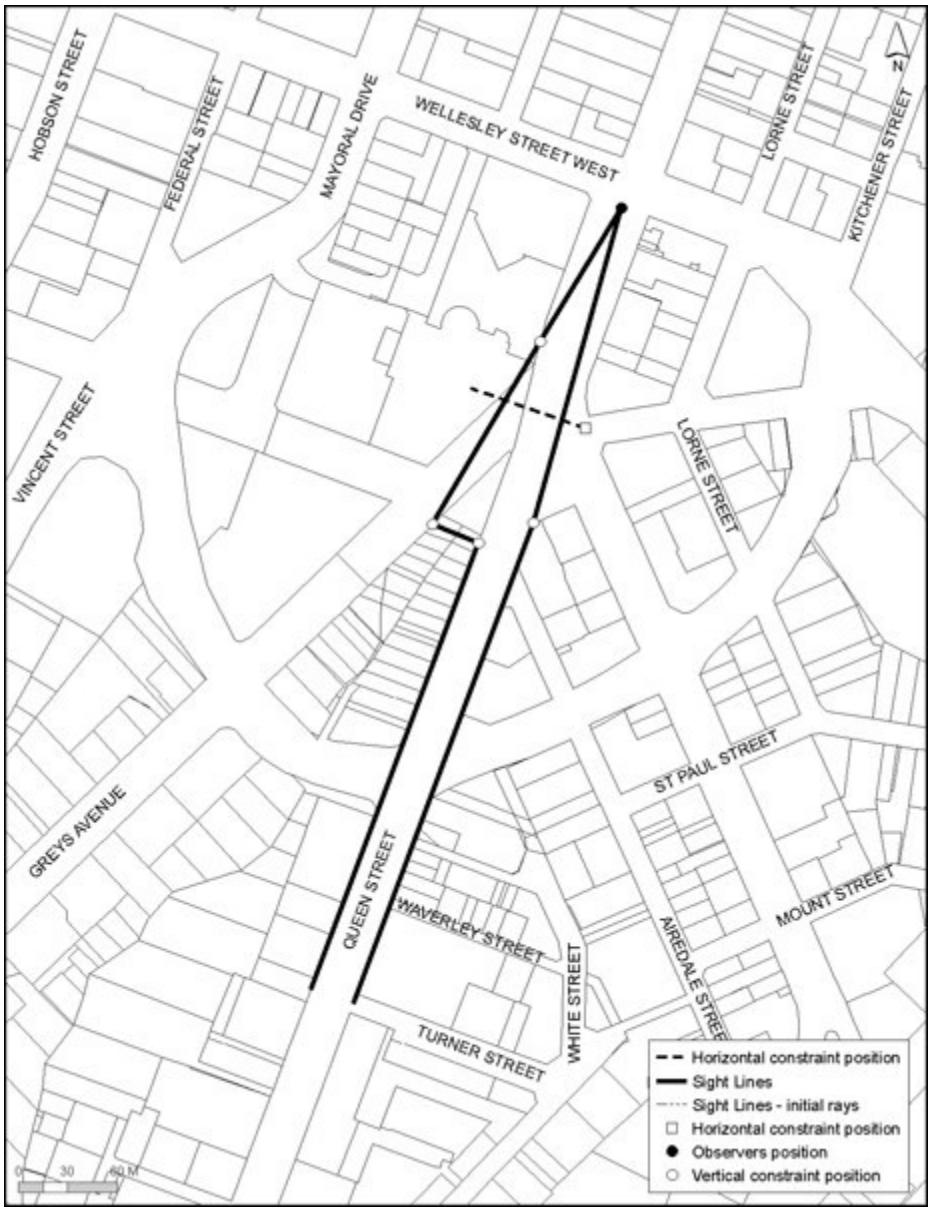

HOBSON STREET
FEDERAL STREET
MAYORAL DRIVE
WELLESLEY STREET WEST
LORNE STREET
KITCHENER STREET
N
VINCENT STREET
LORNE STREET
ST PAUL STREET
GREYS AVENUE
QUEEN STREET
WAVERLEY STREET
MOUNT STREET
WHITE STREET
AIREDALE STREET
TURNER STREET
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position
0
30
60 M

Figure 7: Sight line 07

Figure 7a

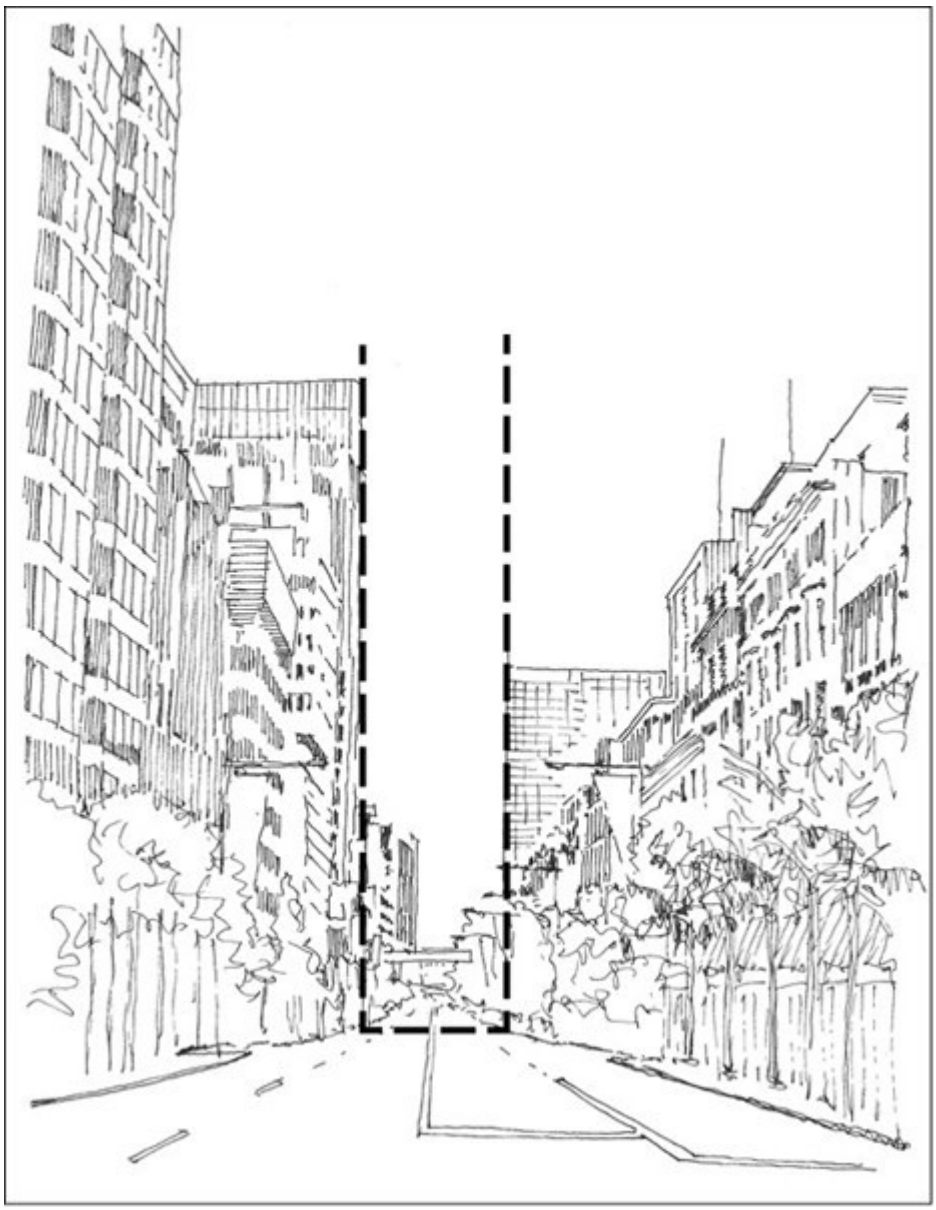


Figure 7b

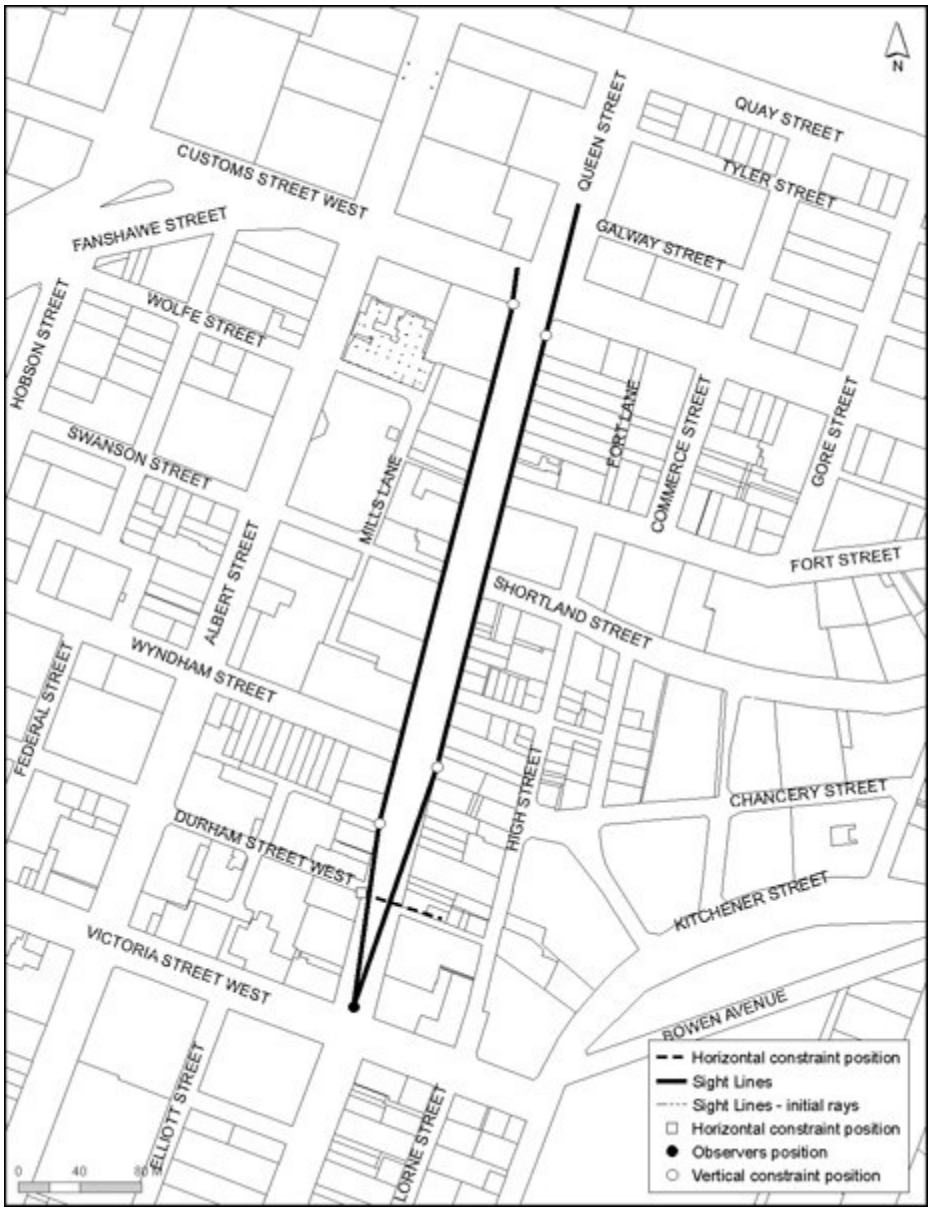

N
QUAY STREET
QUEEN STREET
TYLER STREET
CUSTOMS STREET WEST
GALWAY STREET
FANSHAWE STREET
WOLFE STREET
HOBSON STREET
SWANSON STREET
MILLS LANE
FORT LANE
COMMERCE STREET
GORE STREET
FORT STREET
ALBERT STREET
SHORTLAND STREET
WYNDHAM STREET
FEDERAL STREET
HIGH STREET
CHANCERY STREET
DURHAM STREET WEST
KITCHENER STREET
VICTORIA STREET WEST
BOWEN AVENUE
ELLIOTT STREET
LORNE STREET
0
40
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 8: Sight line 08

Figure 8a

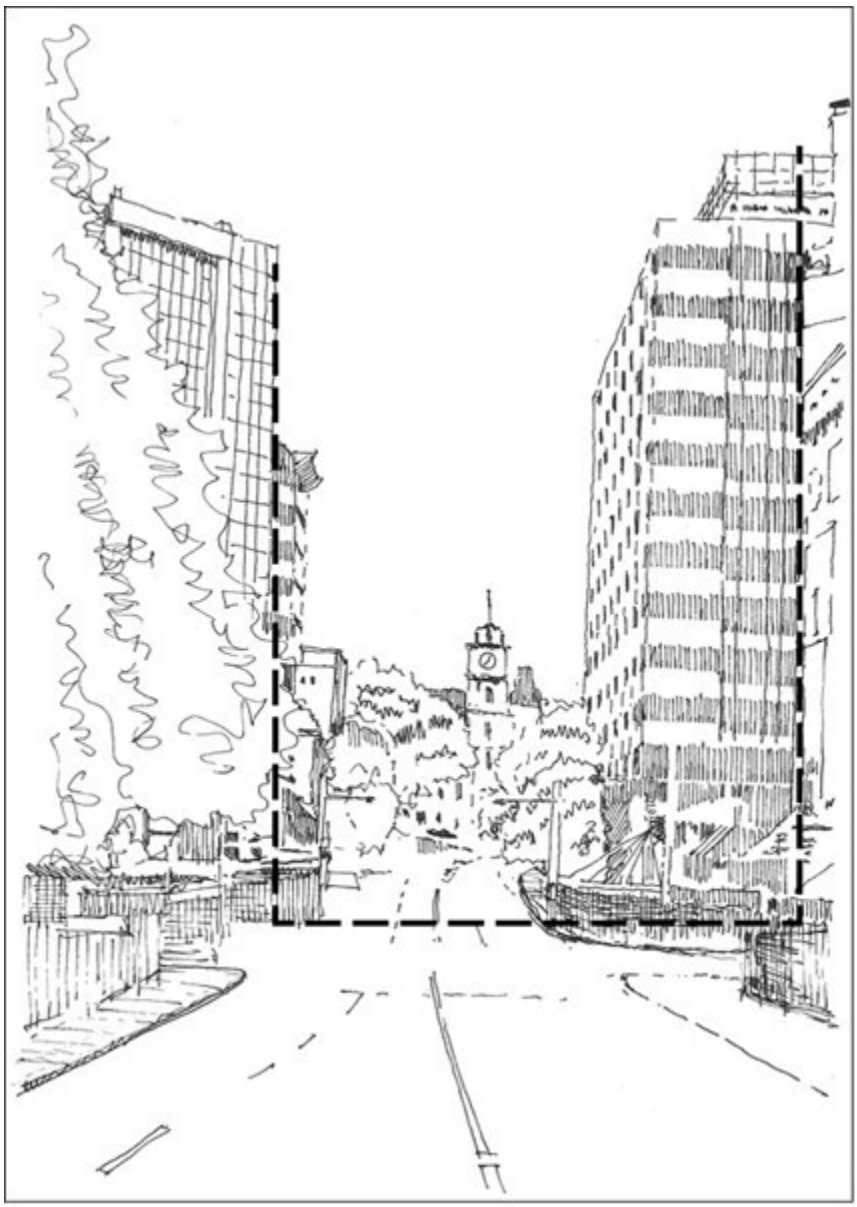


Figure 8b

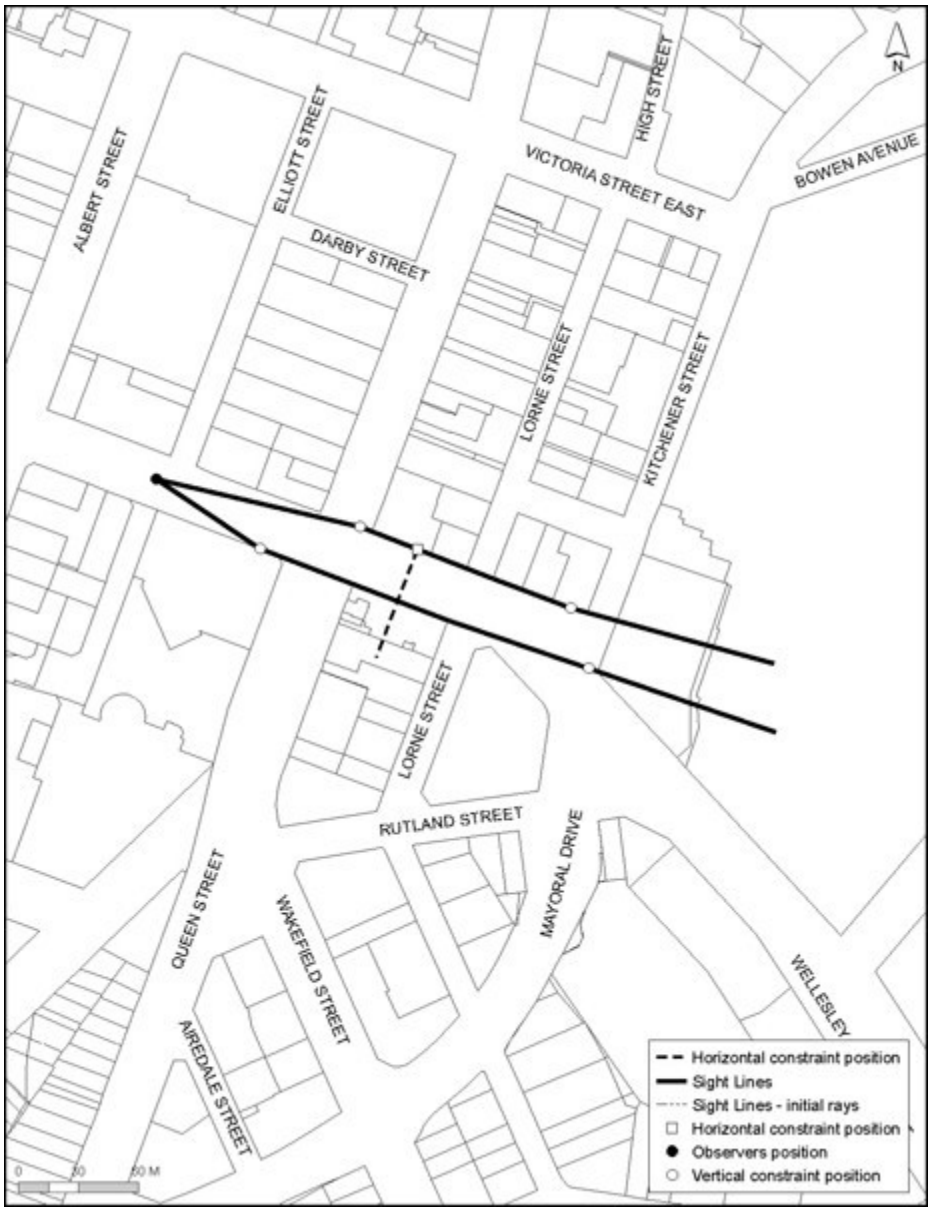

N
ALBERT STREET
ELLIOTT STREET
DARBY STREET
VICTORIA STREET EAST
HIGH STREET
BOWEN AVENUE
LORNE STREET
KITCHENER STREET
LORNE STREET
RUTLAND STREET
MAYORAL DRIVE
QUEEN STREET
WAKEFIELD STREET
AIREDALE STREET
WELLESLEY
0
50
50 M
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 9: Sight line 09

Figure 9a

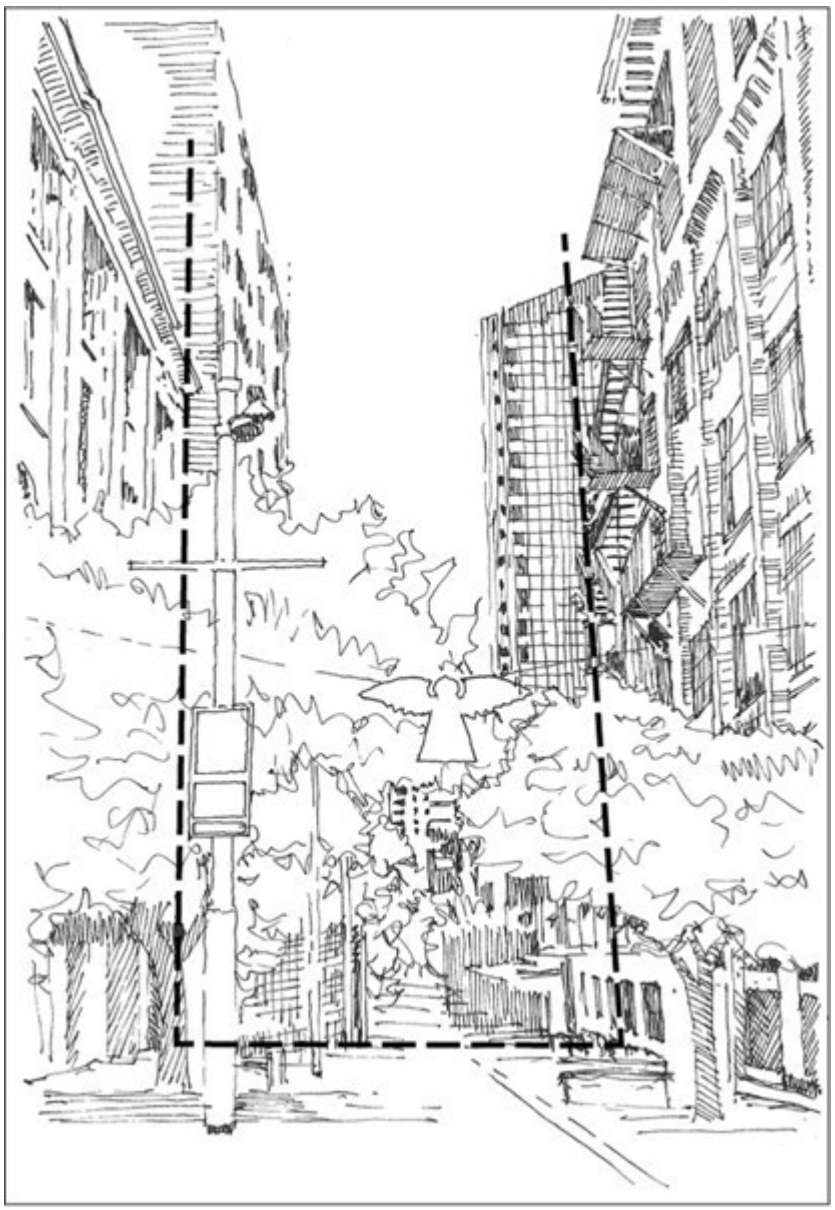


Figure 9b

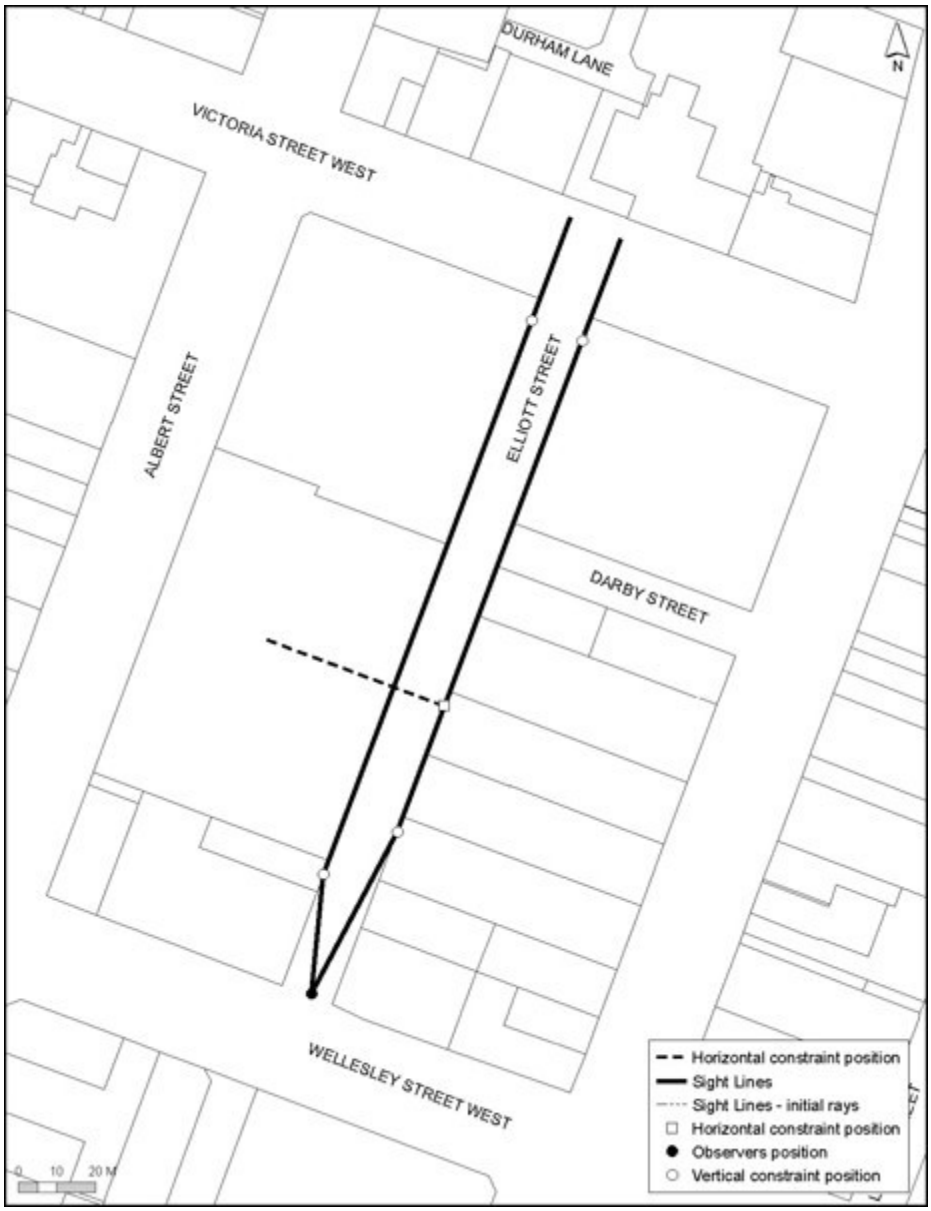

DURHAM LANE
N
VICTORIA STREET WEST
ALBERT STREET
ELLIOTT STREET
DARBY STREET
WELLESLEY STREET WEST
0 10 20 M
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 10: Sight line 10

Figure 10a

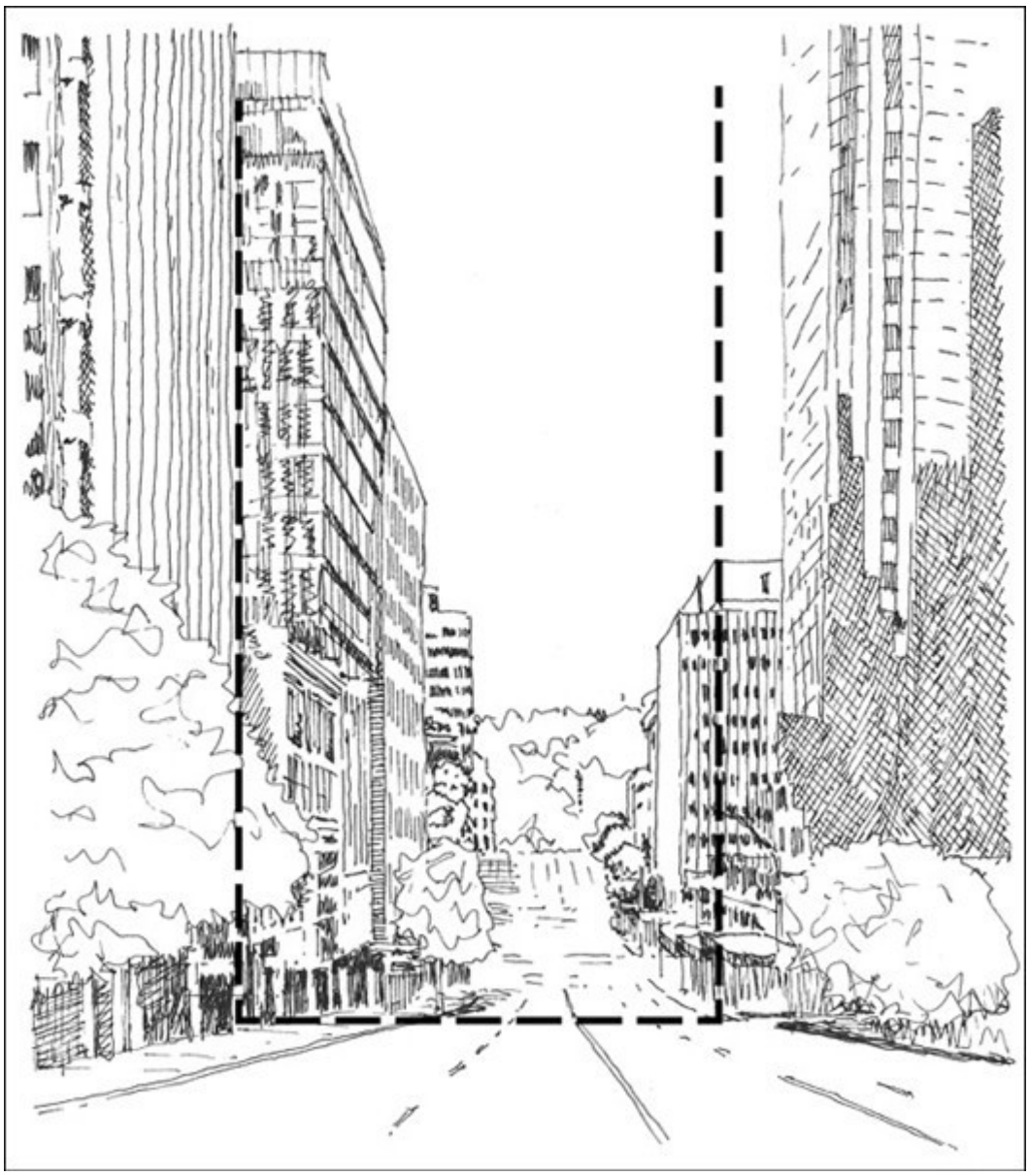


Figure 10b


FORT STREET
N
WYNDHAM STREET
MILLS LANE
SHORTLAND STREET
FEDERAL STREET
DURHAM LANE
DURHAM STREET WEST
HIGH STREET
O'CONNELL STREET
FIELDS LANE
CHANCERY STREET
COURTHOUSE LANE
BOWEN AVENUE
ALBERT STREET
DARBY STREET
ELLIOTT STREET
LORNE STREET
KITCHENER STREET
WELLESLEY STREET EAST
RUTLAND STREET
0 30 60 M
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 11: Sight line 11

Figure 11a

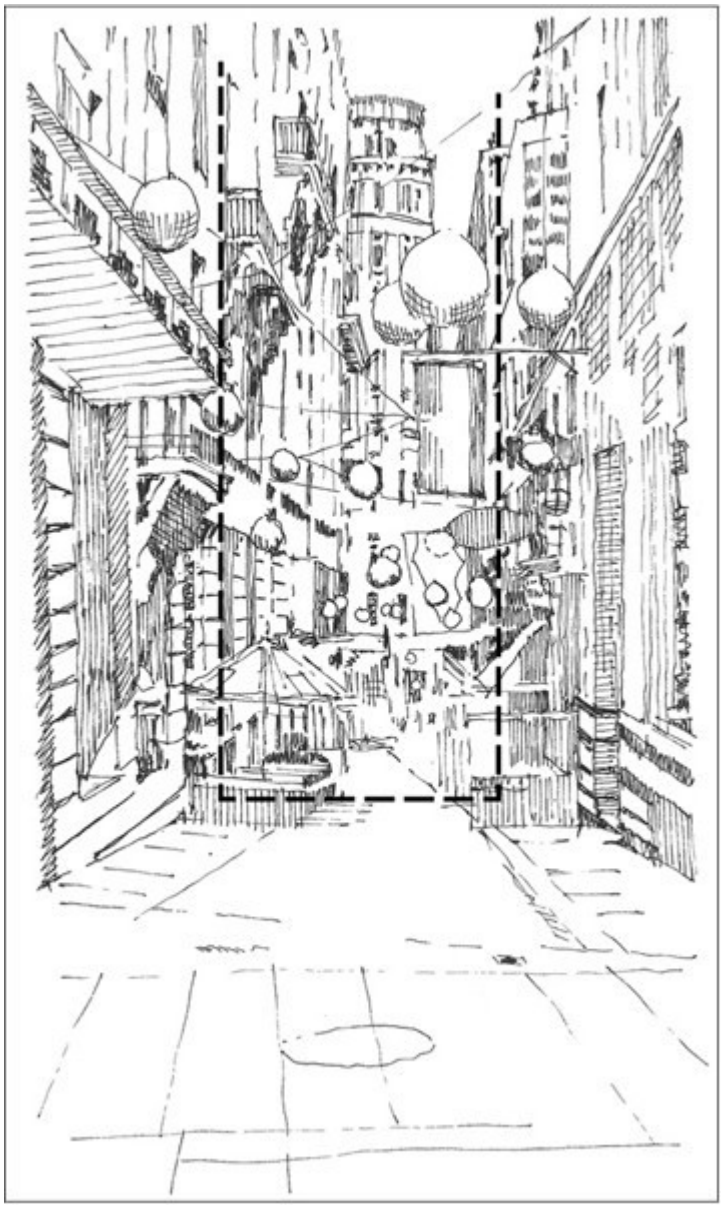


Figure 11b


N
QUEEN STREET
HIGH STREET
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position
0
8
16 M

Figure 12: Sight line 12

Figure 12a

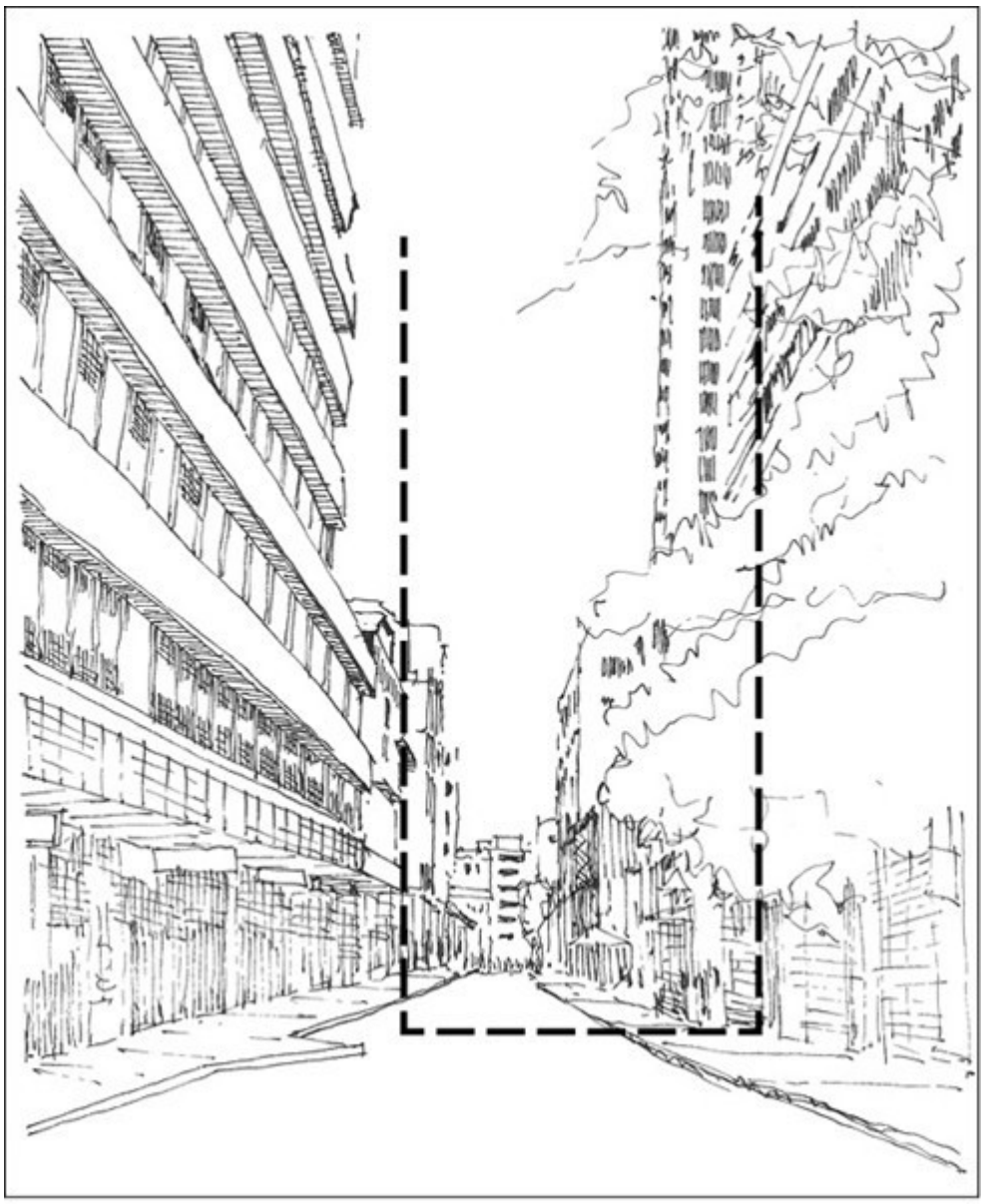


Figure 12b

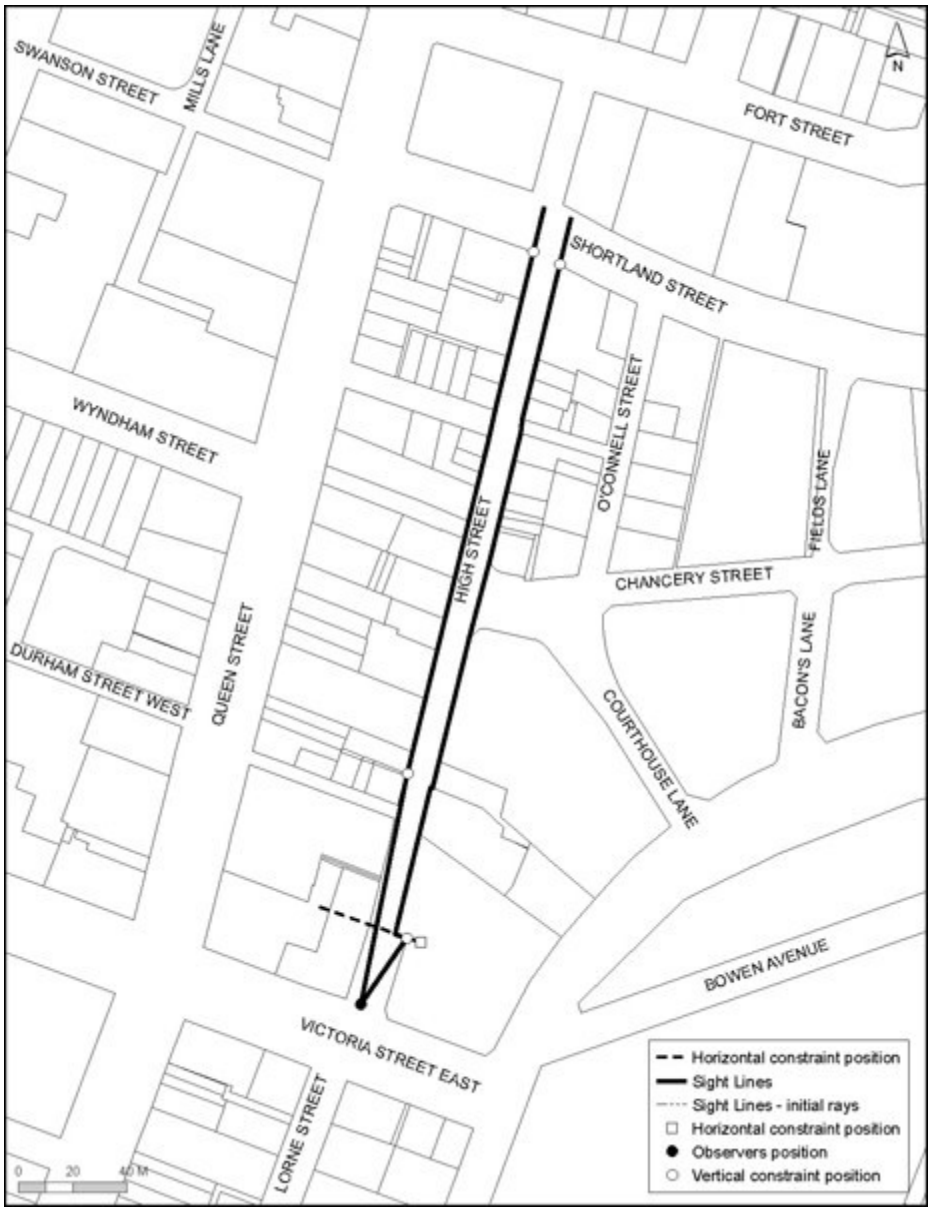

SWANSON STREET
MILLS LANE
FORT STREET
N
SHORTLAND STREET
WYNDHAM STREET
O'CONNELL STREET
FIELDS LANE
HIGH STREET
CHANCERY STREET
QUEEN STREET
DURHAM STREET WEST
BACON'S LANE
COURTHOUSE LANE
BOWEN AVENUE
VICTORIA STREET EAST
LORNE STREET
0 20 40 M
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 13: Sight line 13

Figure 13a

Figure 13b

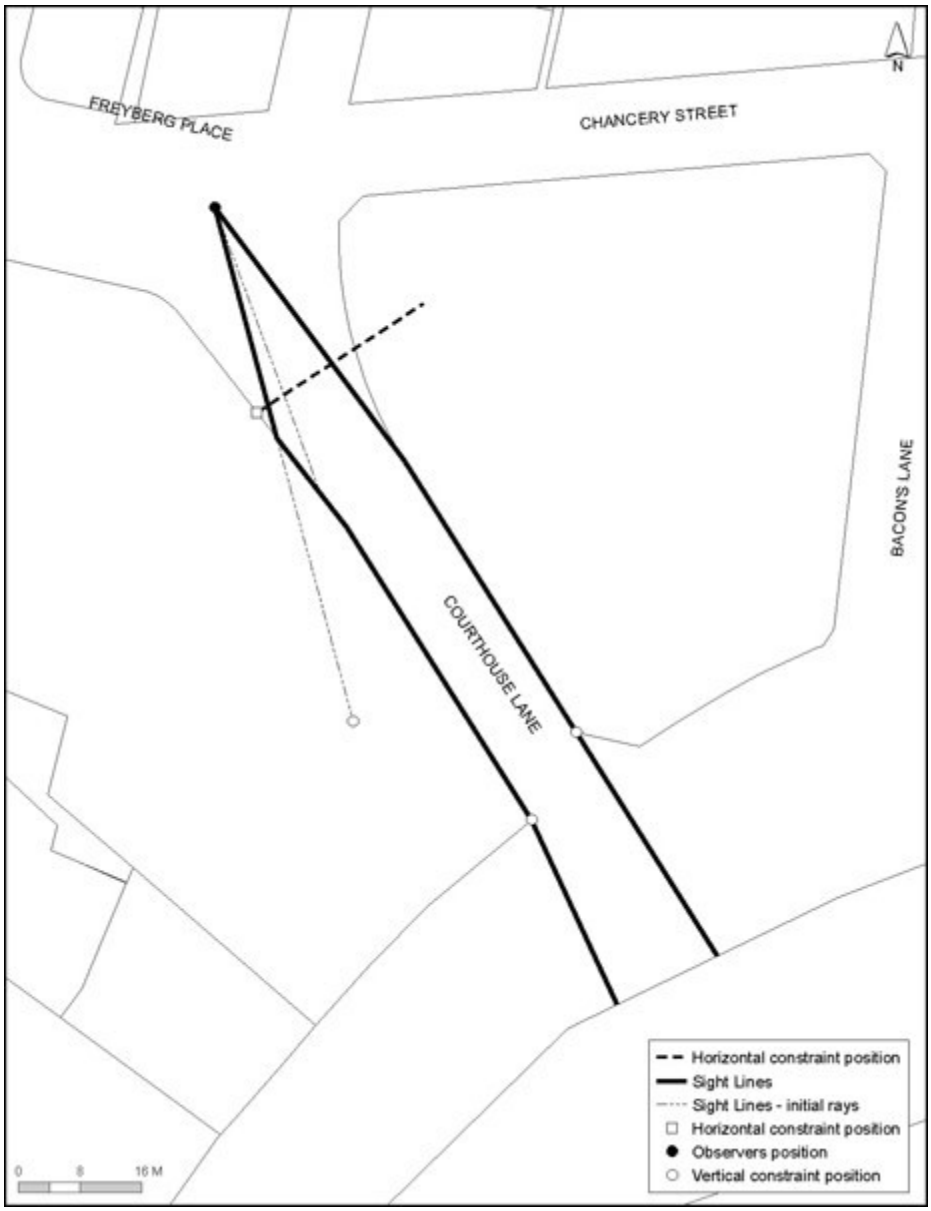

FREYBERG PLACE
CHANCERY STREET
N
BACON'S LANE
COURTHOUSE LANE
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position
0
8
16 M

Figure 14: Sight line 14

Figure 14a

Figure 14b

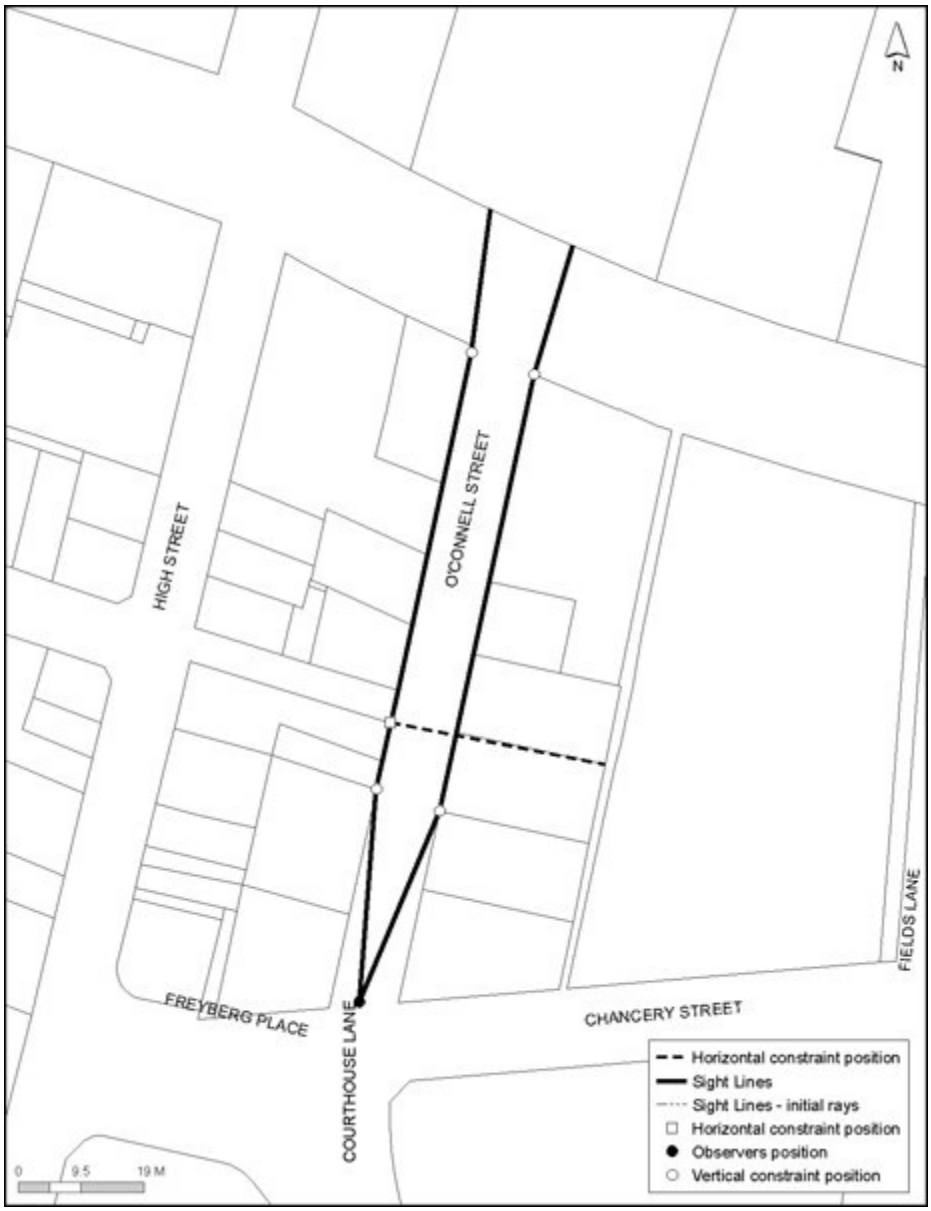

N
HIGH STREET
O'CONNELL STREET
FIELDS LANE
FREYBERG PLACE
COURTHOUSE LANE
CHANCERY STREET
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position
0
9.5
19 M

Figure 15: Sight line 15

Figure 15a

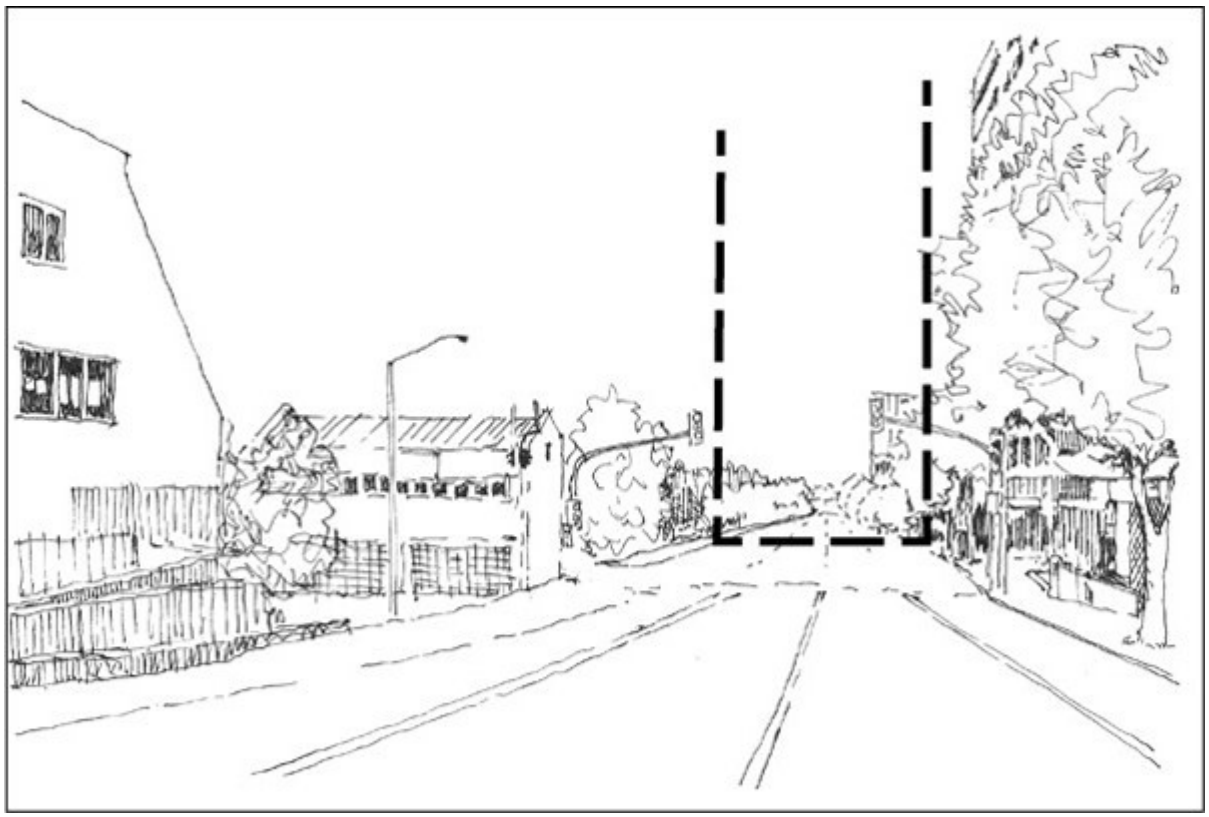


Figure 15b


N
QUAY STREET
CUSTOMS STREET EAST
FANSHAWE STREET
BEAUMONT STREET
NORTHERN MOTORWAY
ALBERT STREET
QUEEN STREET
ANZAC AVENUE
BOWEN AVENUE
WELLESLEY STREET WEST
COOK STREET
WELLINGTON STREET
UNDOR STREET
VINCENT STREET
MAYORAL DRIVE
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 16: Sight line 16

Figure 16a

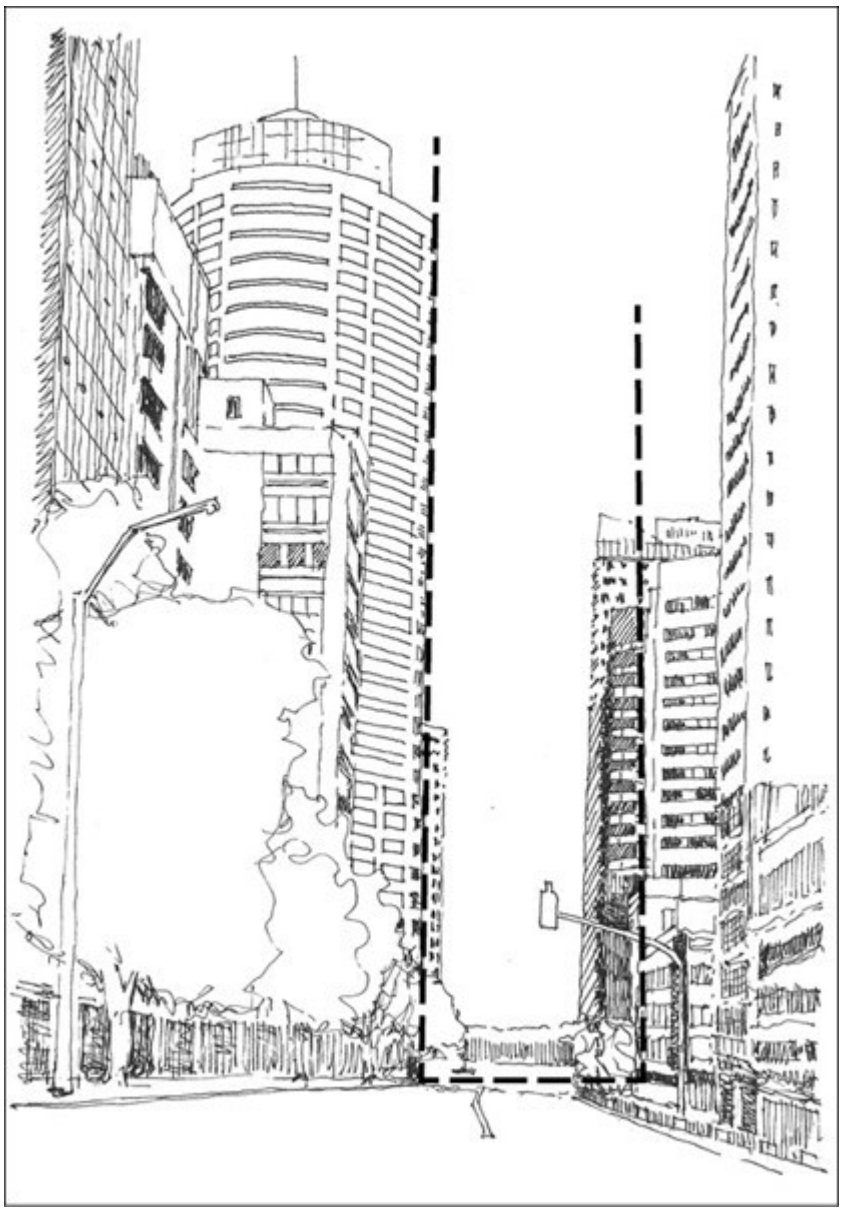


Figure 16b


N
CUSTOMS STREET WEST
MARKET PLACE
FANSHAWE STREET
LUCY LANE
FEDERAL STREET
QUAY STREET
TYLER STREET
GALWAY STREET
FORT LANE
COMMERCE STREET
FORT STREET
MILL LANE
WYNDHAM STREET
GORST LANE
NELSON STREET
VOGEL LANE
QUEEN STREET
HIGH STREET
CHANCERY STREET
DURHAM LANE
POWEN AVENUE
HOBSON STREET
ALBERT STREET
ELLIOTT STREET
LORNE STREET
0
60
120 M
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 17: Sight line 17

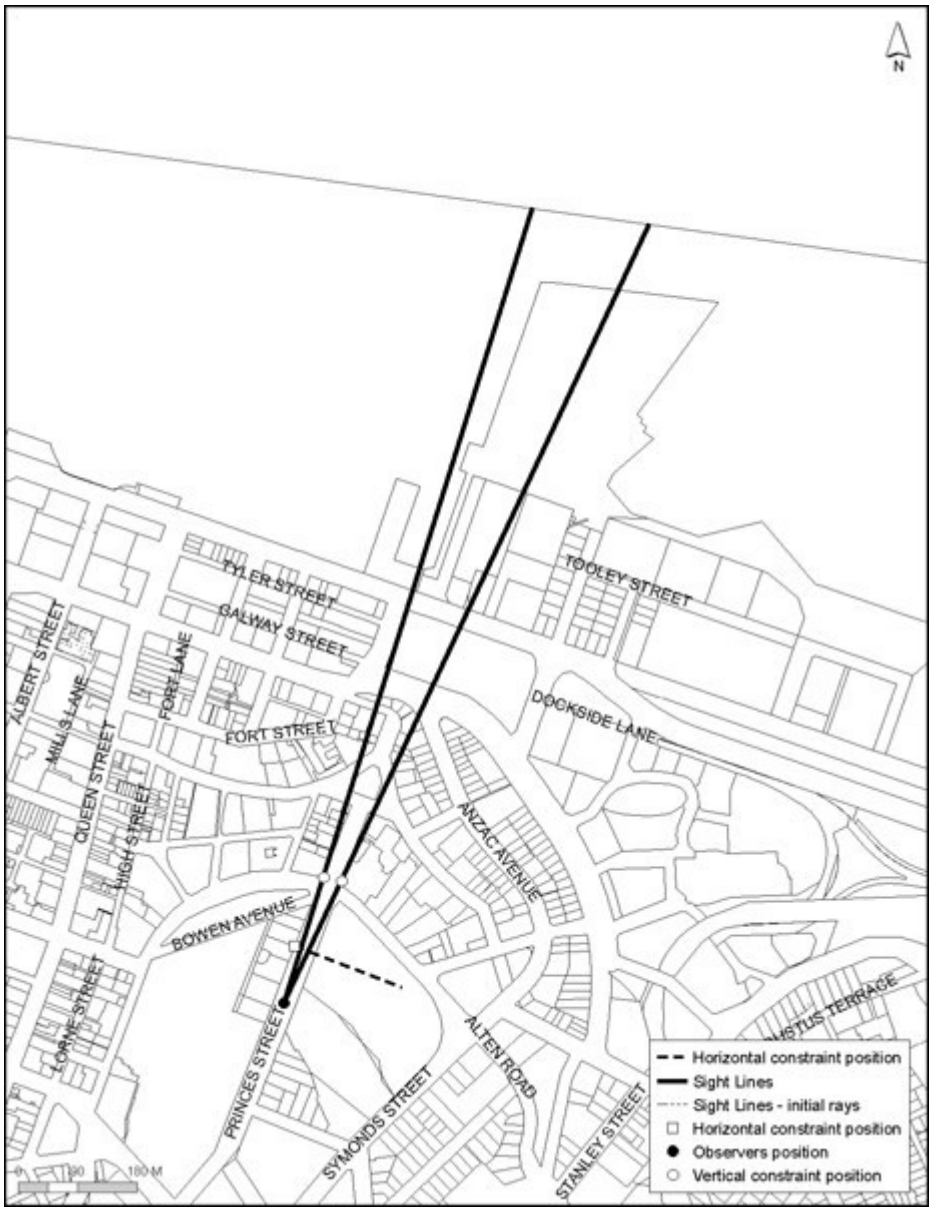


Figure 18: Sight line 18

Figure 18a

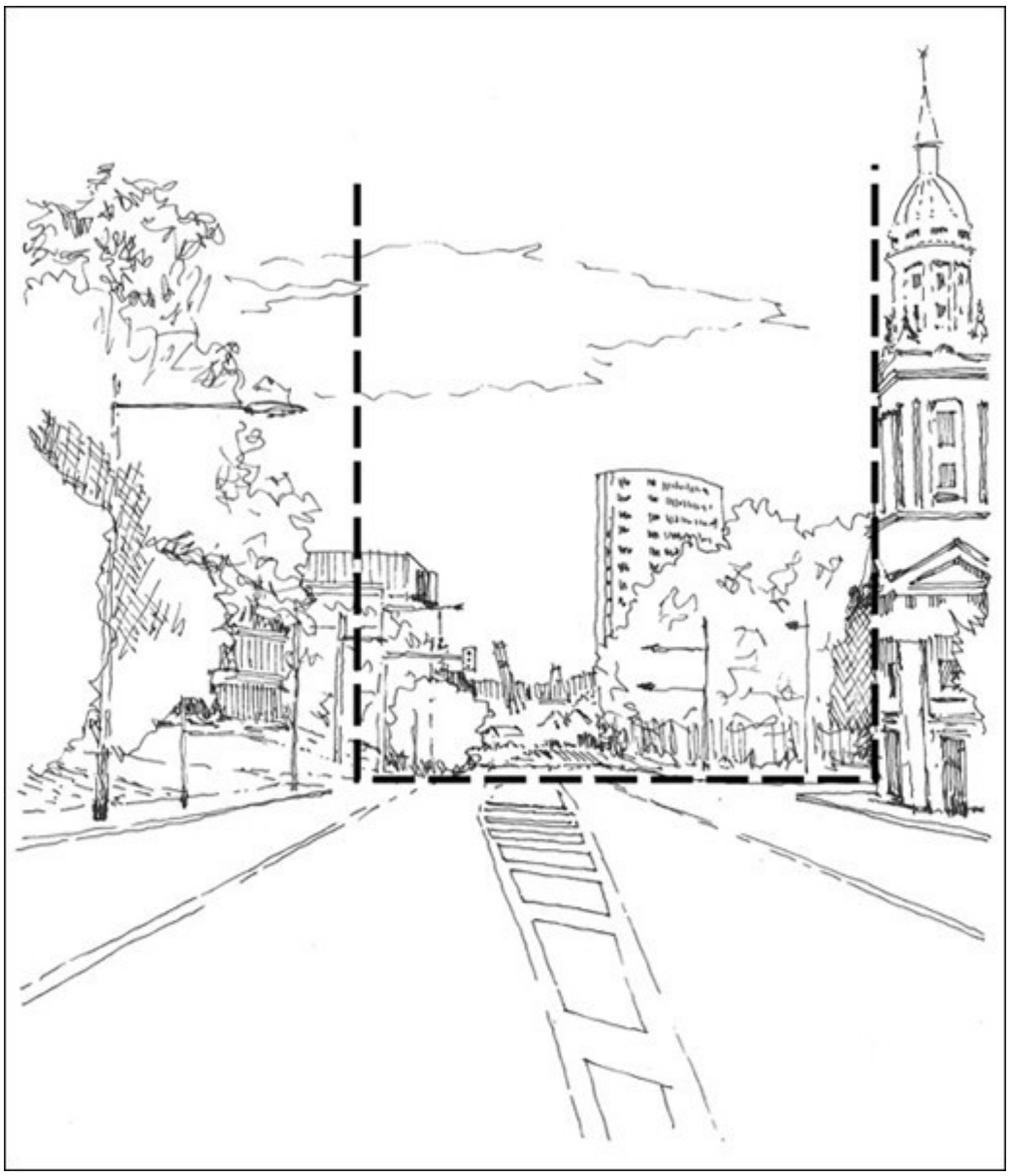


Figure 18b


N
ANZAC AVENUE
BEACH ROAD
QUAY STREET
TAMAKI DRIVE
GLADSTONE ROAD
PARNELL RISE
PARNELL ROAD
SYMONDS STREET
GRAFTON ROAD
SH16
SH 16
0
100
200M
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 19: Sight line 19

Figure 19a

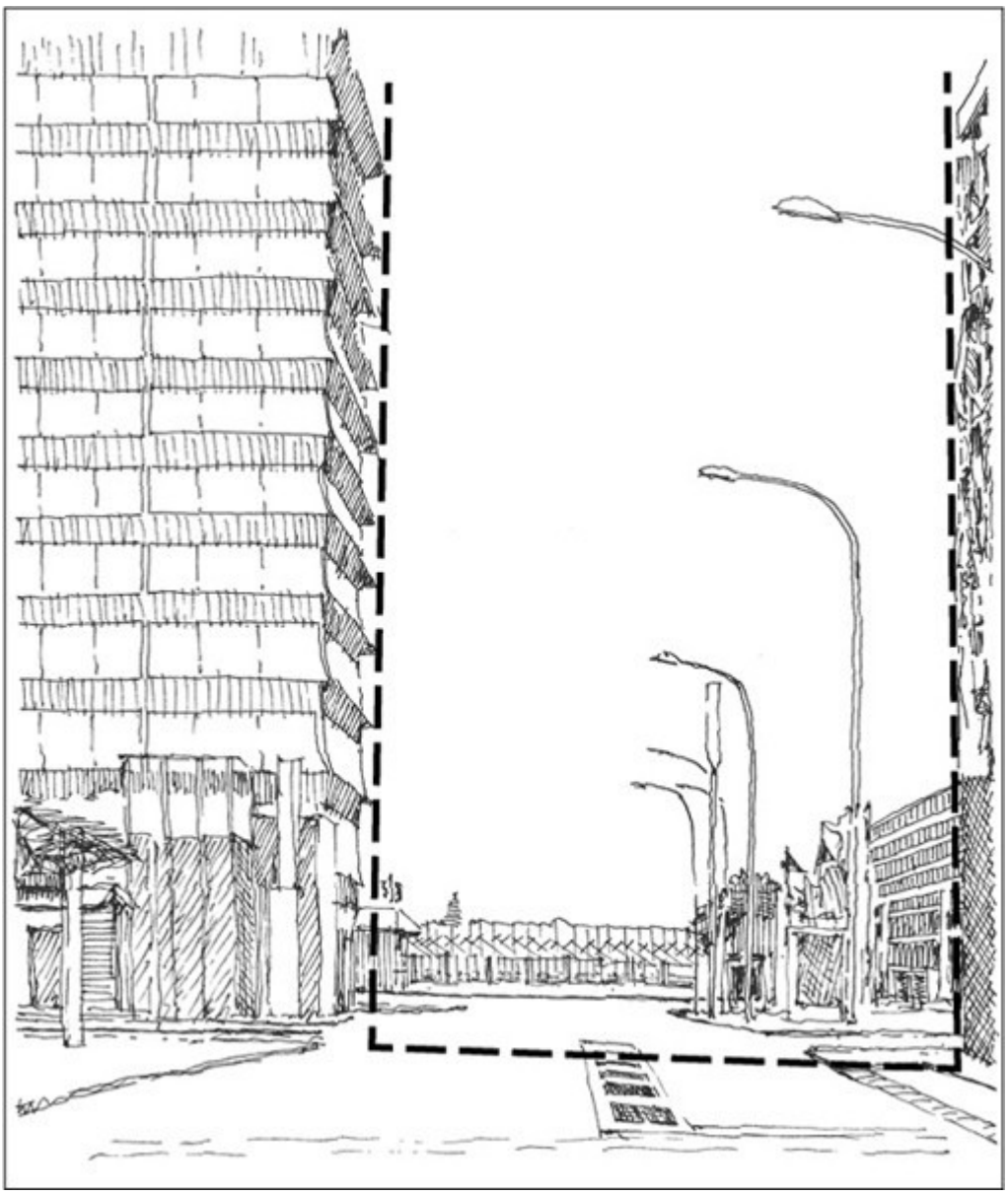


Figure 19b

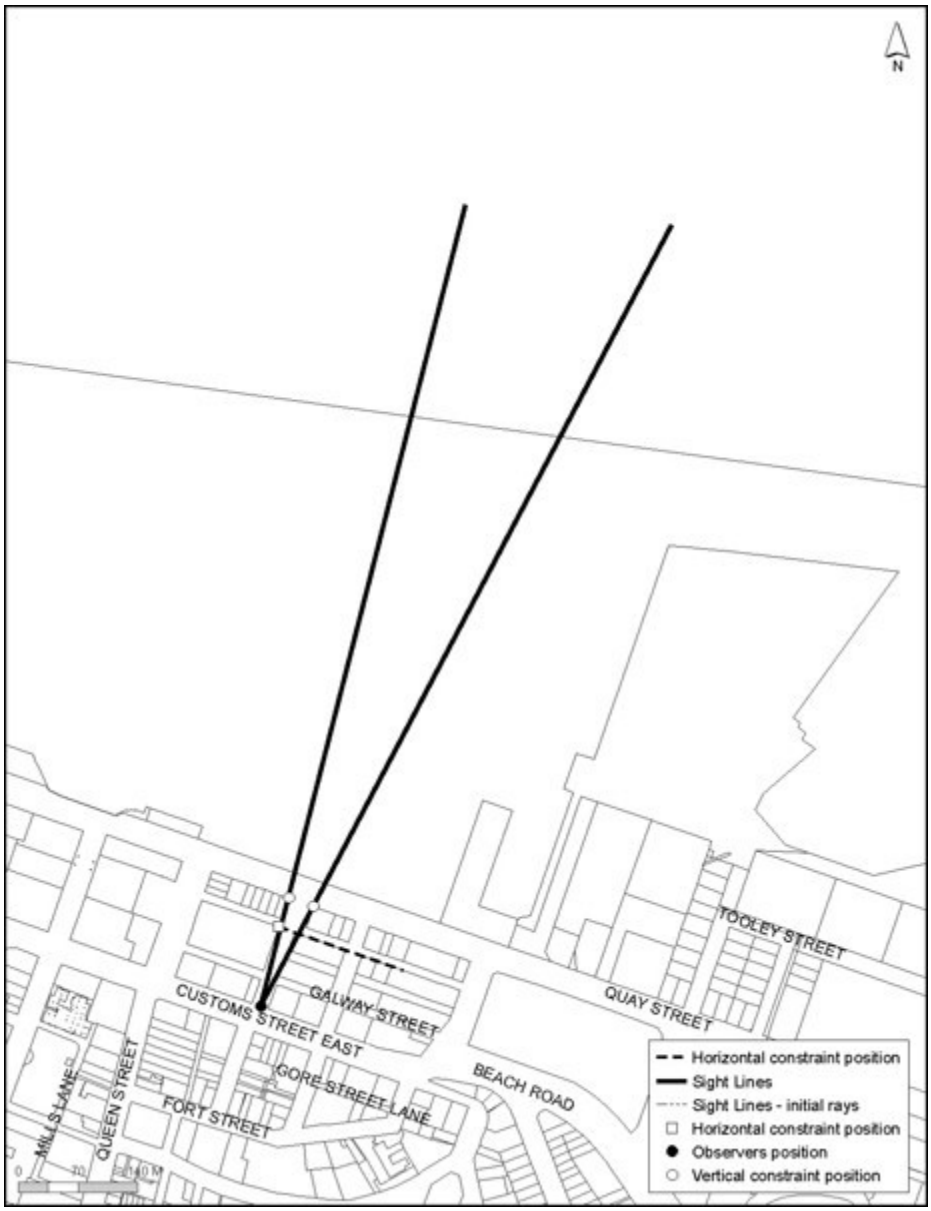

N
TOOLEY STREET
QUAY STREET
GALWAY STREET
CUSTOMS STREET EAST
GORE STREET LANE
BEACH ROAD
FORT STREET
QUEEN STREET
MILLS LANE
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 20: Sight line 20

Figure 20a

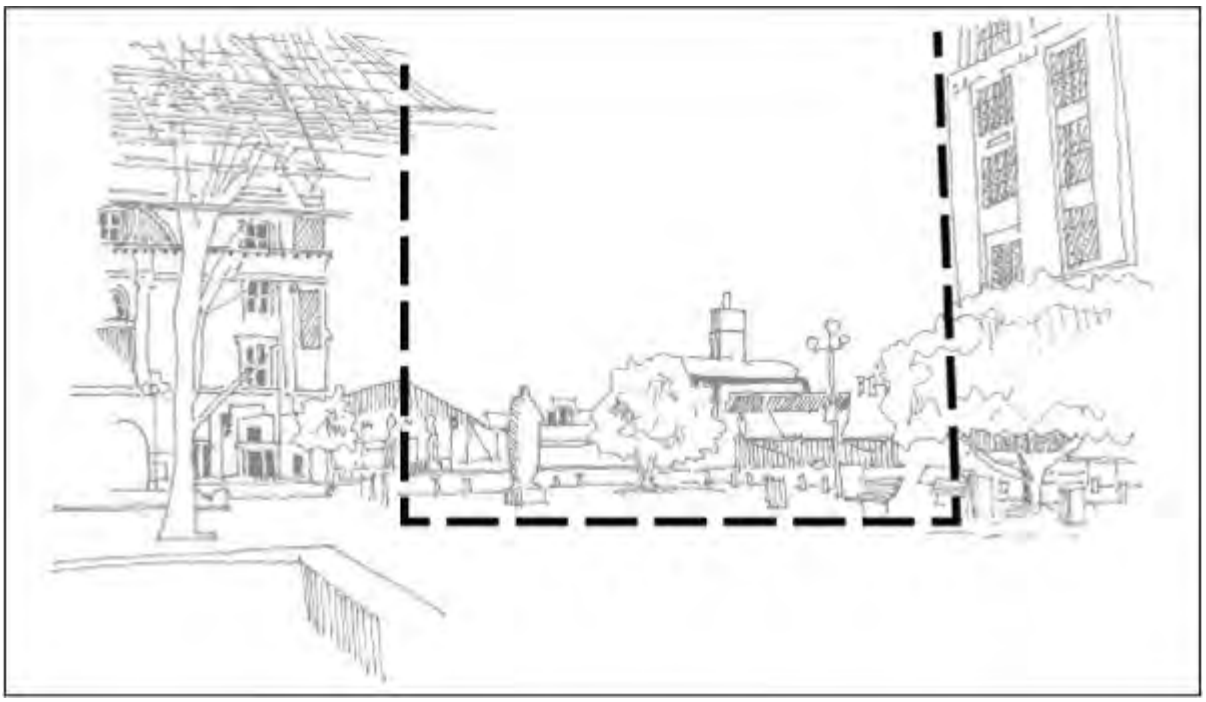


Figure 20b

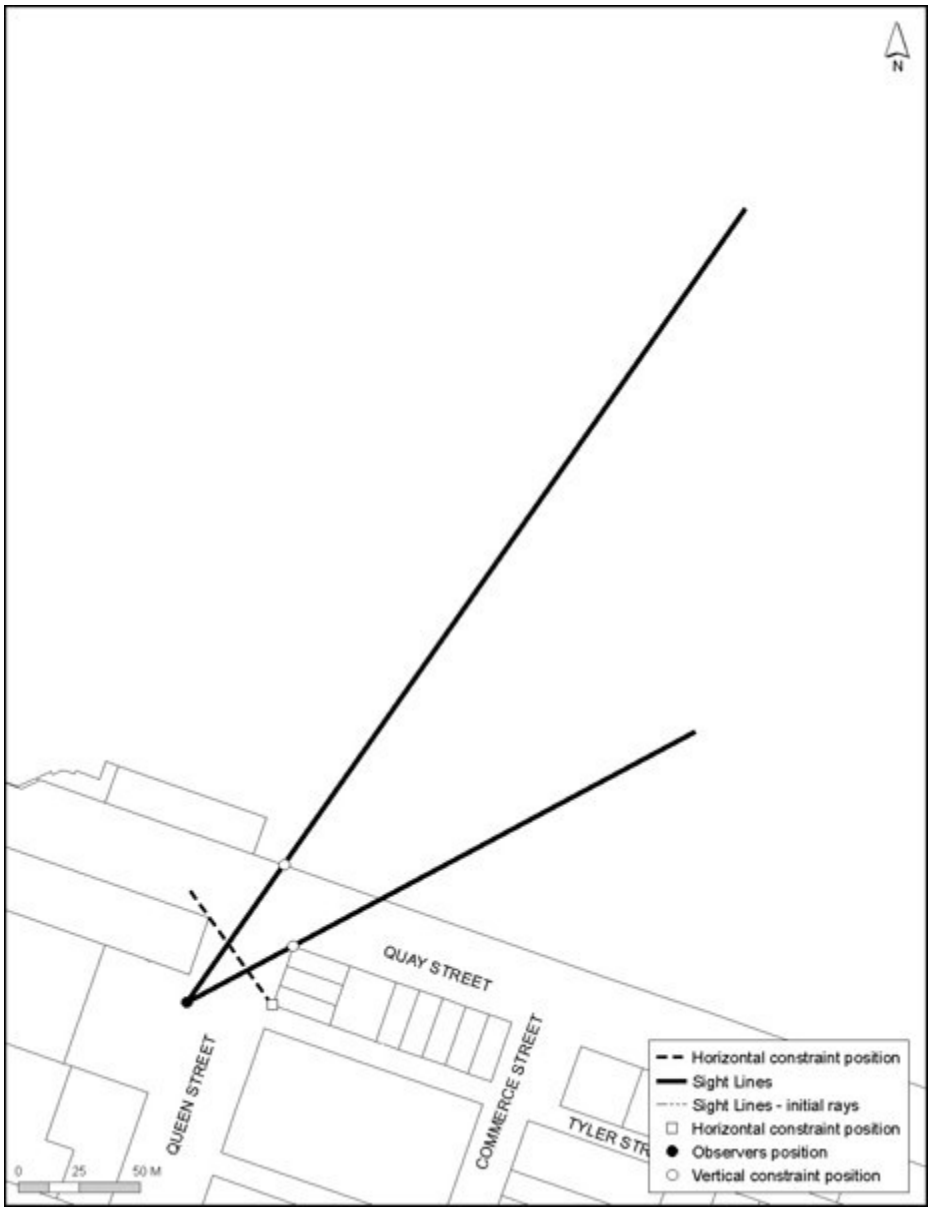

N
QUAY STREET
QUEEN STREET
COMMERCE STREET
TYLER STR
0
25
50 M
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 21: Sight line 21

Figure 21a

Figure 21b

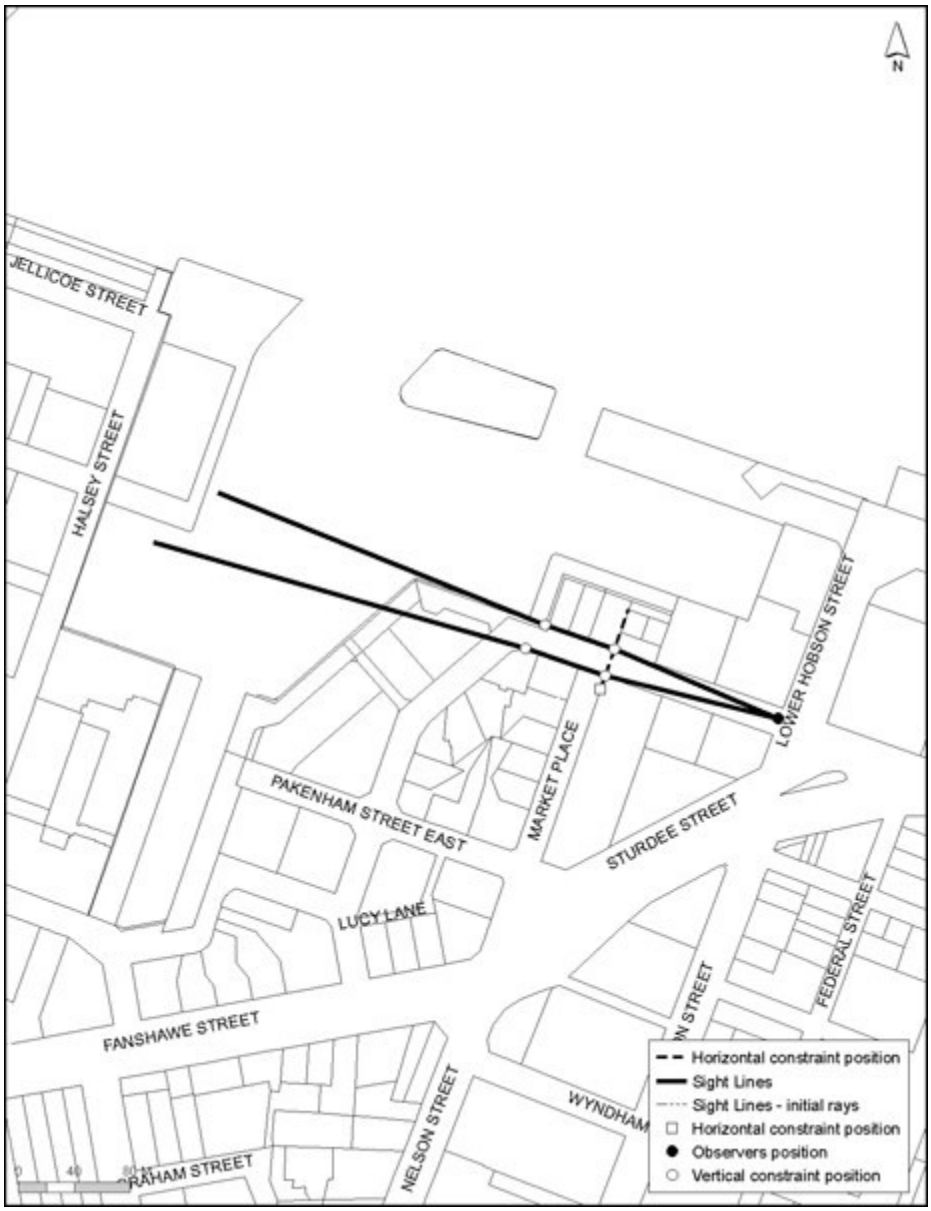

N
JELLICOE STREET
HALSEY STREET
LOWER HOBSON STREET
PAKENHAM STREET EAST
MARKET PLACE
STURDEE STREET
LUCY LANE
FEDERAL STREET
FANSHAWE STREET
NELSON STREET
WYNDHAM
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Figure 22: Sight line 22

Figure 22a

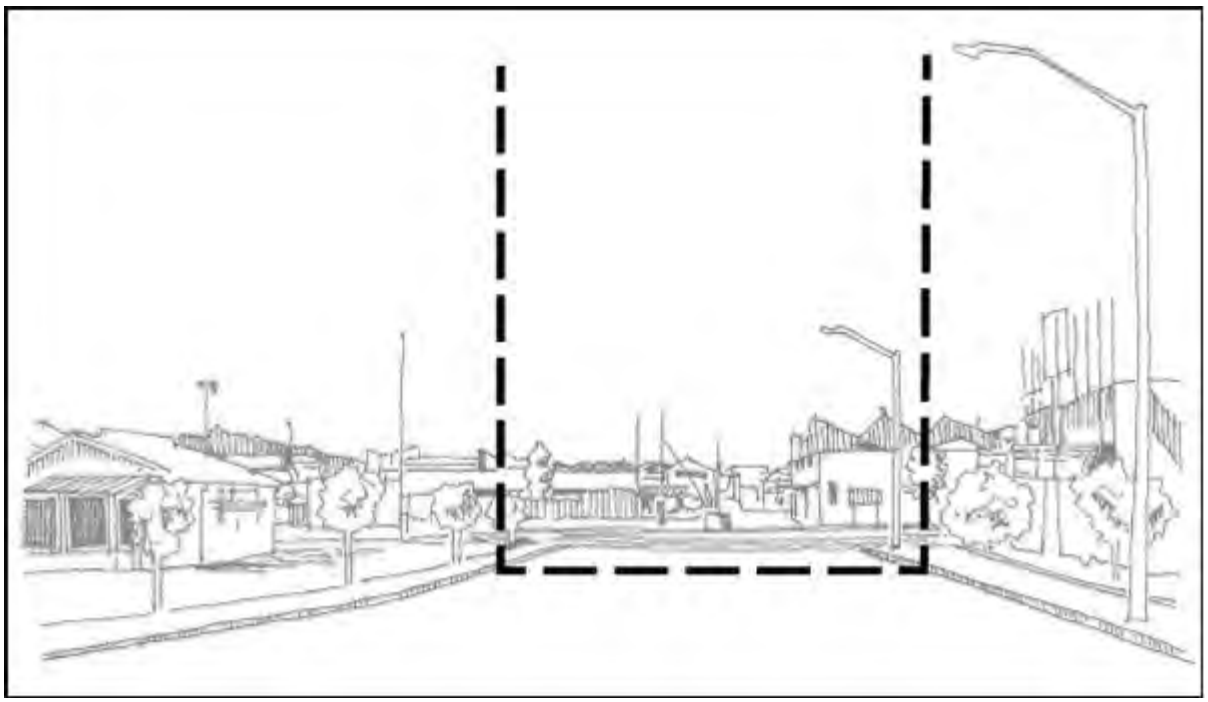


Figure 22b

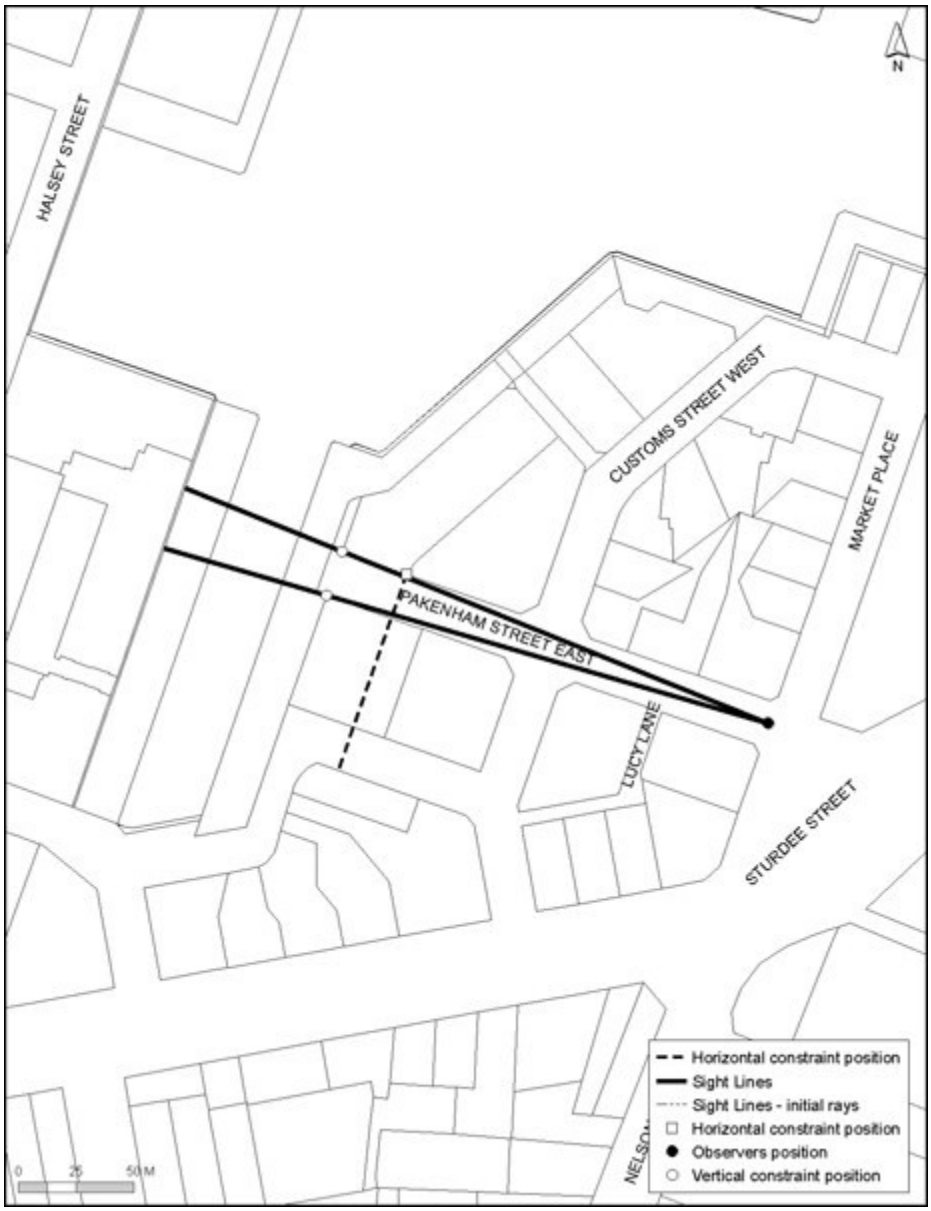

N
HALSEY STREET
CUSTOMS STREET WEST
MARKET PLACE
PAKENHAM STREET EAST
LUCY LANE
STURDEE STREET
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position
0
25
50 M

Figure 23: Sight line 23

Figure 23a

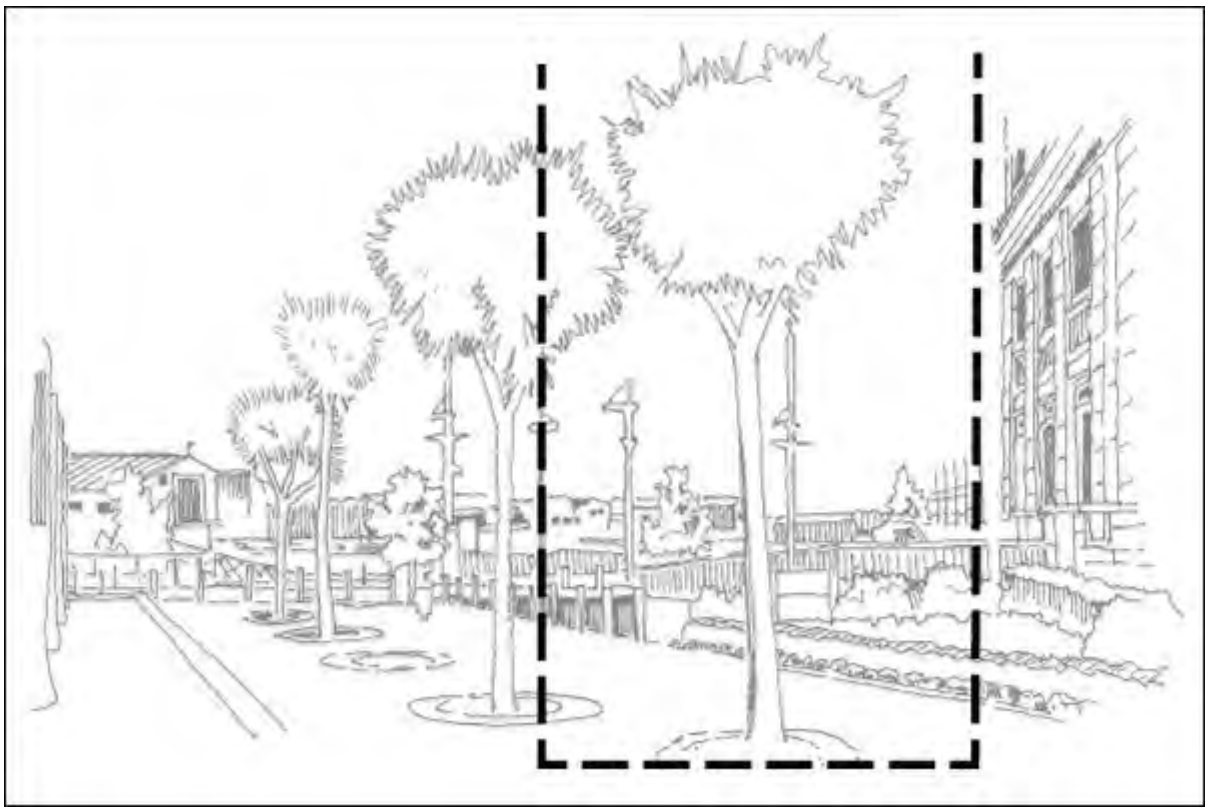
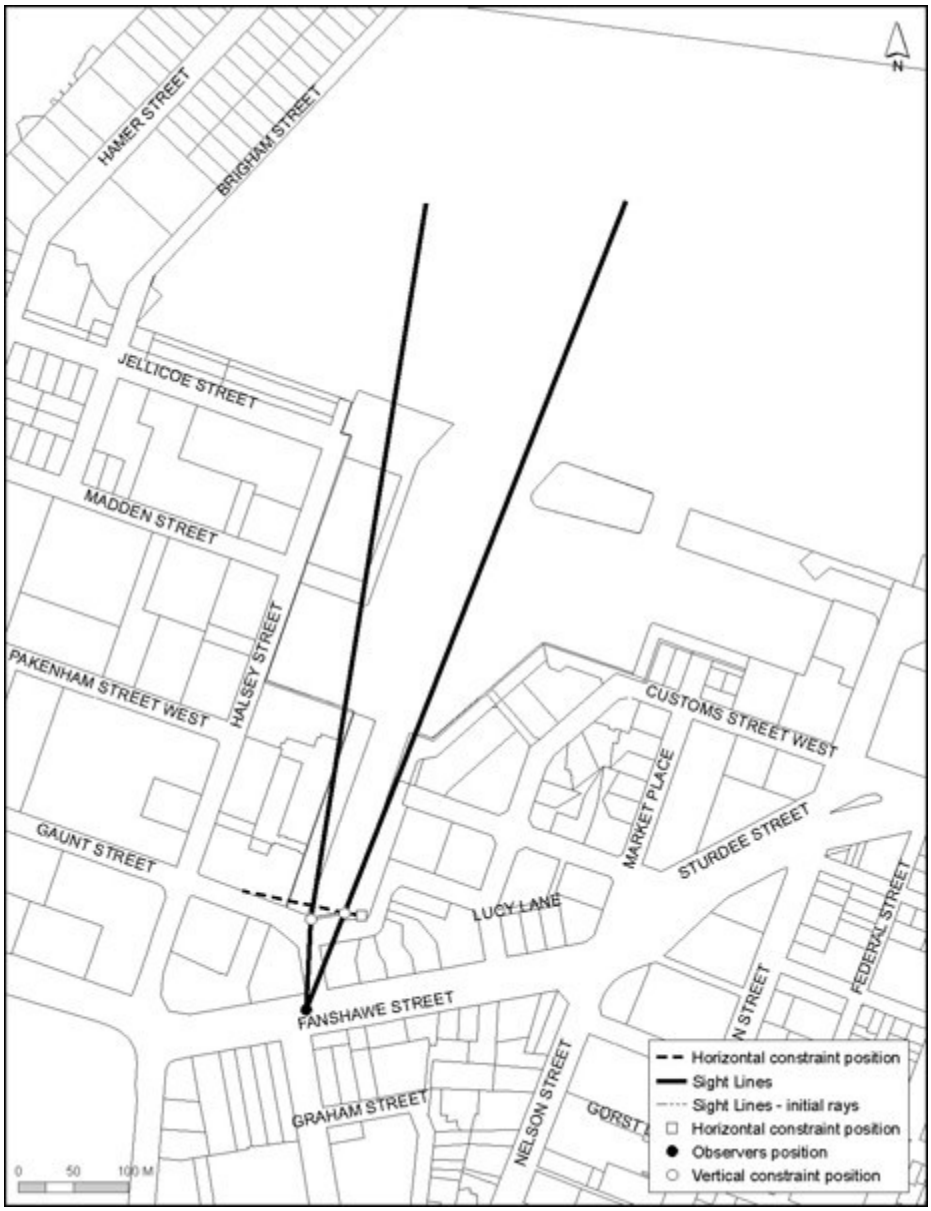


Figure 23b


N
HAMER STREET
BRIGHAM STREET
JELLICOE STREET
MADDEN STREET
HALSEY STREET
PAKENHAM STREET WEST
GAUNT STREET
CUSTOMS STREET WEST
MARKET PLACE
STURDEE STREET
LUCY LANE
FANSHAWE STREET
N STREET
FEDERAL STREET
GRAHAM STREET
NELSON STREET
GORST
0 50 100 M
Horizontal constraint position
Sight Lines
Sight Lines - initial rays
Horizontal constraint position
Observers position
Vertical constraint position

Appendix 10 Business – City Centre Zone building in relation to boundary

The following explanation is divided into two parts:
Part 1. A preliminary explanation of the nature of the indicator system and why it is used.
Part 2. A technical explanation of the application of the indicators.

Background

The indicator system is a very flexible and relatively simple system which has been applied in previous plans to site boundaries adjoining residential and open space zones. Its primary purpose has been to ensure that residential zoned properties and public open spaces adjoining new building developments receive adequate minimum amounts of daylight. Where used the control has also contributed significantly to the general outdoor amenity such as upper Symonds Street. The distinctive diamond-and round-shaped buildings resulting from the control have created a sense of spaciousness between buildings and in relation to front boundaries, provided more practical spaces along boundaries and between buildings for landscaping, and maintained viewshafts between and around buildings to take advantage of outlooks that may otherwise have been lost by the development of a conventionally shaped and orientated tower.

Accordingly, the control has been retained not only within and adjoining the boundaries of those areas which were zoned for residential and open space purposes in the previous District Plan, but also extended into adjacent mixed activity areas such as the eastern side of upper Symonds Street, to maintain and enhance the existing level of amenity and the spacious, planted character.

The Unitary Plan system is derived from, but not identical to, the system used in British Standard Code of Practice C.P.3 - a standard dating back to 1949.

The concept assumes that a point in the middle of a room, which has only one window facing a new development, will receive adequate daylight if a minimum-sized patch of sky can be seen from that point over or around the new building. It is assumed that the sky has an even grey luminance as on an overcast day. The system is based entirely on daylight and takes no account of direct sunlight. It also has no indirect control on privacy or building dominance in the way that recession planes do.

An alternative to the use of indicators might be a requirement for a minimum 'sky factor' at a standard point at a standard distance inside a standard window. 'Sky factor' is the proportion of the sky which is visible compared with the whole hemisphere of the sky. The Unitary Plan uses indicators as an easier method which avoids tedious 'sky factor' calculations.

The use of the term 'building in relation to boundary' in the Unitary Plan is to signal that they are not the same as the daylight indicators of C.P.3 and that the height of buildings that they control is different from the maximum height controls. They could, however, equally be called 'daylight indicators', 'permissible height indicators' or 'permissible obstruction indicators'. The choice of name depends on the perception of the user - whether a designer seeking to maximise the size of a proposed building, or a neighbour seeking to minimise loss of daylight.

In Auckland City fences or walls up to 2m high may be erected, on any boundary without any form of consent. It was decided therefore to apply the indicators 2m above the ground level at the boundary rather than to the ground itself as in the original system.

One can then imagine the neighbours of a new building walking along just inside their own boundary with their eye level with the top of the 2m-high fence making sure that at every point enough sky can be seen over and around the new building so that the minimum standard of daylight penetrates well into their rooms which face the new building.

The neighbour's minimum patch of visible sky might be a wide strip over the top of a long building, and hence measured by the No.1 indicator, or a tall narrow strip visible around the side of a tall building, and measured by the No.4 indicator, or the minimum patch of visible sky might be of irregular shape and made up to the equivalent of a whole indicator segment from parts of the full range of the four indicators.

These diagrammatic views through a typical window illustrate these circumstances:

Figure 1

Figure 1a

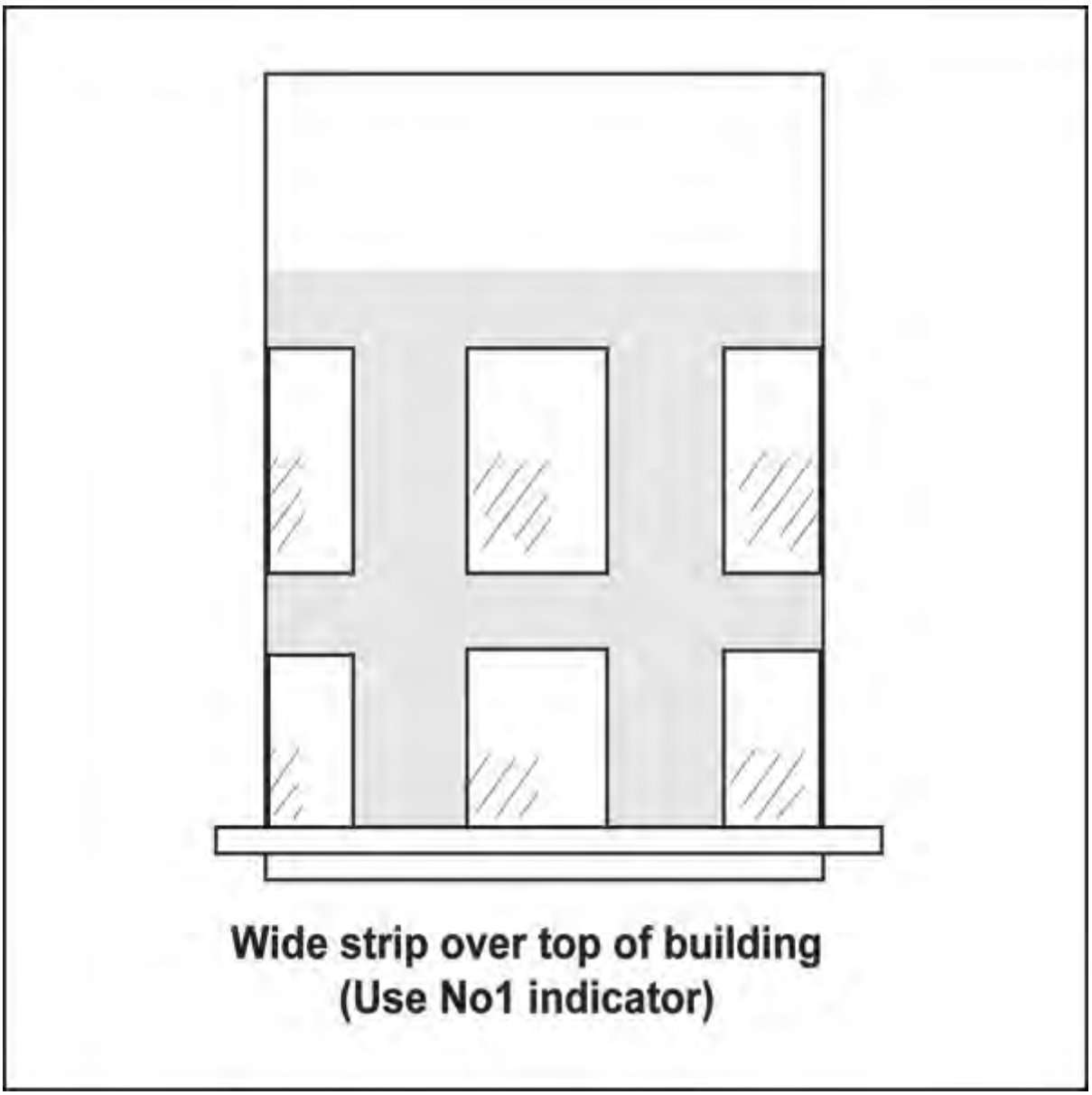


Figure 1b

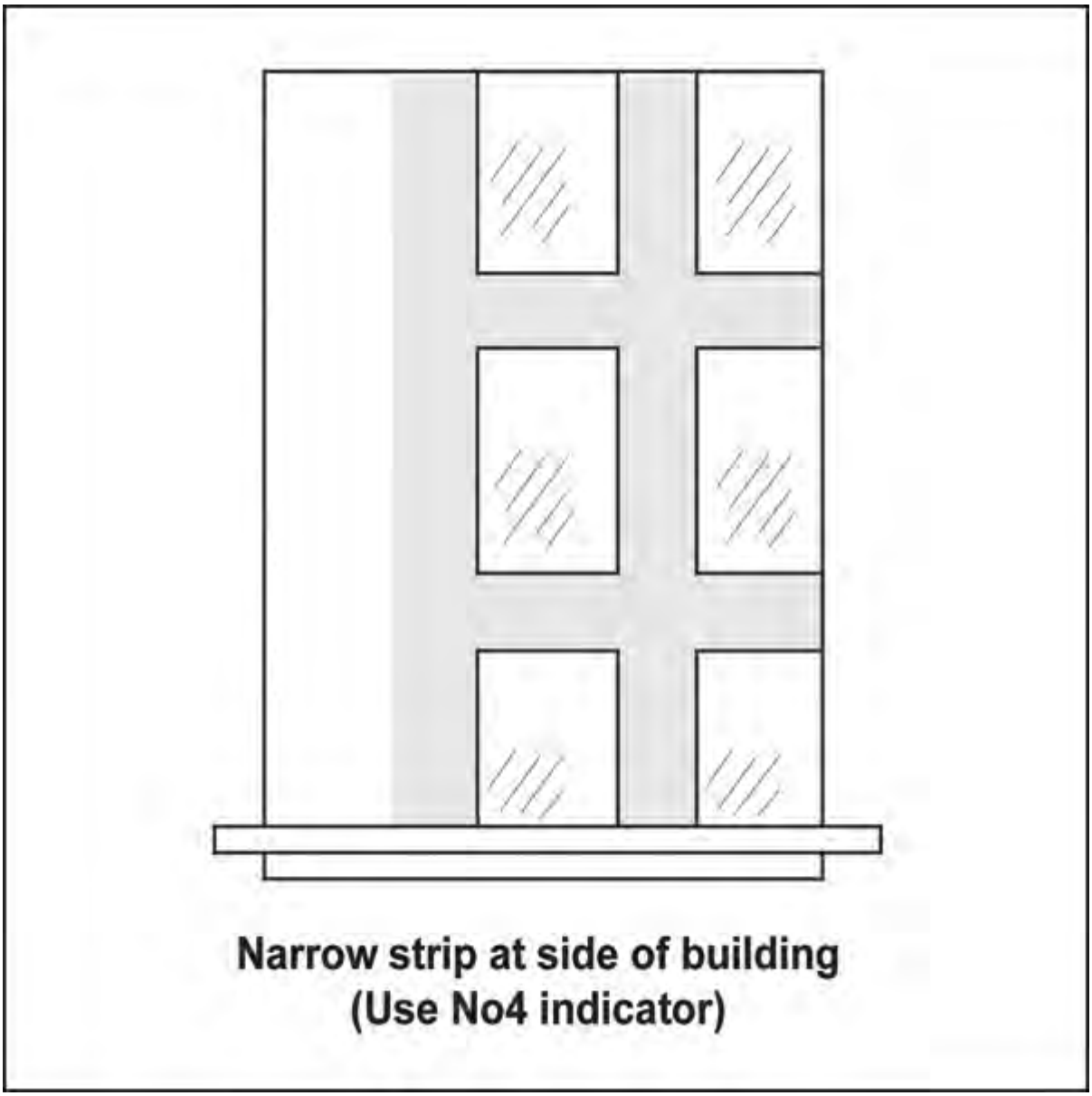
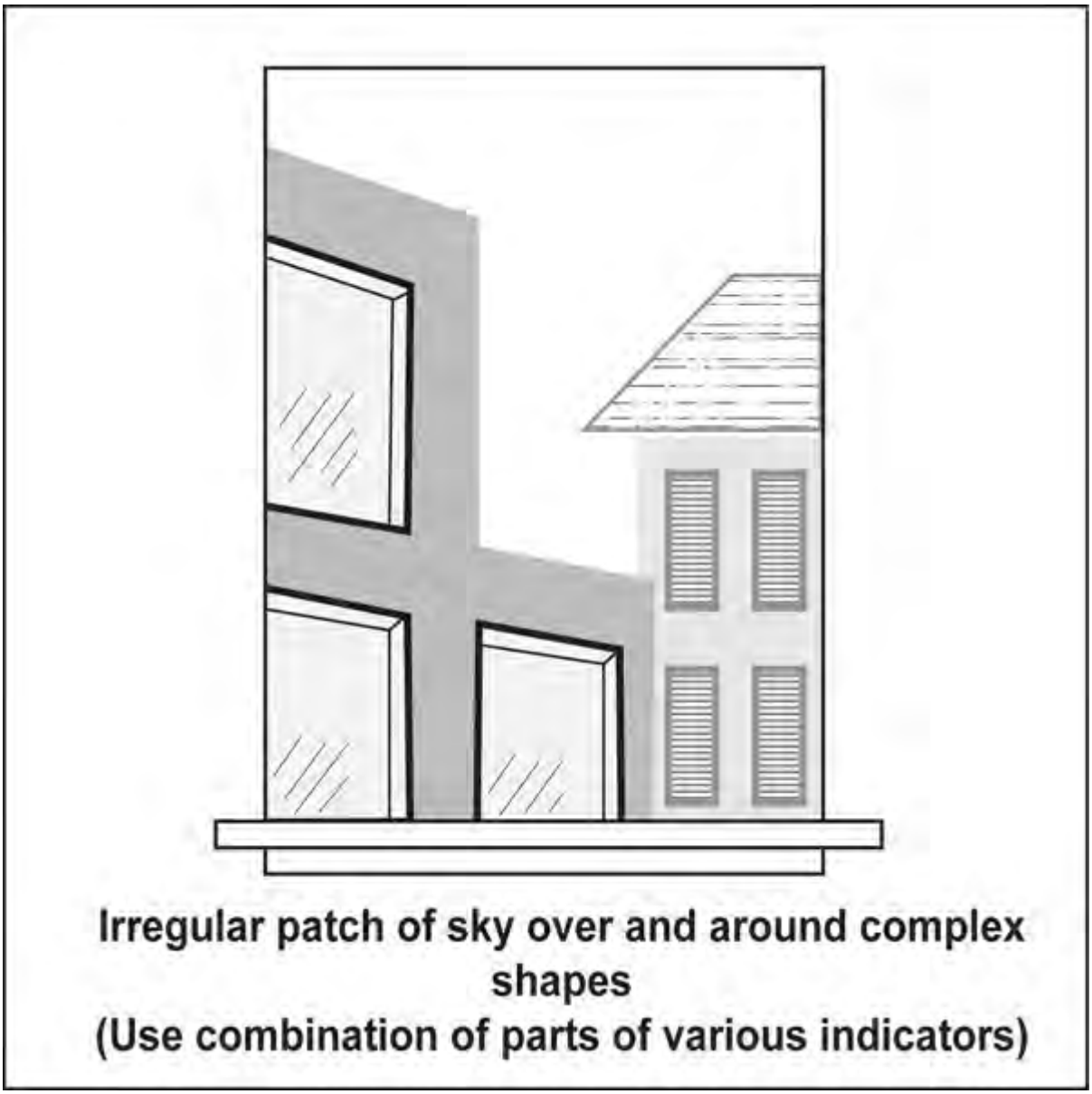


Figure 1c



The advantage of the indicator system is that it allows buildings which are tall or have complex outlines provided that an adequate standard of daylight reaches neighbouring properties.

The great flexibility of the system does however mean that it is not possible to pre-determine a maximum building envelope as can readily be done with the recession planes of the height-to-boundary system. There are an infinite number of maximum building envelopes all of different shapes. This means that designers must use a trial and error method to take advantage of the flexibility.

Good news to most users of the indicators is that probably more than 90 per cent of proposed developments comply with the indicators in either of two very simple ways:

(1) they are long low buildings which are below a 2m and 45-degree recession plane and hence comply with the No.1 indicator; or

(2) they are tall buildings which on plan, subtend an angle of less than 110 degrees at the boundary and hence comply with the No. 4 indicator.

The use of the No. 2 and No. 3 indicators and circumstances where parts of several indicators are used at one point are comparatively rare.

Technical explanation

How to use the building in relation to boundary indicators

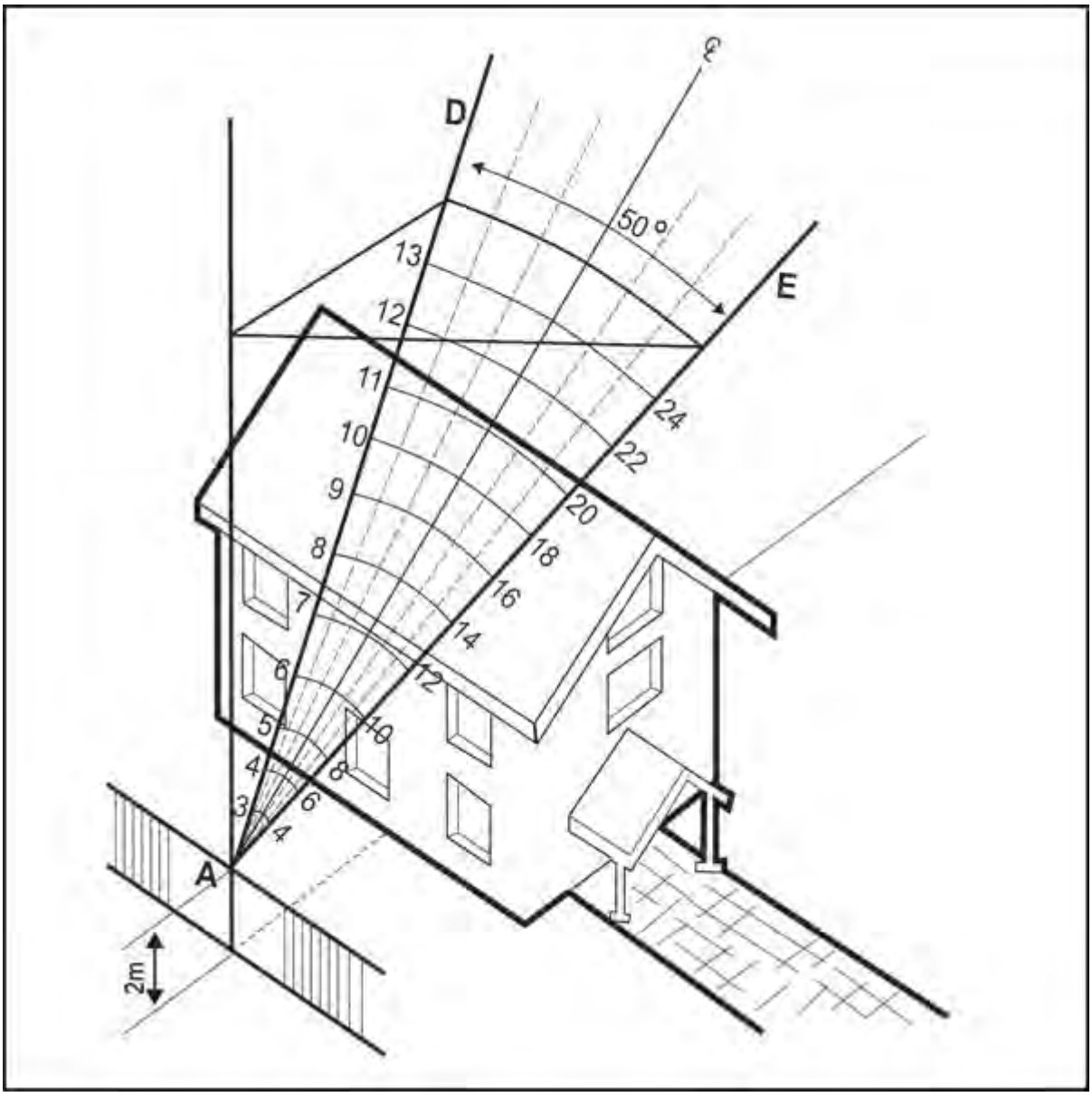
Information required

When bulk in relation to boundary indicators are used, an accurate site plan with accurate ground levels on critical parts of the boundaries is necessary. Levels to the same datum are also required at critical points on roof edges, ridges, parapets, etc

The indicators

The designer is permitted a choice of four indicators. Each indicator is a segment of a different cone. The No.1 indicator is a wide segment of a fairly steep cone and the No.4 indicator a narrow segment of a rather shallow cone. The No. 2 and 3 indicators are intermediate segments between the No. 1 and the No. 4. These conical segments are presented as flat plans in this appendix but they represent three dimensional figures rising from 2m high at point A up to the arc A-E. The perspective sketch in Figure 2 shows the shape of a typical indicator in three dimensions so that the concept can be more readily understood.

Figure 2



The indicators are defined by angle in plan and the angle at which the segment rises as set out in the following table:

Table 1

	Angle or rise	Angle or rise
No. 1	45 degrees	70 degrees
No. 2	35 degrees	50 degrees
No. 3	25 degrees	35 degrees
No. 4	15 degrees	20 degrees

Maximum heights are set out on the indicators at scales of 1:100 on one side and 1:200 on the other for the convenience of users but the indicators are not dependent on scale. It can be helpful to visualise the shape by regarding the curved height lines on the indicators as contours similar to a topographical map.

For practical use the indicators should be reproduced on a transparent medium so that they can be used as overlays on a site plan.

Testing a proposed development for compliance

The equivalent of a whole indicator must be able to pass over or around all the buildings on the site (both existing and proposed) and reach every point on each boundary.

The edge of the indicator must be at an angle of at least 25 degrees to the boundary being tested. Place point A of an indicator on a site boundary so that the indicator lies over the site, align AB or AC with the boundary and rotate about point A but do not allow AB or AC to cross the boundary. Ensure by using the permissible height lines on the indicator that at least the equivalent or one whole indicator can reach point ‘A’ unobstructed.

The most favourable of the four indicators should be selected and it may be split vertically so that parts of the indicator reach point A from different directions. Further than that, parts of various indicators may be used provided they do not overlap, to make up the equivalent of a whole indicator reaching point A.

In practice, the No.1 indicator is the most favourable for testing long low buildings when the indicator will pass over the top and the No. 4 indicator most favourable for testing tall buildings when the indicator can pass around the sides.

Divided indicators

Any indicator may be divided vertically and used partly on one side of a proposed building and partly on the other. Provided the unobstructed portions of the indicator add to a whole indicator the required daylight will reach point ‘A’.

The No. 4 indicator is commonly used in this way around a tall building taking ‘A’ opposite the middle of the building and checking to see that 50 per cent of the indicator is unobstructed around each side. If the mid-point complies then all the other points opposite the building will also comply but in proportions of 60 per cent, to 40 per cent, 90 per cent to 10 per cent etc. If a building complies in this way the only limitation on height are the overlay height controls.

Using two different indicators at one point

Where a tall building has a low wing attached it may be possible to achieve the required light as a combination of light around the tall part using the No. 4 indicator and light around the other side of the tall part but also over the lower wing using the No. 1 or No. 2 indicator.

Conclusion

In theory, all points on the site boundaries require testing to ensure that at least the equivalent of a whole indicator reaches every point on all boundaries unobstructed by buildings. In practice, however, only critical parts of boundaries need be tested and much of the boundary lengths can be seen to comply by inspection.

Figure 3

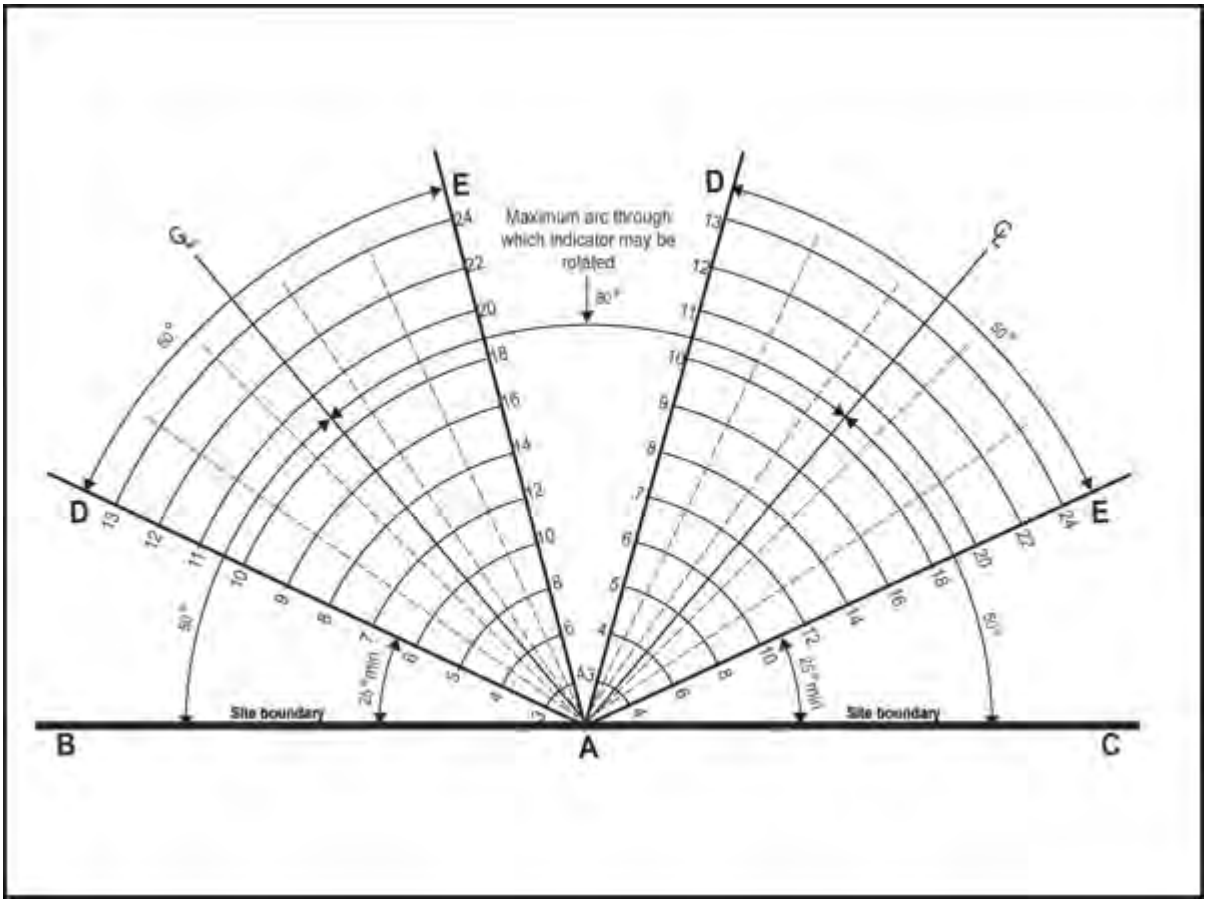


Figure 4

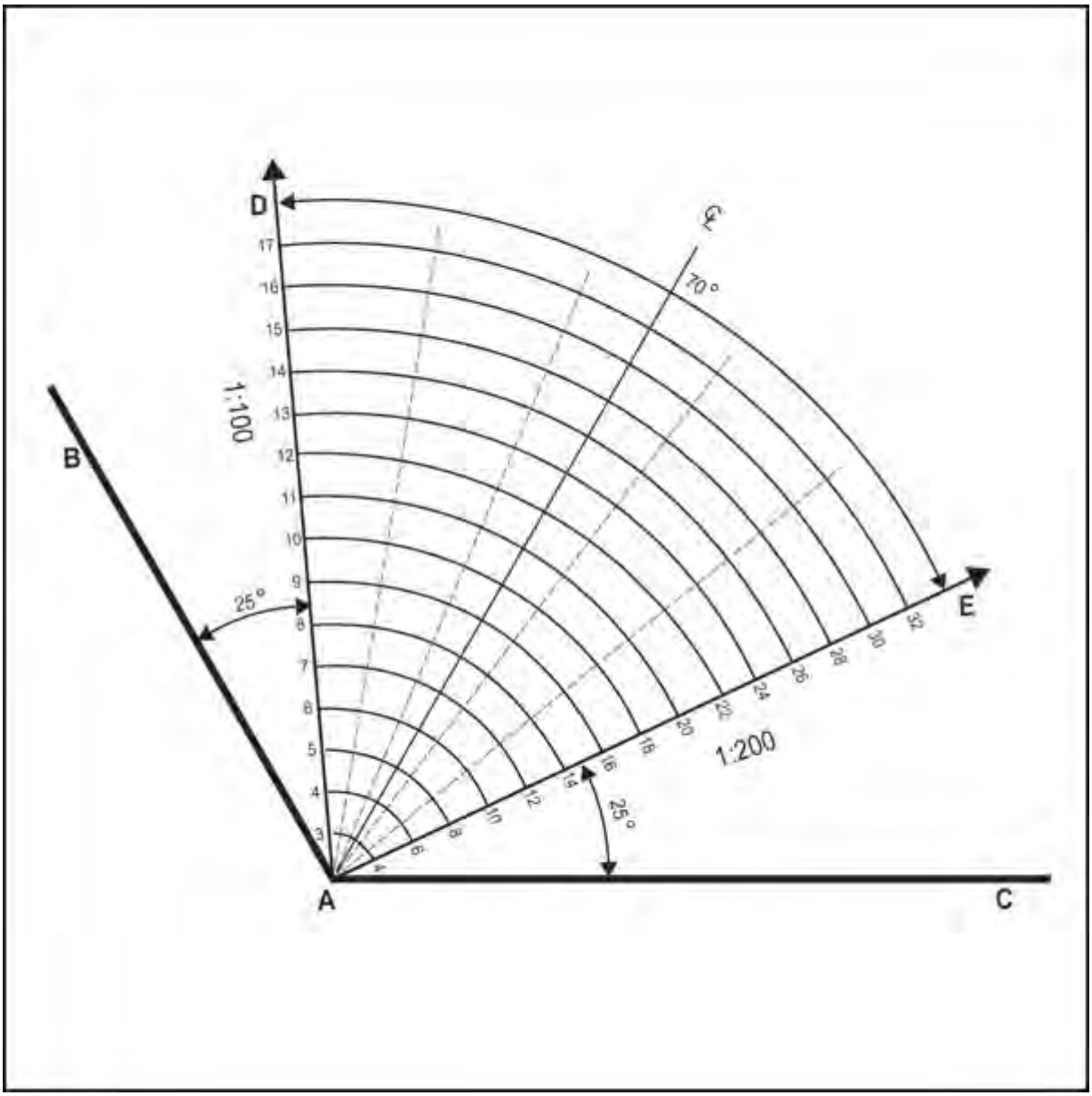


Figure 5

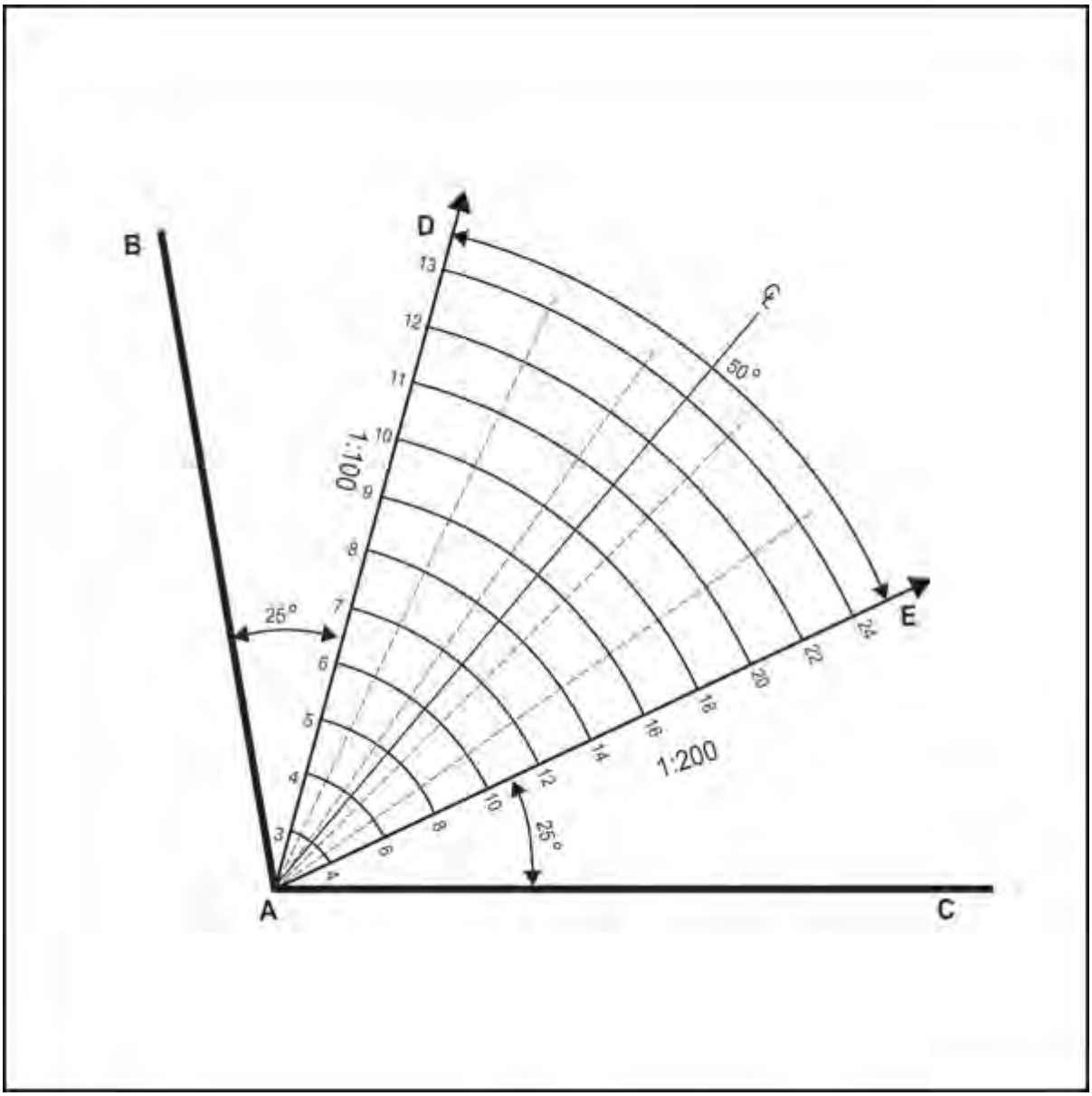


Figure 6

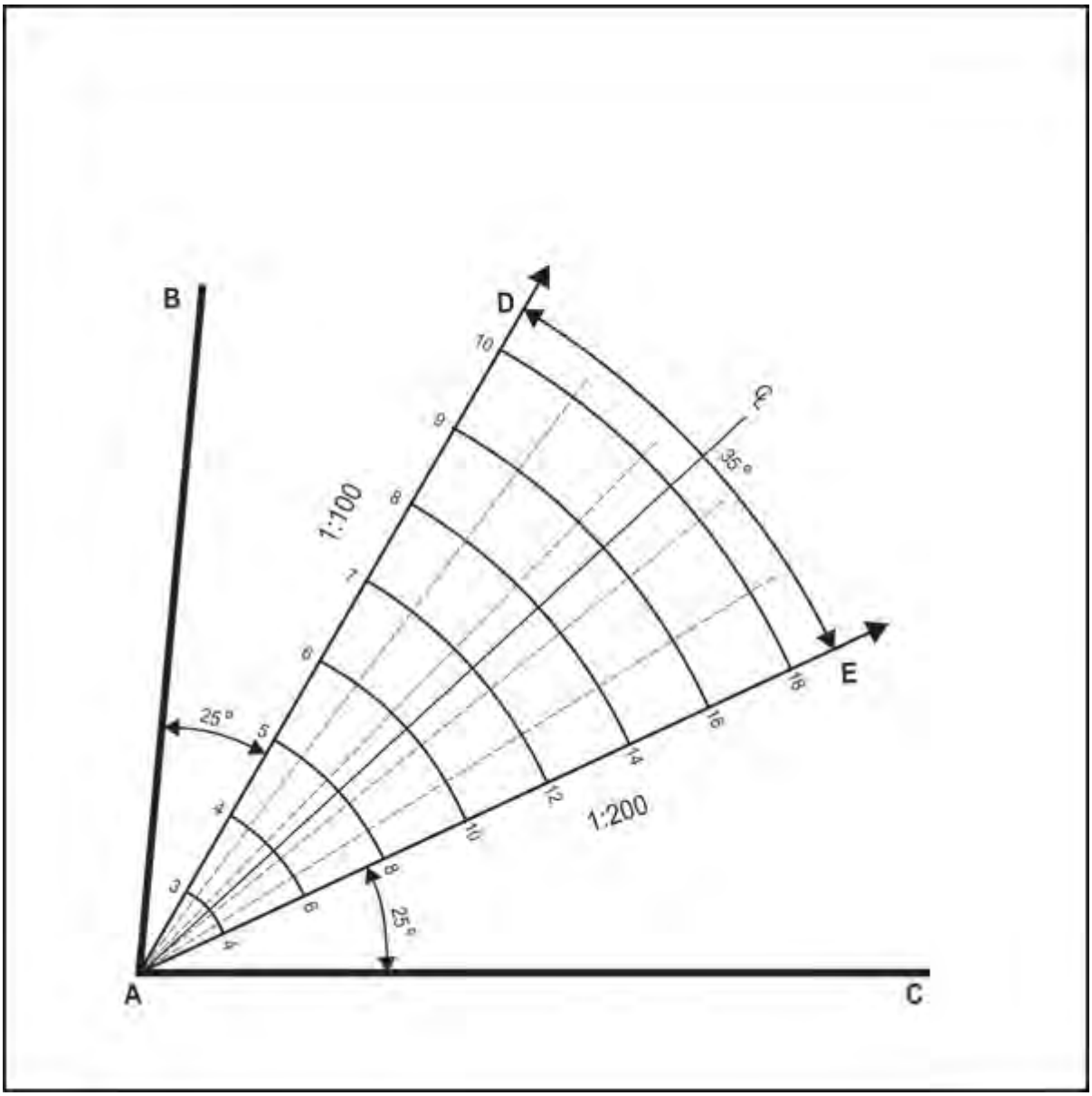
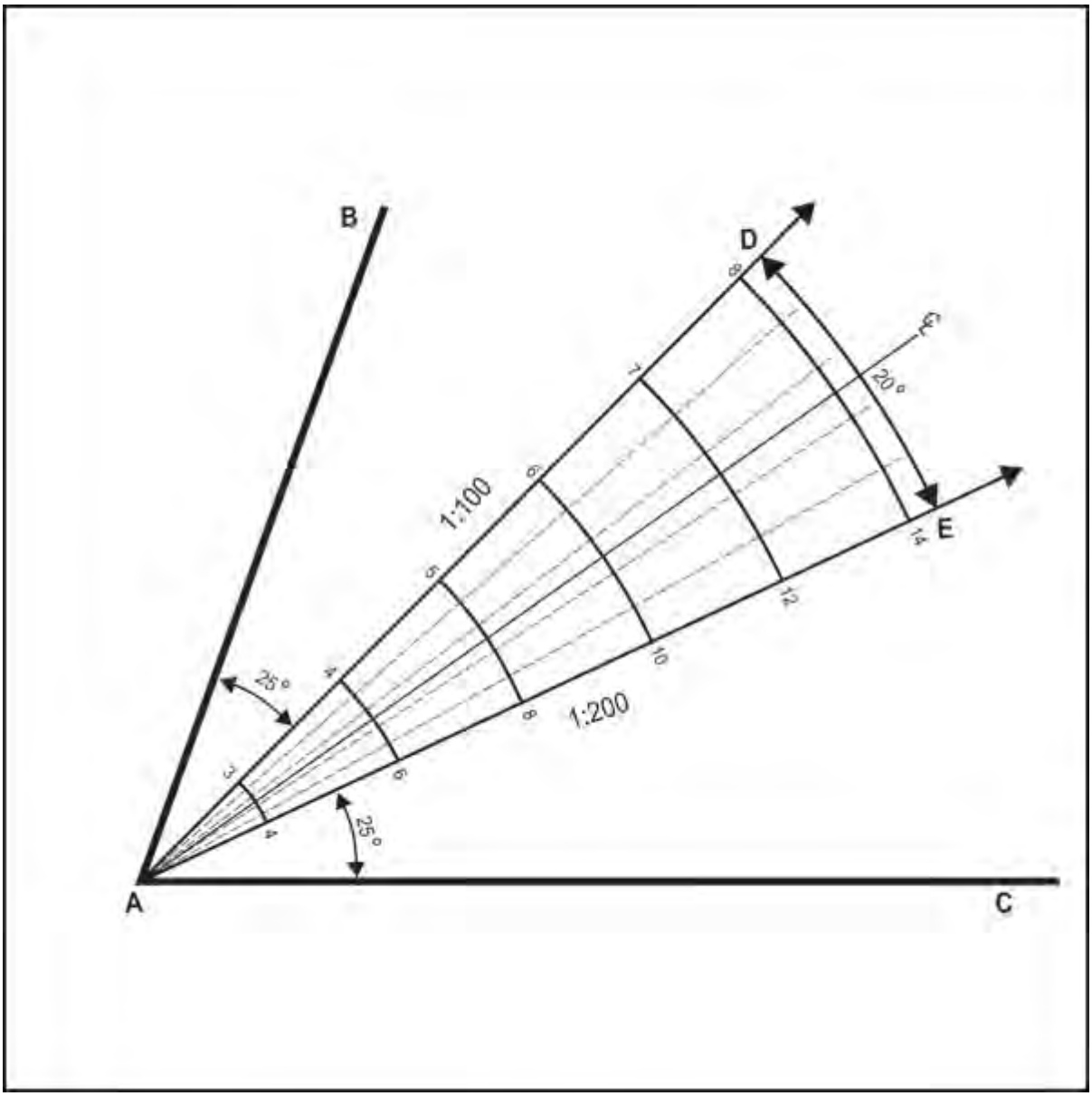


Figure 7



Appendix 11 Business – City Centre Zone sunlight admission into public places

Notes 1:

(1) Defined time periods are expressed in terms of New Zealand Standard time.

(2) Origin of coordinates in terms of Geodetic Datum 1949.

(3) Coordinates in terms of the Local Meridional Circuit on Mt Eden, 700 000mN 300 000mE.

(4) Bearings in terms of Grid North.

(5) Levels in terms of Lands and Survey Department Auckland Datum 1946 (Mean Sea Level).

(6) Property base is approximate only.

Notes 1 above relate to the following figures:

- Figure 2: Admission of Sunlight to St Patrick's Square (SP);
- Figure 3: Admission of Sunlight to Emily Place (EP);
- Figure 5: Admission of Sunlight to Aotea and Aotea Height Control Plane (AS);
- Figure 6: Admission of Sunlight to Albert Park (AP);
- Figure 7: Admission of Sunlight to Myers Park (MP);
- Figure 8: Admission of Sunlight to Old Government House (OG); and
- Figure 9: Admission of Sunlight to Queen Elizabeth Square (QE).

Notes 2:

(1) Defined time periods are expressed in terms of New Zealand Standard time.

(2) Origin of coordinates in terms of Geodetic Datum 1949.

(3) Coordinates in terms of the Local Meridional Circuit on Mt Eden, 700 000mN 300 000mE.

(4) Bearings in terms of Grid North.

(5) Levels in terms of Lands and Survey Department Auckland Datum 1946 (Mean Sea Level).

(6) Property base is approximate only.

(7) RL 13.0m for Baselines A, B and C.

Notes 2 above relate to the following figure – Figure 4: Admission of Sunlight to Freyberg Place (FP).

Figure 1: Locations

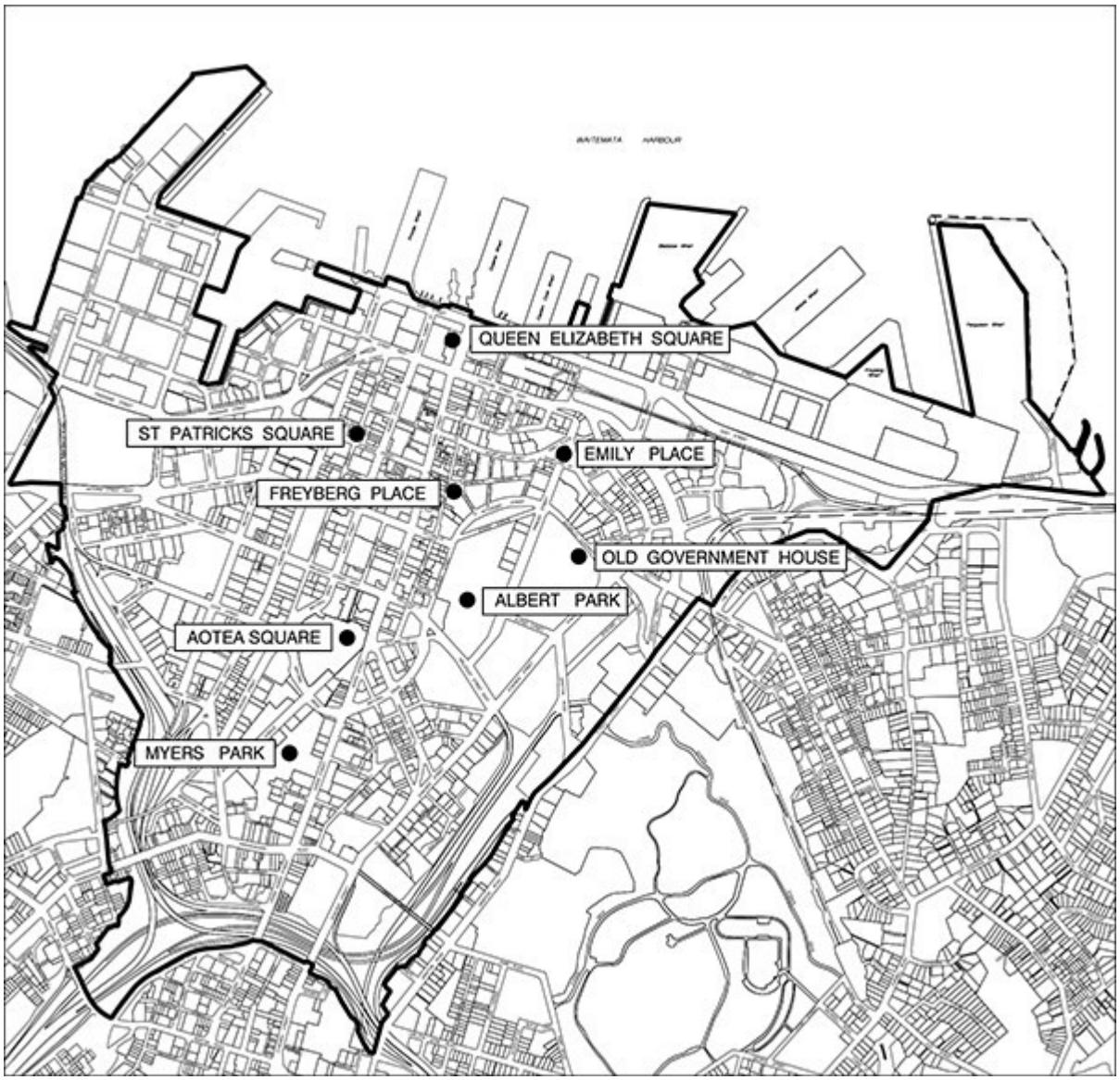


Figure 2: Admission of sunlight to St Patrick's Square

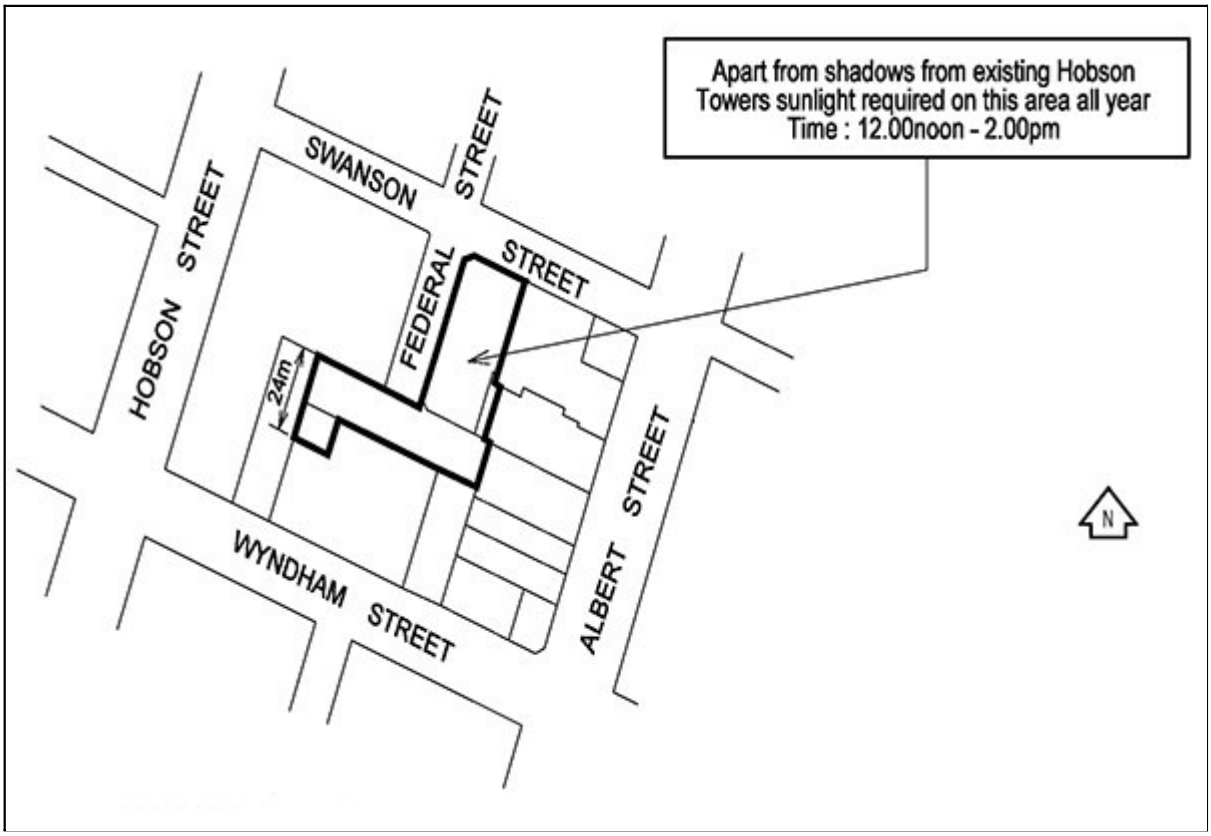


Figure 3: Admission of sunlight to Emily Place

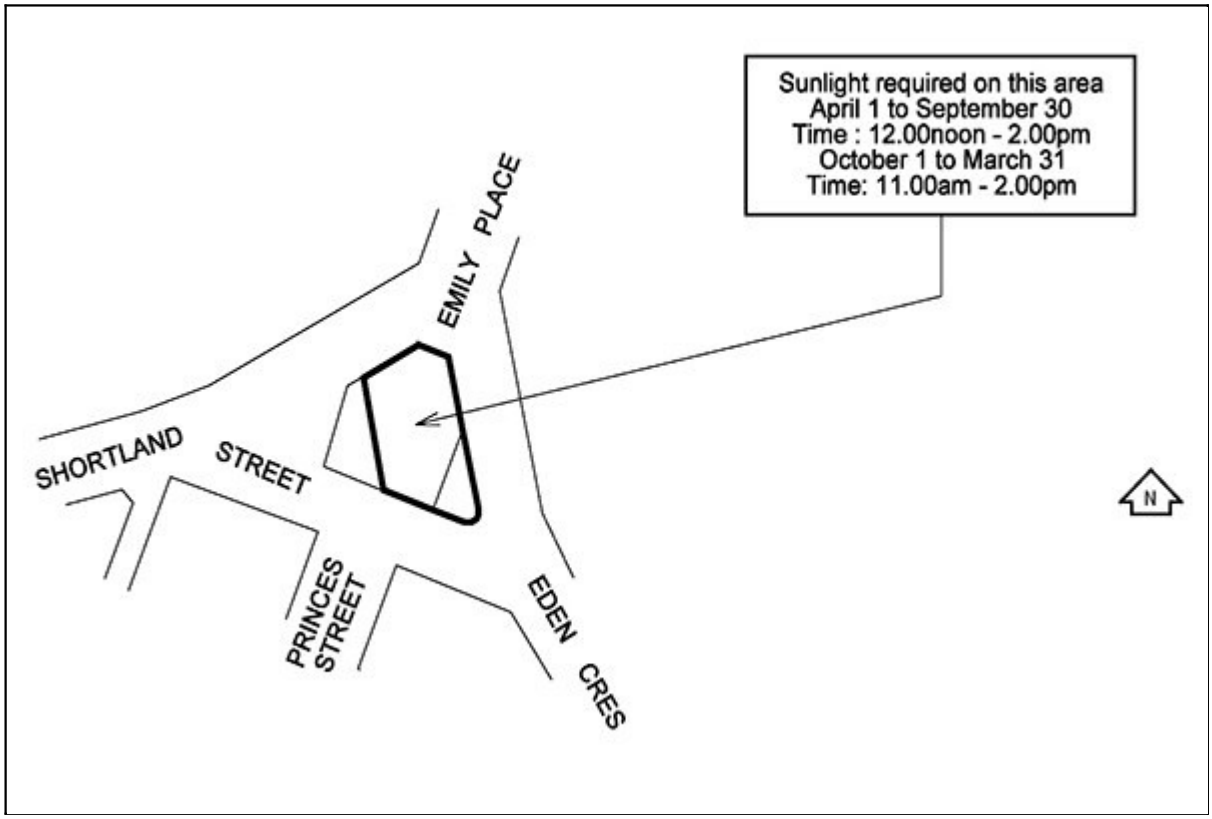


Figure 4: Admission of sunlight to Freyberg Place

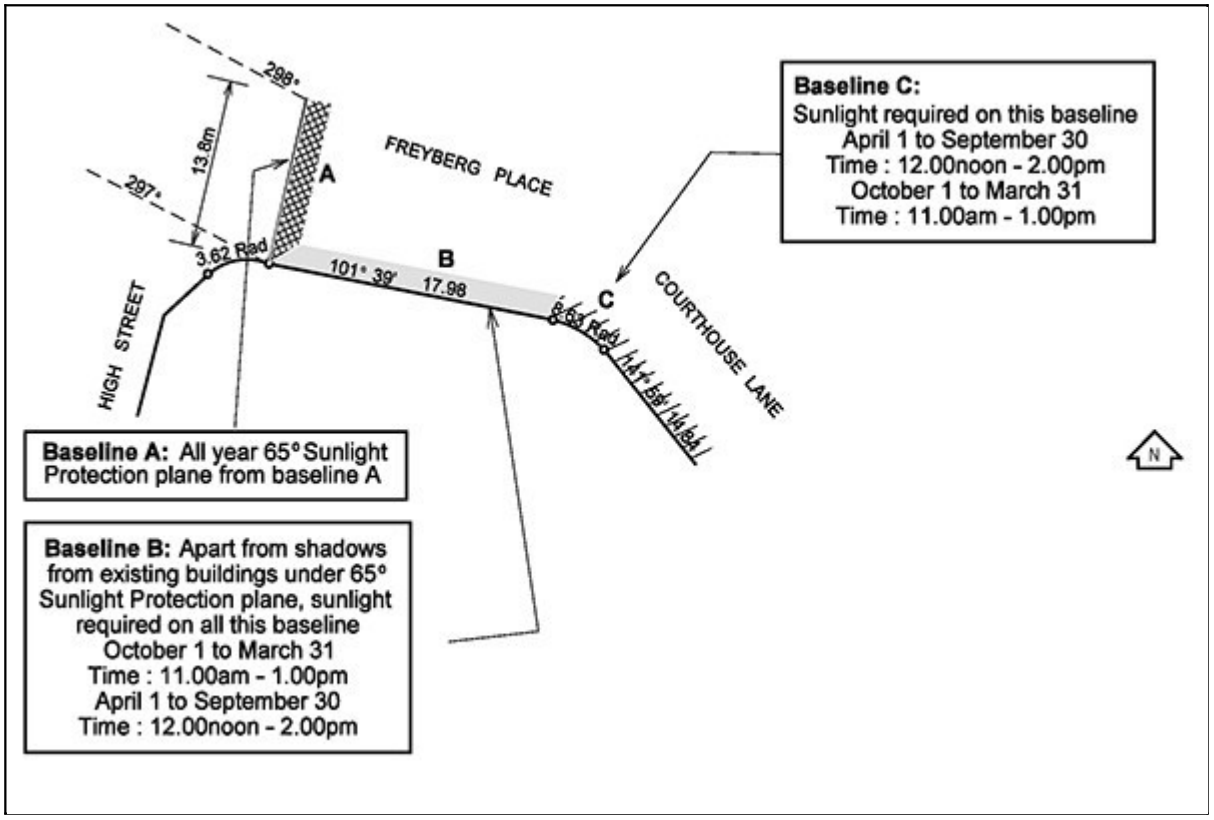


Figure 5: Admission of sunlight to Aotea and Aotea height control plane

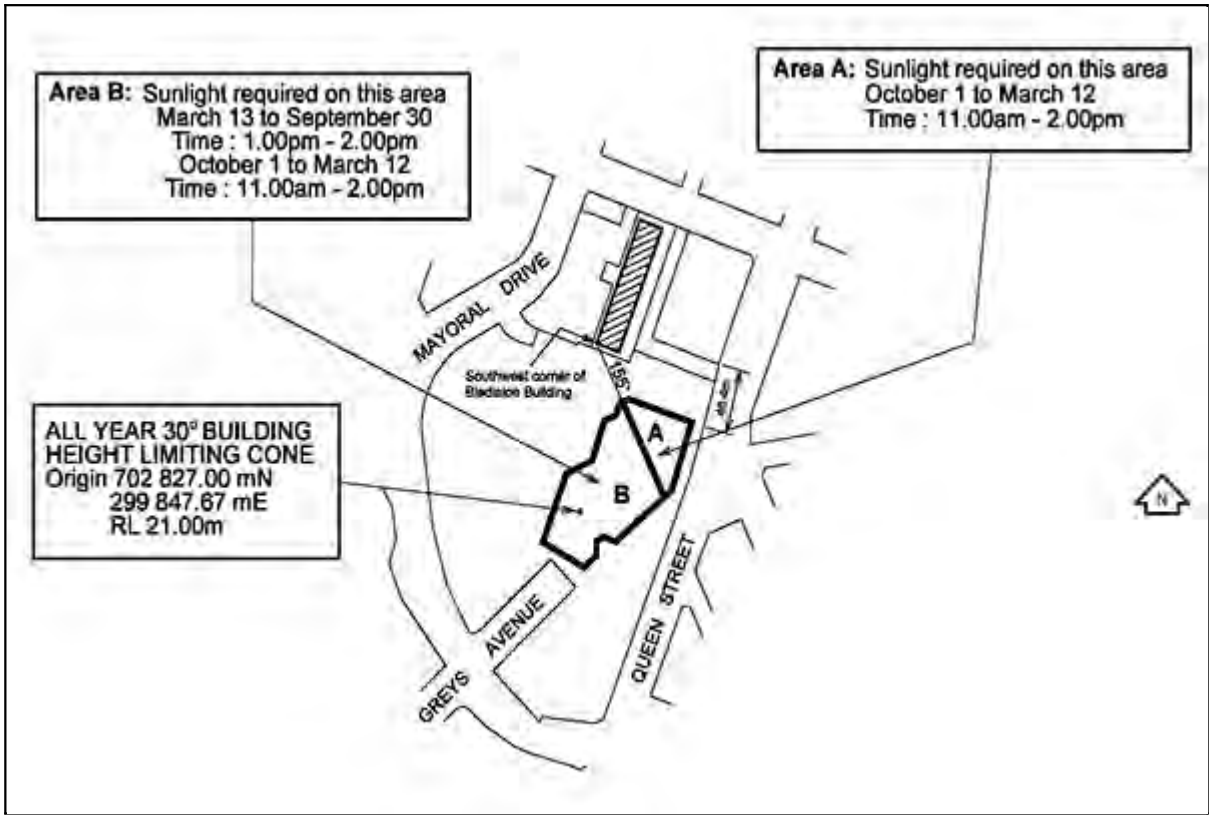


Figure 6: Admission of sunlight to Albert Park

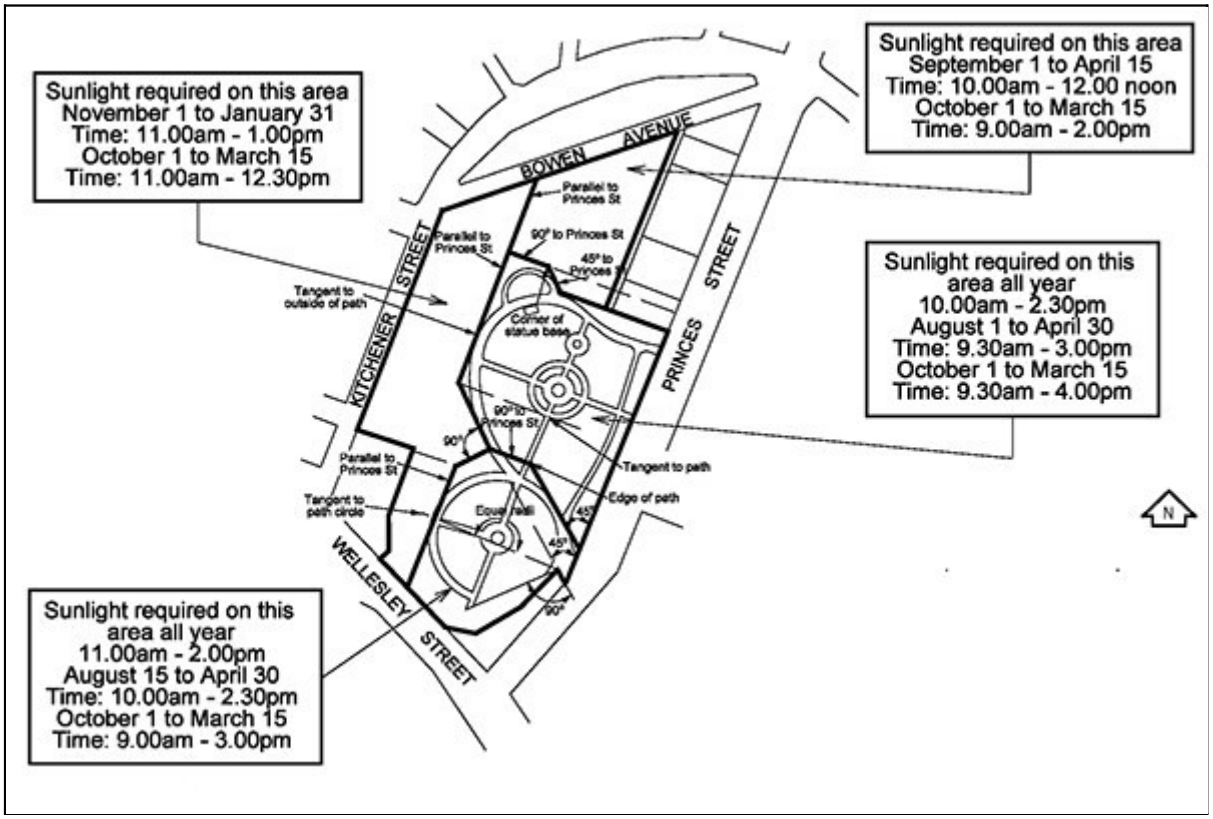


Figure 7: Admission of sunlight to Myers Park

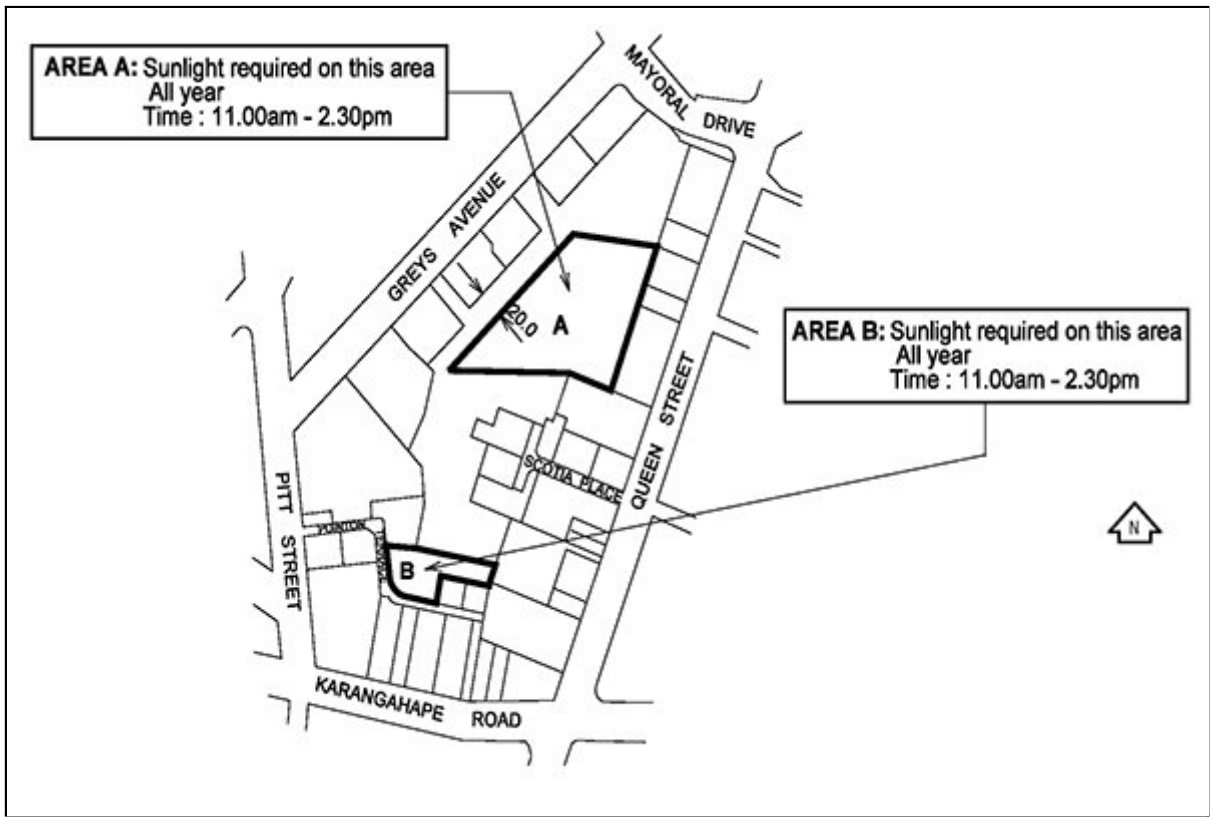


Figure 8: Admission of sunlight to Old Government House

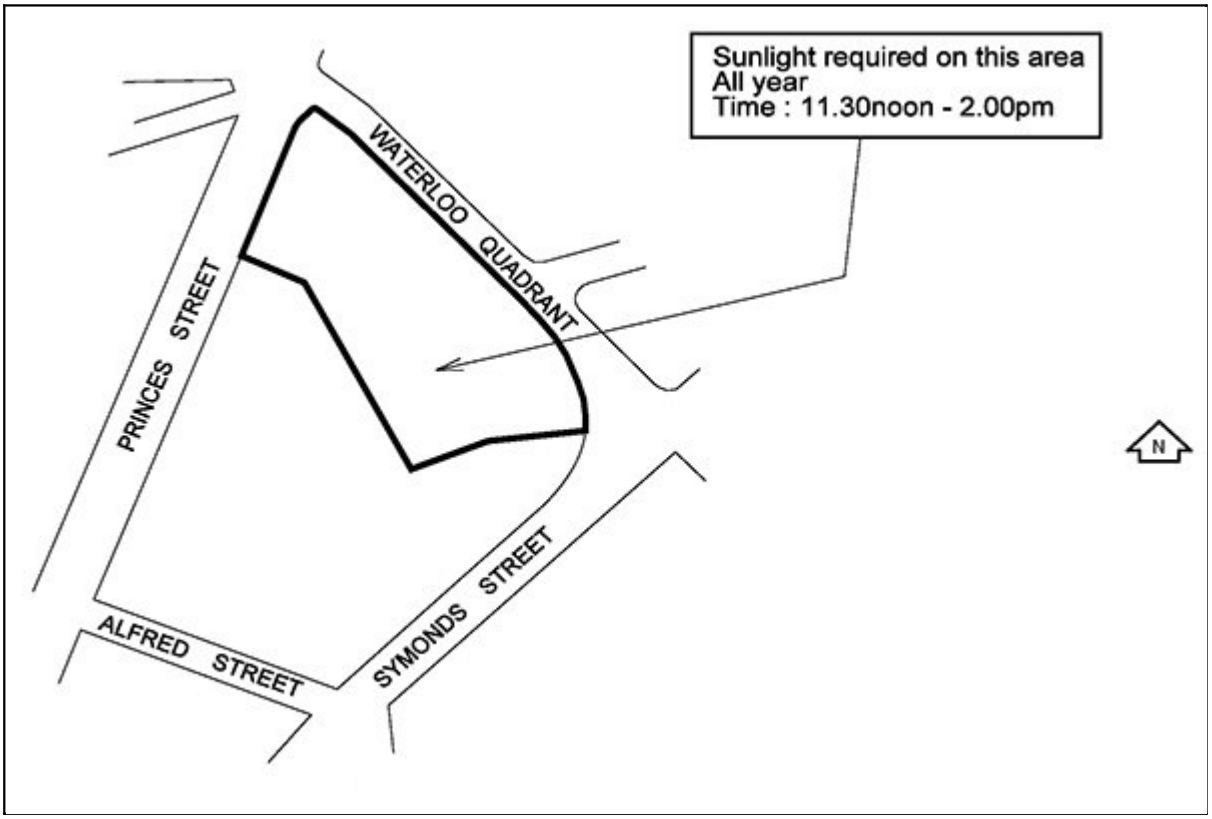
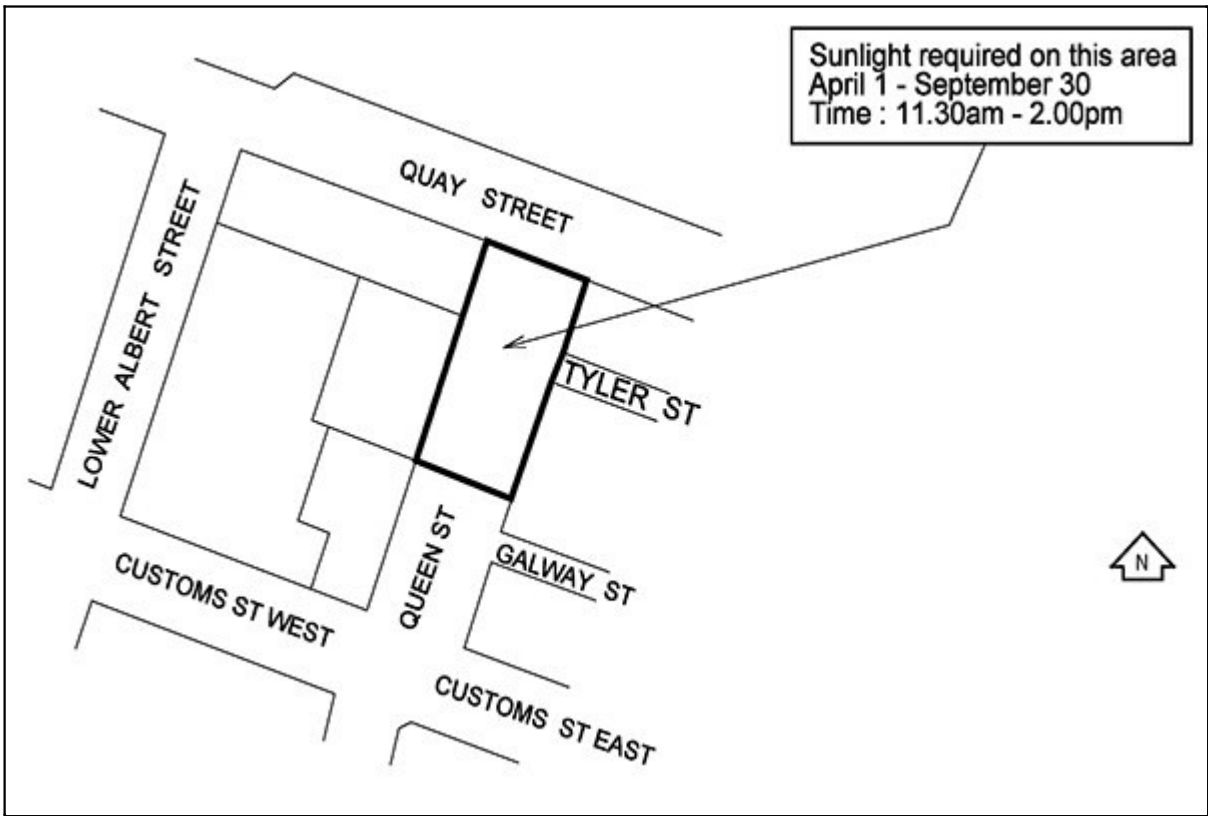


Figure 9: Admission of sunlight to Queen Elizabeth Square



Appendix 12 Airport approach surface

Steps for assessing a specific proposal

(1) Identify the property on the planning maps and determine whether it is affected by the height restrictions.

(2) Assuming all or part of the property is affected, identify which of the three controls applies: (a) fan; (b) transitional side surface; (c) horizontal surface.

(3) The following examples illustrate the restrictions as they apply to North Shore Airfield. The same method should be used at Kaipara Flats and Parakai using the gradients and heights specified for those airfields in the table on the previous page.

(a) **Land affected by a fan**

Determine the distance from the beginning of the fan at the runway threshold to the proposed building site or area to be planted with trees.
Calculate the permitted height i.e. divide distance by 40 (1 in 40 slope)

e.g. For distance of 325m

Height is $\frac{325}{40}$ = 8.125m

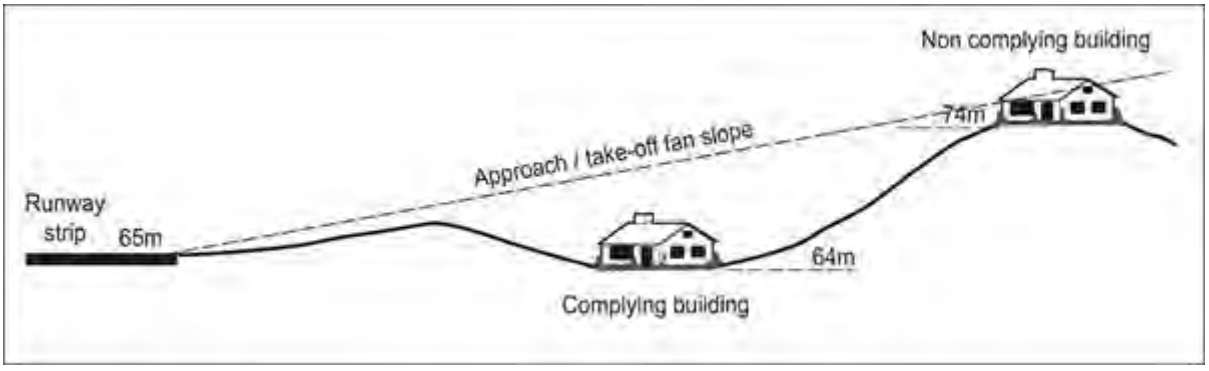
Then determine the difference in ground level between the threshold of the fan and the site in question. The four threshold ground levels are shown on the 1:30,000 plan. For the fan which passes over Wilks Road, the threshold ground level is 65m above mean sea level (MSL).

If the ground level on a proposed site is higher than 65m above MSL, the actual height limit will be 8.125m less the difference in ground level, say 3m, resulting in a maximum permissible height for buildings of 5.125m.

If the ground level on a proposed site is lower than at the threshold the difference from the fan level must be added to the original calculation.

The applicant will need to confirm the ground level in terms of MSL to accurately determine compliance.

Figure 1: Land affected by a fan



(b) **Land affected by transitional side surface**

(i) Beside the runway itself
Determine the distance from the edge of the runway strip shown on the planning map.

e.g. For a distance of 150ms at the slope of 1 in 7

Height is $\frac{150}{7}$ = 21.428m

(ii) Beside a fan
Determine the distance from the edge of the fan(s) (a), measured at right angles to the fan centre line, and the distance from the corresponding point on the fan centre line to the runway threshold (b) (see diagram below).

(a) = 65m and (b) = 40m

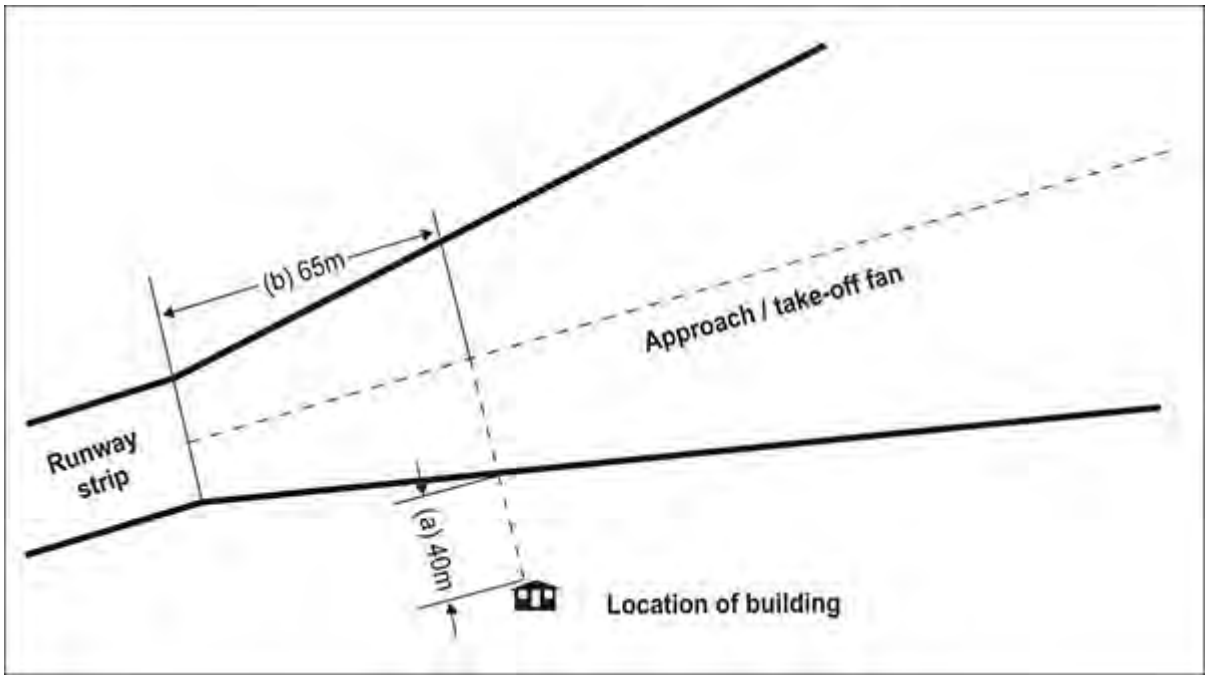
65m at 1 in 40 $\frac{65}{40}$ = 1.625m

40 m at 1 in 7 $\frac{40}{7} = \frac{5.714\text{m}}{7.339\text{m}}$

+ or – ground level difference

(c) **Horizontal surface**
This surface is located at 107m above MSL. Determine the ground level of the site and assess the difference between it and 107m to determine the maximum permitted height.

Figure 2: Land affected by a traditional side surface



Appendix 13 Hazardous substances classification

All provisions in this appendix are regional coastal plan and district plan **[rcp/rp/dp]**.

Physical hazards

1.1	Substances and articles that have a mass explosion hazard
1.2	Substances and articles that have a projection hazard but not a mass explosion hazard
1.3	Substances and articles that have a fire hazard and either a minor blast hazard or a minor projection hazard, or both, but not a mass explosion hazard
1.4	Substances and articles that present no significant explosive hazard
1.5	Very insensitive substances that have a mass explosion hazard
1.6	Extremely insensitive articles that do not have a mass explosion hazard
2.1.1A	Flammable gas- high hazard
2.1.1B	Flammable gas - medium hazard
2.1.2A	Flammable aerosol
3.1A	Flammable liquid - very high hazard
3.1B	Flammable liquid - high hazard
3.1C	Flammable liquid - medium hazard
3.1D	Flammable liquid - low hazard
4.1.1A	Readily combustible solids and solids that may cause fire through friction: medium hazard
4.1.1B	Readily combustible solids and solids that may cause fire through friction: low hazard
4.1.2A	Self-reactive substances: type A
4.1.2B	Self-reactive substances: type B
4.1.2C	Self-reactive substances: type C
4.1.2D	Self-reactive substances: type D
4.1.2E	Self-reactive substances: type E
4.1.2F	Self-reactive substances: type F
4.1.2G	Self-reactive substances: type G
4.1.3A	Solid desensitised explosives: high hazard
4.1.3B	Solid desensitised explosives: medium hazard
4.1.3C	Solid desensitised explosives: low hazard
4.2A	Spontaneously combustible substances: pyrophoric substances: high hazard
4.2B	Spontaneously combustible substances: self-heating substances: medium hazard
4.2C	Spontaneously combustible substances: self-heating substances: low hazard
4.3A	Solids that emit flammable gas when in contact with water: high hazard
4.3B	Solids that emit flammable gas when in contact with water: medium hazard
4.3C	Solids that emit flammable gas when in contact with water: low hazard
5.1.1A	Oxidising substances that are liquids or solids: high hazard
5.1.1B	Oxidising substances that are liquids or solids: medium hazard
5.1.1C	Oxidising substances that are liquids or solids: low hazard

5.1.2A	Oxidising substances that are gases
5.2A	Organic peroxides: type A
5.2B	Organic peroxides: type B
5.2C	Organic peroxides: type C
5.2D	Organic peroxides: type D
5.2E	Organic peroxides: type E
5.2F	Organic peroxides: type F
5.2G	Organic peroxides: type G

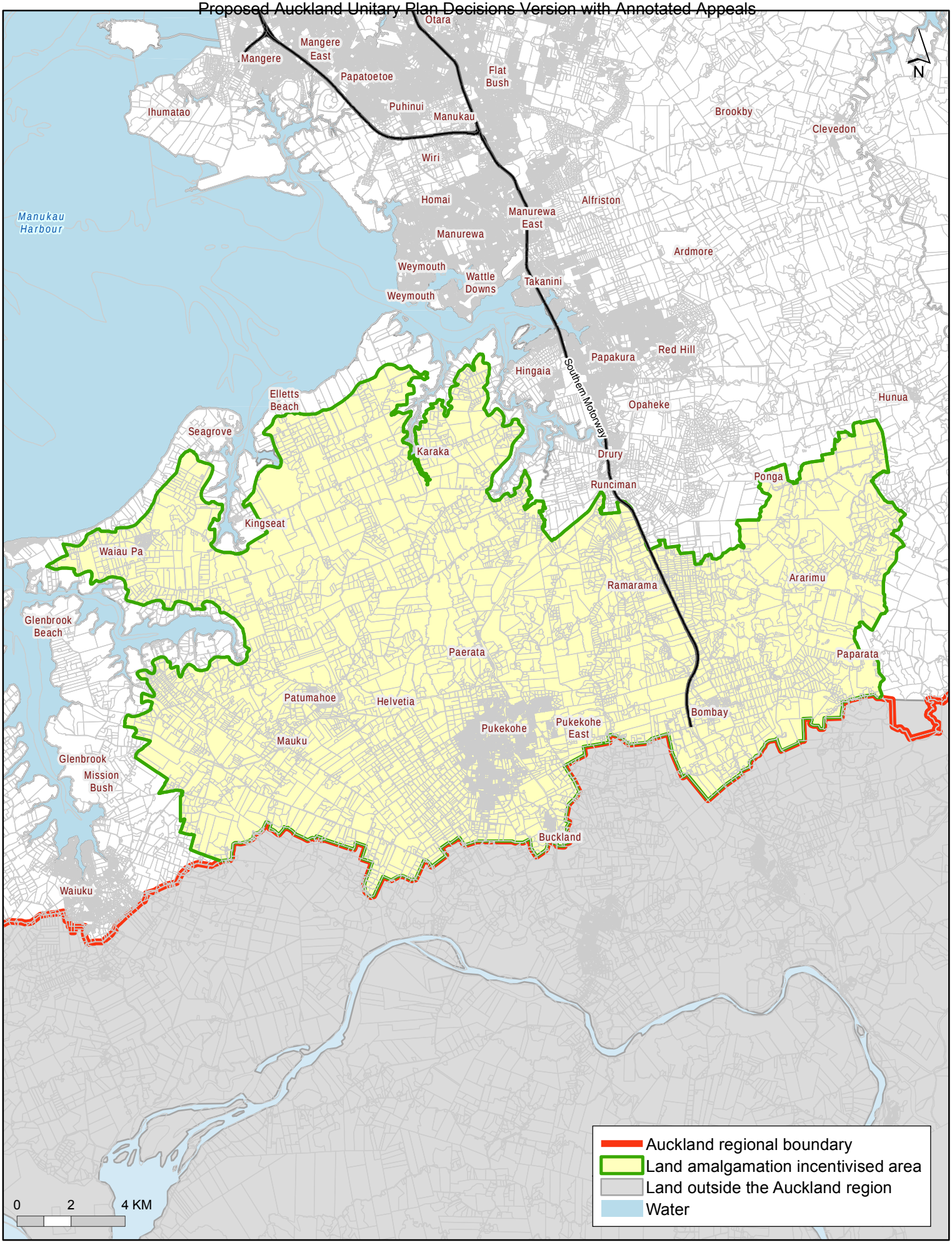
Health hazards

6.1A	Substances that are acutely toxic - Fatal
6.1B	Substances that are acutely toxic - Fatal
6.1C	Substances that are acutely toxic- Toxic
6.1D	Substances that are acutely toxic - Harmful
6.1E	Substances that are acutely toxic –May be harmful, Aspiration hazard
6.3A	Substances that are irritating to the skin
6.3B	Substances that are mildly irritating to the skin
6.4A	Substances that are irritating to the eye
6.5A	Substances that are respiratory sensitisers
6.5B	Substances that are contact sensitisers
6.6A	Substances that are known or presumed human mutagens
6.6B	Substances that are suspected human mutagens
6.7A	Substances that are known or presumed human carcinogens
6.7B	Substances that are suspected human carcinogens
6.8A	Substances that are known or presumed human reproductive or developmental toxicants
6.8B	Substances that are suspected human reproductive or developmental toxicants
6.8C	Substances that produce toxic human reproductive or developmental effects on or via lactation
6.9A	Substances that are toxic to human target organs or systems
6.9B	Substances that are harmful to human target organs or systems
8.1A	Substances that are corrosive to metals
8.2A	Substances that are corrosive to dermal tissue UN PGI
8.2B	Substances that are corrosive to dermal tissue UN PGII
8.2C	Substances that are corrosive to dermal tissue UN PGIII
8.3A	Substances that are corrosive to ocular tissue

Environmental hazards

9.1A	Substances that are very ecotoxic in the aquatic environment
9.1B	Substances that are ecotoxic in the aquatic environment
9.1C	Substances that are harmful in the aquatic environment

9.1D	Substances that are slightly harmful to the aquatic environment or are otherwise designed for biocidal action
9.2A	Substances that are very ecotoxic in the soil environment
9.2B	Substances that are ecotoxic in the soil environment
9.2C	Substances that are harmful in the soil environment
9.2D	Substances that are slightly harmful in the soil environment
9.3A	Substances that are very ecotoxic to terrestrial vertebrates
9.3B	Substances that are ecotoxic to terrestrial vertebrates
9.3C	Substances that are harmful to terrestrial vertebrates
9.4A	Substances that are very ecotoxic to terrestrial invertebrates
9.4B	Substances that are ecotoxic to terrestrial invertebrates
9.4C	Substances that are harmful to terrestrial invertebrates



Appendix 14 - Land amalgamation incentivised area

Appendix 15 Subdivision information and process

15.1. Introduction

This appendix includes additional information for subdivision resource consent applications. Refer to the Council's website for further information on how to apply for subdivision resource consent.

15.2. Vesting of Assets

(1) Where vesting of any new asset is proposed as part of a subdivision, applicants are strongly encouraged to undertake a pre-application meeting with Council early in the design stages to agree parameters. The pre-application meeting will involve specialists from the relevant council controlled organisations with interests in any proposed future asset.

(2) In respect of new road assets, the 'concept design' (i.e. width and general layout) of any road intended to be vested in the Council will be assessed against the relevant provisions of E38 Subdivision - Urban and E39 Subdivision - Rural and any relevant codes of practice or engineering standards applicable at the time of the subdivision consent application. If a road is approved as part of a subdivision consent, the concept design (i.e. width and general layout) is deemed appropriate for vesting. The 'detailed design and asset specifications' (i.e. pavement thickness etc.) of the road will be considered during the subsequent engineering approvals process.

15.3. Transferable rural site subdivision

15.3.1. Process

[1][ENV-189];[2][ENV-206]; [3][ENV-207];[4][ENV-212]; [5][ENV-216];[6][ENV-219]; [7][ENV-227];[8][ENV-234]; [9][ENV-248]

(1) A Transferable Rural Site Subdivision (TRSS) is the transfer of the rural - residential development potential of rural sites from one location to the Countryside Living Zone through a subdivision process. This process may be carried out in the following ways:

(a) through the protection of indigenous vegetation or wetland identified in the D9 Significant Ecological Areas Overlay and established revegetation planting meeting relevant criteria; or

(b) through the amalgamation of donor sites: amalgamating two existing and abutting rural zoned sites (excluding a Rural - Countryside Living Zone site), and transferring the development potential of the 'amalgamated' site to the Countryside Living Zone.

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[1][ENV-2016-AKL-000189: Cabra Rural Developments Limited and Others]
[2][ENV-2016-AKL-000206: Cato Bolam Consultants Limited]
[3][ENV-2016-AKL-000207: David Mason, Better Living Landscapes Ltd, Parallax Surveyors Ltd, Fluker Surveyors Ltd, and Sayes In Trust Ltd]
[4][ENV-2016-AKL-000212: Smithies Family Trust]
[5][ENV-2016-AKL-000216: Zakara Investments Limited]
[6][ENV-2016-AKL-000219: Houghton Family Trust]
[7][ENV-2016-AKL-000227: Kumeu-Huapai Residents and Ratepayers Association Incorporated]
[8][ENV-2016-AKL-000234: Radiata Properties Limited]
[9][ENV-2016-AKL-000248: Terra Nova Planning Limited]

(2) The new or additional site is located in Rural - Countryside Living zoned sites identified on the planning maps by the Subdivision Variation Control.

(3) The process is the same if more than two donor sites are amalgamated, or if more than one block of qualifying indigenous vegetation or wetland is protected.

Table 15.3.1.1 Transferable rural site subdivision process

Step	Transferable rural site subdivision process through the amalgamation of donor sites	Transferable rural site subdivision process through the protection of indigenous vegetation or wetland identified in the Significant Ecological Areas Overlay or established revegetation planting meeting relevant criteria
1	Identify the following: a. two donor sites abutting each other, one of which is vacant; b. a site zoned Rural - Countryside Living Zone identified as suitable as a receiver site for TRSS – see Table E39.6.5.2.1 Minimum and minimum average net site areas in E39 Subdivision - Rural	Identify the following: a. an area of indigenous vegetation or wetland (on the donor site) that: - is identified in the Significant Ecological Areas overlay; - is established with revegetation planting meeting relevant criteria. b. a site zoned Rural - Countryside Living Zone identified as suitable as a receiver site for TRSS – see Table E39.6.5.2.1 Minimum and minimum average net site areas in E39 Subdivision - Rural.

[1][ENV-189];[2][ENV-206];[3][ENV-207];[4][ENV-212];[5][ENV-216];[6][ENV-219];[7][ENV-227];[8][ENV-234];[9][ENV-248]

[1][ENV-189];[2][ENV-206];[3][ENV-207];[4][ENV-212];[5][ENV-216];[6][ENV-219];[7][ENV-227];[8][ENV-234];[9][ENV-248]

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Step	Transferable rural site subdivision process through the amalgamation of donor sites	Transferable rural site subdivision process through the protection of indigenous vegetation or wetland identified in the Significant Ecological Areas Overlay or established revegetation planting meeting relevant criteria
2	Application made to Council: a. to amalgamate two donor sites into one new site; and b. to subdivide the receiver site.	Application made to Council: a. subdivide the property containing indigenous vegetation, wetland or revegetation planting to create the residential development opportunity; and b. transfer the residential development opportunity to the receiver site in a Countryside Living Zone.
3	Gain subdivision consent approval	Gain subdivision consent approval
4	Comply with consent conditions	Comply with consent conditions
5	Apply to Land Information New Zealand to: a. issue one new certificate of title in place of the original donor sites; and b. issue two new certificates of title for the new sites created from the receiver site after the title for the donor sites has been issued.	Apply to Land Information New Zealand to: a. attach an appropriate legal protection mechanism to the donor site for the protection of the indigenous vegetation, wetland or revegetation planting; and b. issue two new certificates of title for the new sites created from the receiver site.

[1][ENV-189];[2][ENV-206];
[3][ENV-207];[4][ENV-212];
[5][ENV-216];[6][ENV-219];
[7][ENV-227];[8][ENV-234];
[9][ENV-248]

[1][ENV-189];[2][ENV-206];
[3][ENV-207];[4][ENV-212];
[5][ENV-216];[6][ENV-219];
[7][ENV-227];[8][ENV-234];
[9][ENV-248]

[1][ENV-189];[2][ENV-206];
[3][ENV-207];[4][ENV-212];
[5][ENV-216];[6][ENV-219];
[7][ENV-227];[8][ENV-234];
[9][ENV-248]

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15.3.2. Explanation of terms

(1) A donor site may be one of the following:

(a) two abutting rural sites being amalgamated;

(b) a rural site containing rural-residential development potential created from one of the following situations:

(i) a site containing indigenous vegetation or wetland identified in the D9 Significant Ecological Areas Overlay;

(ii) a site establishing revegetation planting.

[1][ENV-189];[2][ENV-206];
[3][ENV-207];[4][ENV-212];
[5][ENV-216];[6][ENV-219];
[7][ENV-227];[8][ENV-234];
[9][ENV-248]

(2) A receiver site is a Rural - Countryside Living zoned site identified on the planning maps by the Subdivision Variation Control.

15.4. Protection of existing indigenous vegetation

(1) All subdivision plans, excluding subdivision plans for boundary adjustments, must show any of the following features that exist on, or on the boundary of, the land being subdivided:

(a) any areas identified as Significant Ecological Area in the D9 Significant Ecological Areas Overlay; or

(b) any other areas of indigenous vegetation, wetlands, waterways, streams, rivers and lakes.

(2) Three yearly monitoring of the critical determinants for the health of any Significant Ecological Area by an independently approved person which may include, but not be limited to, all of the following:

(a) effectiveness of fencing;

(b) presence of animal and plant pests;

(c) health of the Significant Ecological Area;

(d) presence of pollutants;

(e) vegetation clearance;

(f) effectively managing animal and plant pests; and

(g) providing appropriate access to any sites and places of significance to Mana Whenua

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(3) Require monitoring results to be forwarded to Council for audit.

[1][ENV-189];[2][ENV-206];
[3][ENV-207];[4][ENV-212];
[5][ENV-216];[6][ENV-219];
[7][ENV-227];[8][ENV-234];
[9][ENV-248]

15.5. Legal protection mechanism to protect indigenous vegetation, wetland or revegetation planting:

(1) The legal protection mechanism must include all of the following:

(a) permanent protection of the vegetation or wetland on the site;

(b) implementation of a management plan;

(c) permanent exclusion of all livestock from the protected area; and

(d) the protected area to be maintained in perpetuity, including carrying out pest control measures.

(2) Where the Plan refers to indigenous vegetation or wetland to be subject to a legal protection mechanism, that mechanism must include the following:

[1][ENV-189];[2][ENV-206];
[3][ENV-207];[4][ENV-212];
[5][ENV-216];[6][ENV-219];
[7][ENV-227];[8][ENV-234];
[9][ENV-248]

(a) legal protection of the indigenous vegetation or wetland and any area of required revegetation plantings in perpetuity. An agreement to the satisfaction of the council regarding an encumbrance, bond, consent notice, covenant or vesting as reserve must be entered into before the issue of the section 224(c) certificate under the Resource Management Act 1991;

(b) where applicable the legal protection mechanism must be in accordance with the relevant terms of the Reserves Act 1977 or the Queen Elizabeth II National Trust Act 1977. The legal instrument must provide protection in perpetuity, and must include enforcement and penalty provisions;

[1][ENV-189];[2][ENV-206];
[3][ENV-207];[4][ENV-212];
[5][ENV-216];[6][ENV-219];
[7][ENV-227];[8][ENV-234];
[9][ENV-248]

(c) where revegetation planting is required as a condition of the subdivision consent, the section 224(c) certificate will be issued only after the required works have been undertaken and the planting has satisfied the required consent conditions. This includes implementation of an animal and plant pest management plan. ‘Animal pests’ are those animal species listed as ‘total control pests’, ‘containment pests’, or ‘surveillance pests’ in the Auckland Council’s current Regional Pest Management Strategy;

(d) all certification required must be carried out by a suitably qualified and experienced person and at the applicant’s expense, and a report must be provided to Council. In this context, a person will not be considered to be suitably qualified and experienced unless they are a qualified ecologist with appropriate experience in this type of work.

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[1][ENV-189];[2][ENV-206];[3][ENV-207];[4][ENV-212];[5][ENV-216];[6][ENV-219];[7][ENV-227];[8][ENV-234];[9][ENV-248]

(3) The indigenous vegetation or wetland and any area of required revegetation plantings to be protected must be maintained free of livestock through appropriate stock proof fencing, or if livestock access to the vegetation is prevented by topographical or natural features then stock proof fencing may not be required.

15.6. Revegetation planting

(1) A planting plan for any revegetation planting is required at the time of subdivision consent application and must identify the following:

[2][ENV-206];[3][ENV-207]

(a) the ecological district of the site;

(b) the characteristics of the soil (i.e. clay, silt, loam etc.);

(c) soil drainage;

(d) topography of the area to be planted;

(e) location and extent of the area to be planted;

(f) exposure of the site to wind, frost, sunlight and salt spray;

(g) presence of plant and animal pests;

(h) presence of any threatened species and if necessary the process for the translocation of threatened species,

(i) stock-proof fencing that should be at least a full seven wire, post and batten fence, planting areas, weed and animal pest control;

(j) extent of the existing Significant Ecological Areas (indigenous vegetation) and an outline of the biodiversity of the Significant Ecological Areas (indigenous vegetation) and the land in the subdivision;

(k) any restrictions on planting, such as existing infrastructure, safety or existing access issues;

[1][ENV-189];[2][ENV-206];[3][ENV-207];[4][ENV-212];[5][ENV-216];[6][ENV-219];[7][ENV-227];[8][ENV-234];[9][ENV-248]

(l) how revegetation planting will be ecologically linked to an area of contiguous Significant Ecological Areas (indigenous vegetation) and if possible any other additional existing ecological corridors or connections;

(m) how revegetation planting will provide robust and high value ecological connections without gaps to the Significant Ecological Areas;

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[1][ENV-2016-AKL-000189: Cabra Rural Developments Limited and Others]
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[1][ENV-189];[2][ENV-206]; [3][ENV-207];[4][ENV-212]; [5][ENV-216];[6][ENV-219]; [7][ENV-227];[8][ENV-234]; [9][ENV-248]

(n) how revegetation planting will buffer the Significant Ecological Areas and ensure long term viability and resilience of the Significant Ecological Areas;

(o) site planting, including species to be planted, size and spacing of plants and where they are to be planted, requirements for replacement of pest plants with appropriate native species and measures to minimise reinvasion of pest plants;

(p) measures for the maintenance of planting, including releasing plants, fertiliser, plant and animal pest control and mulching and replacement of plants which do not survive, and measures for animal and plant pest control;

[1][ENV-189];[2][ENV-206]; [3][ENV-207];[4][ENV-212]; [5][ENV-216];[6][ENV-219]; [7][ENV-227];[8][ENV-234]; [9][ENV-248]

(q) protective measures proposed to ensure the Significant Ecological Areas (indigenous vegetation) and any proposed revegetation planting remain protected in perpetuity;

(r) details confirming that revegetation planting is only to be carried out contiguous to the Significant Ecological Areas (consisting of indigenous vegetation)

(s) confirmation that the assessment of whether the maintenance of plantings has been achieved shall be undertaken by a suitably qualified independent ecologist according to a quantitative monitoring programme

(2) The location and species composition of the restoration planting is to achieve the following:

(a) provide necessary protection and restoration of the Significant Ecological Areas to ensure its long term viability, health, and significance;

(b) facilitate the use of natural regeneration processes to ensure that in the long term these natural regeneration processes take over;

(c) provide for the protection and restoration of the Significant Ecological Areas and provide robust linkages between ecological features;

[1][ENV-189];[2][ENV-206]; [3][ENV-207];[4][ENV-212]; [5][ENV-216];[6][ENV-219]; [7][ENV-227];[8][ENV-234]; [9][ENV-248]

(d) provide a sustainable, potentially significant forest or shrubland.

(3) The following matters must be implemented prior to a section 224(c) certificate is issued and confirmation is provided:

(a) the establishment of secure stock exclusion that is at least a full seven wire, post and batten fence;

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(b) the planting of native vegetation at a density detailed below or at some other density considered more appropriate for the site circumstances by Council:

(i) an average density of 1.4 metre centres (5,100 stems per hectare) reducing to 1 metre centres (10,000 stems per hectare) in kikuyu and wetland and riparian margins;

(ii) sourced from the ecological district and to be appropriate for the soil, aspect, exposure and topography; and

(iii) reflect the composition of former natural vegetation likely to have occupied the site and include appropriate native species that will enable natural processes of succession;

(c) the maintenance of any plantings must occur until the plantings have reached a sufficient maturity to be self-sustaining, and have reached 80 per cent canopy closure. The survival rate must ensure a minimum 90 per cent of the original density and species;

(d) the maintenance of any plantings must include the ongoing replacement of plants that do not survive;

(e) the maintenance of any plantings must ensure that all invasive plant pests are eradicated from the planting site both at the time of planting and on an on-going basis and plants released from kikuyu as necessary to ensure adequate growth; and

(f) the maintenance of any plantings must ensure animal and plant pest control occurs.

(4) The planting plan must be prepared and confirmed by a suitably qualified and experienced person.

Appendix 16 Guideline for native revegetation plantings

16.1. Introduction

These guidelines explain what specific information is needed for native revegetation plantings, why the information is necessary and why Council expects certain actions to be undertaken to ensure planning is successful. When applying to Council for consent to subdivide based on the replanting of native vegetation (see E39 Subdivision - Rural), Council requires the following:

(1) pre-planting site assessment;

(2) planting plan assessment; and

(3) annual monitoring programme.

16.2. Pre-planting plant assessment

(1) Plants are adapted to survive in specific areas. Not every plant will do well in the same environment. In order to ensure the survival of revegetation planting, it is important that the appropriate plants are selected for the site. There are two aspects to selecting appropriate plants for a site. They are:

(a) sourcing from the Ecological District (i.e. eco-sourcing):
New Zealand has been divided into ecological districts based on the underlying geology, landforms, and soils which affect the plant species found within an area. Within these ecological districts the same plant species often have slight variations, which are adapted to the specific conditions of the area. In order to retain these variations and in essence the genetic diversity, it is important that plants which are sourced in the specific ecological district are used.

(b) appropriate plants for the locality of the planting:
Plants grow best on sites for which they are best adapted. Therefore, in order to ensure the success of a revegetation programme it is important that plants which are used are appropriate to the following:

(i) slope (i.e. steepness affects the species which will survive);

(ii) characteristics of the soil (i.e. certain species do not grow well in certain soils);

(iii) wind (i.e. certain species are not wind tolerant);

(iv) aspect (i.e. direction the slope faces, as this affects the dryness of a slope);

(v) degree of shading (i.e. certain species are light intolerant (i.e. secondary succession plants such as nikau and ferns), whereas others cannot survive in low light conditions, (i.e. primary succession plants such as manuka and kanuka));

(vi) distance from the coast (i.e. this affects salt spray and wind conditions. Many plants are not tolerant to salt spray and therefore struggle to survive in coastal environments);

(vii) wetness of the site (i.e. many plants either do not grow in wet conditions (e.g. kauri) or only grow in wet soil conditions (e.g. kaihikatea); and

(viii) frost zones (certain species are frost intolerant).

In order for the Council to ensure that appropriate plant species are being selected for planting the Council expects a Pre-planting Plant Assessment with the following information to be provided with each application for native revegetation plantings:

(i) the ecological district of the site;

(ii) the characteristics of the soil (i.e. clay, silt, loam etc.);

(iii) soil drainage;

(iv) topography and aspect of the area to be planted;

(v) exposure of the site to wind, frost, sunlight and salt spray;

(vi) extent of existing bush or native vegetation on the site and its species composition; and

(vii) distance from established bush and the state of the established bush if there is none on the site.

16.3. Planting plan assessment

(1) In order to assist Council in establishing whether the planting proposed is adequate a Planting Plan Assessment needs to be produced containing the following information:

(a) the purpose of the planting, which could include: hill country erosion control, stream bank erosion, habitat control, habitat restoration, ecological corridor creation, buffer planting to protect the edges of exiting bush and/or water quality enhancement;

(b) location and extent of planting on a plan;

(c) site preparation for planting, including stock-proof fencing of areas, weed and animal pest control;

(d) site planting, including species to be planted, size of plants and where they are to be planted, density of planting, sourcing of plants and fertilisers; and

(e) maintenance of planting, including fertiliser, releasing plants, animal and plant pest control, and mulching.

(2) The reasons for the detail required in the Planting Plan Assessment are discussed below under the following headings:

(a) site preparation (including identifying and removing weeds, animal pest control, and stock control);

(b) site planting (including canopy closure and plant spacing, fertiliser, size of plants to be planted, time of planting); and

(c) site maintenance (including mulching and animal and plant pest control).

16.4. Explanation of required information

(1) Site preparation:

(a) many of the areas that are to be replanted have relatively harsh conditions for native plants to grow because of animal pests, stock and weeds and grasses, which compete with the new plants. Therefore, it is important to ensure that the effects of these are minimised. This includes the following:

(i) identifying and removing weeds. Weeds compete with native plants which are planted by reducing moisture and nutrients available. Because the weeds are usually better able to do this than many natives, especially in open and exposed situations, they need to be removed, either manually or with sprays before planting occurs. Continual management needs to occur after the planting to ensure that the replanting site is not re-infested. Then it is important that canopy closure occurs as soon as possible after planting, as most weed species do not survive in shady conditions. Mulching can have an effective means of suppressing weed growth in the initial phases of the revegetation, reducing the need for weed control;

(ii) animal pest control. Browsers, such as possums, feral goats and feral deer are a large threat to native plantings. Therefore it is important that they are controlled and eliminated to levels where the plantings are not severely affected. In the case of possums this entails eradicating them using bait stations, trapping or shooting. In the case of feral deer and goats this entails fencing the area around the plantings to keep them out or eradicating them. After the planting is established it is important that animal pest control continues in order to ensure the long-term survival of the plants and also so that undergrowth can generate beneath the planted species; and

(iii) stock control. Stock can cause a huge amount of damage to native planting through the browsing of the plants or trampling them. Therefore it is important that the planting area is fenced with a stock proof fence to keep the stock out. The fence needs to be maintained in the long term to prevent stock entering into the area so that under growth regeneration can occur, allowing for a diversity of species to establish.

(2) Site planting:

(a) canopy closure and planting spacing. Once the site preparation has occurred then the plants can be planted. Ensuring canopy closure as quickly as possible is vital. Canopy closure has the following advantages:

(i) many weeds and kikuyu are more easily suppressed and controlled, as they tend to be shade intolerant;

(ii) summer water stress is greatly reduced;

(iii) frost intensity is greatly reduced or eliminated;

(iv) the problems caused by wind are reduced (i.e. wind and cold); and

(v) a closed canopy is more likely to attracted seed eating birds which nest and roost in trees and therefore increases the number of seeds deposited in the floor beneath the trees.

(b) all of the above results in greater species diversity, especially for sensitive plants which require shade and conditions free of extreme conditions such as wind and frost. Plant species are more likely to survive once they germinate as well;

(c) in order for there to be rapid canopy closure the native plants should be planted at a density of 1.4 metre centres (5,100 stems per hectare), except when planting into kikuyu; and

(d) in the case of planting into kikuyu plants should be planted at 1 metre centres (10,000 stems per hectare) to shade out the kikuyu and ensure the long-term survival of the native trees. Canopy closure should occur within 3 years in this situation. Where it can be demonstrated that blanket spraying of the kikuyu with a bio- degradable herbicide prior to planting or suppression by physical means will be an effective means of control and that such control is suitable for use on the subject site, then the density of 1 metre centres (10,000 stems per hectare) might be relaxed to a maximum of 1.4 metre centres (5,100 stems per hectare).

(3) Size of plants:

(a) the size of plants affects their ability to survive when planted out. Very small plants are less likely to survive, as their root system is not well established. Very large plants are also less likely to survive because of the physical conditions of most revegetation sites, including wind and salt exposure, extremes of conditions, drought and damp conditions. Larger plants take longer to establish extensive root system to anchor the plants and to provide nutrients for growth, often resulting in their being toppled over by wind or damaged;

(b) based on the above, the most appropriate sizes for planting out are considered to be root trainers, PB3/4 or PB2s and PB5s.

(4) Fertiliser:

(a) the decision to apply fertiliser, what type and in what quantity, will vary depending on the site. The following are basic considerations:

(i) the application of a suitable fertiliser can proactively assist the native plants to establish, grow quickly and close the canopy, especially in coastal environments or where they are planted into kikuyu. Too much fertiliser however can be toxic to native plants and can lead to poor growth;

(ii) in many cases the ground will already be quite fertile and support good growth. It is worth considering however, that although many areas where native revegetation is occurring have been fertilised in the past for pasture growth, this is not appropriate for native tree establishment as these fertilisers tended to be nitrogen based. Trees require trace elements, minerals and phosphorous based fertilisers;

(iii) certain environments will be adversely affected by the application of fertiliser. Consideration should be given to the proximity of plantings to waterways and riparian areas. In some circumstances there will be good reason to avoid the application of fertiliser or a particularly cautious approach adopted;

(iv) a conservative method for the application of fertiliser is the use of slow release tablets in each planting hole. The advantage of this method is the utilisation of the soil as a natural filter; and

(v) a cautious approach needs to be applied where fertiliser is to be a side dressing. In particular, the timing of application needs to be considered. Application should coincide with the plants growth spurts during spring and autumn to maximise nutrient uptake and prevent nutrient enrichment of receiving water bodies.

(5) Time of planting:

(a) the timing of the planting is important. Late autumn and winter (i.e. late April to September) are the best months as most native plants are adapted to moist conditions and watering is required at the time of planting. Rainfall is the best means of ensuring adequate watering as it encourages the development of deep roots. Hand or surface watering can encourage the development of surface roots, resulting in the plants being more adversely affected in low rainfall periods;

(b) the disadvantage of planting in winter is the exposure to frost, particularly on level, exposed sites in inland areas. Therefore it is important to use hardier

pioneer species to provide shelter before planting more sensitive species; and

(c) mulching greatly increases the chances of survival as it assists in retaining soil moisture by reducing evapotranspiration.

(6) Maintenance planting:

(a) mulching involves spreading permeable material around newly planted trees to:

(i) protect the roots;

(ii) reduce moisture loss from the soil;

(iii) insulate the soil, thus stabilising soil temperatures; and

(iv) suppress weed growth.

(b) mulches can be either organic (e.g. straw, sawdust, bark chip, wood shavings, compost, grass, leaves) or synthetic (e.g. wet paper / cardboard, and tar paper);

(c) mulching greatly increases the chances of survival for plants on dry, open, exposed sites;

(d) the disadvantages of mulch are that they can:

(i) introduce plant diseases or insect pests to the site;

(ii) introduce weed species;

(iii) prevent water from reaching the roots and therefore it is important to wet the soil before applying mulches; and

(iv) increase costs.

(e) certain mulches also can be toxic to plants, such as sawdust and bark chip which need to be well rotted down;

(f) mulches comprising compost and grass clippings should be treated with caution. Unless temperatures high enough to ‘cook’ the seeds have been reached the mulch has the potential to introduce unwanted weed species to the area; and

(g) cheap mulches should be treated with caution. They have a tendency to rob the soil of nitrogen, stunting adjacent plant growth unless compensated for with fertiliser application.

(7) Weed control and animal control:

(a) this involves the ongoing plant and animal pest control to ensure the survival of the planting.

16.5. Monitoring Programme:

(1) Monitoring needs to be undertaken for five years, as it takes between 3-5 years before native replanting are well established and their certainty of survival is assured. The following needs to be monitored:

(a) survival rates: this is because the council requires a 90 per cent survival rate which is thought appropriate to ensure that the replanting will become ecologically viable;

(b) size of plants: this is an indication of the health of the plantings. The greater the growth, the healthier the planting and therefore the more likely a planting is to survive; and

(c) canopy closure: if a planting is healthy, canopy closure should occur at year three, although it can take to year five if the conditions of the site are particularly harsh. Therefore, this is an important indication of the health of the planting.

(2) Replacement of plants which do not survive is important to ensure that gaps are not created which could allow weeds to enter the planting and to ensure that there is an adequate canopy cover in the long term.

Appendix 17 Documents incorporated by reference

An indicative list of documents incorporated by reference into the Plan is set out below. Documents are listed under the heading of the section they are found in. References to Acts of parliament and national policy statements are not included.

B1 Issues

The Local Government (Auckland Regional Parks) Order 2008

National Code of Practice for Utility Operators' Access to Transport Corridors under the Utilities Access Act 2010

New Zealand Code of Practice for Electrical Safe Distances 2001 under the Electricity Act 1992

Auckland Plan under the Local Government (Auckland Council) Act 2009

Long-term Plan under the Local Government Act 2002

Regional Land Transport Plan under the Land Transport Management Act 2003

B3 Infrastructure, transport and energy

Regional Land Transport Plan made under the Land Transport Management Act 2003

B10 Environmental risk

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Wellington, Ministry for the Environment (2011)

D1 High-use Aquifer Management Areas Overlay

Geology of the Auckland Area, 1:250,000 Geological Map 3, Institute of Geological and Nuclear Sciences, Edbrooke (2001)

D12 Waitākere Ranges Heritage Area Overlay

Auckland Council Trading and Events in Public Places Bylaw 2015

D17 Historic Heritage Overlay

New Zealand Heritage List/Rārangi Kōrero

D24 Aircraft Noise Overlay

Part G4 of the New Zealand Building Code

New Zealand Standard on Ventilation for Acceptable Indoor Air Quality (NZS 4303:1990)

D25 City Centre Port Noise Overlay

New Zealand Standard on Acoustics - Measurement of environmental sound (NZS 6801: 2008)

New Zealand Standard on Acoustics - environmental noise (NZS 6802: 2008).

D26 National Grid Corridor Overlay

New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001)

E1 Water quality and integrated management

New Zealand Macroinvertebrate Working Group Report No. 1, Stark, J.D. et al., Prepared for the Ministry for the Environment 2001

E2 Water quantity, allocation and use

New Zealand Building Code

New Zealand Standard on the Environmental Standard for Drilling of Soil and Rock (NZS 4411:2001)

Auckland Council Technical Report 2011/009: Stream Ecological Valuation

Good Practice Biodiversity Offsetting in New Zealand, New Zealand Government et al, August 2014

Auckland Council Navigational Safety Bylaw 2014

Auckland Council Technical Publication 108

Guideline for stormwater runoff modelling in the Auckland Region, April 1999

Farm Technical Manual – Lincoln University; Fleming, P. (Ed.); 2011

E3 Lakes, rivers, streams and wetlands

Auckland Council Technical Report 2011/009: Stream Ecological Valuation (SEV): a method for assessing the ecological functions of Auckland Streams (October 2011)

Guidance on Good Practice Biodiversity Offsetting in New Zealand, New Zealand Government et al, August 2014

Auckland Council Technical Publication 108: Guideline for stormwater runoff modelling in the Auckland Region, April 1999

Farm Technical Manual – Lincoln University; Fleming, P. (Ed.); 2011

E4 Other discharges of contaminants

Australian and New Zealand Guidelines for Fresh and Marine Water Quality 2000 (ANZECC 2000 Guidelines)

E5 On-site and small scale wastewater treatment and disposal

Technical Publication 58 On-site Wastewater Systems: Design and Management Manual 2004

E6 Wastewater network management

Drinking-water Standards for New Zealand 2005 (revised 2008)

E7 Taking, using, damming and diversion of water and drilling

Dam Safety Guidelines – Auckland Council Technical Publication 109

New Zealand Dam Safety Guidelines – New Zealand Society of Large Dams 2000

NZS 4411:2001 Environmental Standard for Drilling of Soil and Rock

New Zealand Building Code

E9 Stormwater quality - High contaminant generating car parks and high use roads

Auckland Council Technical Publication 10: Design Guideline Manual for Stormwater Treatment Devices (2003)

E11 Land disturbance - Regional

Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009

National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

Auckland Council Technical Publication 90 Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region

Erosion and Sediment Control Guidelines for Vegetable Production Horticulture New Zealand (June 2014)

E12 Land disturbance - District

Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009

National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

New Zealand Electrical Code of Practice for Electrical Safe Distances NZECP34:2001

E13 Cleanfills, managed fills and landfills

Australian and New Zealand Environment and Conservation Council Guidelines for Fresh and Marine Water Quality 2000

E14 Air quality

Resource Management (National Environmental Standards for Air Quality) Regulations 2004

NSW Environment Protection Agency Guidelines for estimating Chimney Heights for small and medium sized Fuel Burning Equipment February 1993

E15 Vegetation management and biodiversity

Auckland Council District Plan – Hauraki Gulf Islands section

E17 Trees in roads

Electricity (Hazards from Trees) Regulations 2003

E23 Signs

Auckland Transport/Auckland Council Signage Bylaw 2015

Auckland Transport Elections Signs Bylaw 2013

Austroads Guide to Road Design

Australian Standards AS 4282 - 1997 (Control of the Obtrusive Effects of Outdoor Lighting)

E24 Lighting

Standard AS 4282-1997 Control of the Obtrusive Effects of Outdoor Lighting

CIE 150:2003 Guide on the limitation of the effects of obtrusive light from outdoor lighting installations – International Commission on Illumination ISBN 3 901 906 19 3

E25 Noise and vibration

NZS 6801:2008 Measurement of environmental sound

NZS 6802:2008 Acoustics - Environmental noise

NZS 6803:1999 Acoustics – Construction noise

NZS 6808: 2010 Acoustics – Wind farm noise

German Industrial Standard DIN 4150-3 (1999): Structural vibration – Part 3 Effects of vibration on structures

ISO 2631-2:2003 Mechanical vibration and shock – Evaluation of human exposure to whole-body vibration – Part 2: Vibration in buildings

NZS 6806: 2010 Acoustics – Road traffic noise

ASHRAE (US) Standard 55:2013 - Thermal environmental conditions for human occupancy

CIBSE (UK) Technical Memorandum TM52:2013 – The limits of thermal comfort: avoiding overheating in European buildings

BS EN 15251:2007 – Indoor environmental input parameters for design and assessment of energy performance of buildings

E26 Infrastructure

National Code of Practice for Utility Operators' Access to Transport Corridors

Resource Management (National Environmental Standards for Electricity Transmission Activities "NESETA") Regulations 2009

Resource Management (National Environmental Standards for Telecommunication Facilities "NESTF") Regulations 2008

New Zealand Standard on Radiofrequency Fields Part 1: Maximum Exposure Levels 3 kHz to 300 GHz (NZS 2772.1: 1999)

NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances

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)

World Health Organisation monograph Environmental Health Criteria (No 238, June 2007)

New Zealand Standard for Radiofrequency Fields Part 1: Maximum Exposure Levels 3 kHz to 300GHz (NZS 2772.1: 1999)

E27 Transport

Regional Land Transport Plan

New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001)

New Zealand Standard for Off-Street Parking - Parking Facilities Part 1: Off-Street Car Parking (AS/NZS 2890.1 2004)

E30 Contaminated land

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

Ministry for the Environment Contaminated Land Management Guidelines No.5 – Site Investigation and Analysis of Soils (Revised 2011)

Guidelines for Assessing and Managing Petroleum Hydrocarbon Contaminated Sites in New Zealand, Ministry for the Environment (Revised 2011)

Canadian Environmental Quality Guidelines, Canadian Council of Ministers of the Environment (2013)

Identifying, Investigating and Managing Risks Associated with Former Sheep Dip Sites: A Guide for Local Authorities, by the Ministry for the Environment November 2006

Australian and New Zealand Guidelines for Fresh and Marine Water Quality (ANZECC 2000 Guidelines)

E32 Biosolids

Guidelines for the Safe Application of Biosolids to Land in New Zealand, August 2003

E33 Industrial and trade activities

Environmental Guidelines for Water Discharges from Petroleum Industry Sites in New Zealand, Ministry for the Environment, December 1998

Stormwater Management Devices: Design Guidelines Manual second edition, May 2003, Auckland Council Technical Publication 10

Hazardous Substances (Emergency Management) Regulations 2001

E34 Agrichemicals and vertebrate toxic agents

New Zealand Standard - Management of Agrichemicals (NZS 8409: 2004)

E35 Rural production discharges

Dairy Effluent Storage Calculator for the Auckland Region 2012

The Fertiliser Association of New Zealand’s Code of Practice for Nutrient Management (2013)

A Code of Practice for The Management of Greenhouse Nutrient Discharges Horticulture New Zealand (June 2007)

E36 Natural hazards and flooding

National Rural Fire Authority New Zealand Wildfire Threat Analysis

New Zealand Electrical Code of Practice for Electrical Safe Distances NZECP 34:2001

E38 Subdivision – Urban

NZ Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008

E39 Subdivision – Rural

NZ Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008

E40 Temporary activities

New Zealand Standard on Acoustics – Construction Noise (NZS 6803:1999)

H28 Special Purpose - Quarry Zone

Australian Standard AS 2187 2006

German standard DIN 4150-3 1999: Structural vibration - Part 3

I101 Motorsport Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802: 2008).

International Standard IEC 61672: Sound Level Meters, Parts 1–3.

IEC 6511979, Type 2 or better (IEC - International Electrotechnical Commission)

Auckland Transport Code of Practice

I102 Rowing and Paddling Precinct

Navigation Safety Bylaw 2014

I201 Britomart Precinct

Britomart Precinct Urban Design Guidelines - Chapter 4 Buildings

I208 Port Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008).

I211 Viaduct Harbour Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008).

I214 Wynyard Precinct

NZ Building Code

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008).

International Standard IEC 651 (1979): Sound Level Meter, Type 1.

Wynyard Precinct Transport Plan (19 August 2010)

I300 Alexandra Park Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008).

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3.

I301 ASB Showgrounds Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I302 ASB Tennis Arena Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I304 Auckland Zoo Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I307 Avondale Racecourse Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I310 Eden Park Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I313 Ellerslie Racecourse Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I318 Monte Cecilia Precinct

Pah Farm Conservation Plan

I319 MOTAT Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I321 Mount Smart Stadium Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I322 Mount Wellington 5 Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

I327 Ōrakei 2 Precinct

Whenua Rangatira Reserve Management Plan

Ngāti Whātua Iwi Management Plan 2012

I328 Ōrakei Point Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Norwegian Standard NS 8176E: 2nd edition September 2005 Vibration and Shock Measurement of Vibration in Buildings from Land Based Transport and Guidance to Evaluation of its Effects on Human Beings.

NZS 4121:2001 Design for access and mobility: buildings and associated facilities

ARTA Guidance Note for Cycle Parking Facilities 2007

ANSI A300 Pruning Standards

Trees and Development: A Technical Guide to Preservation of Trees During Land Development". (Champaign IL: International Society of Arboricultural. Matheny, N., & Clark J.R, (1998))

I335 Western Springs Stadium Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I400 Ardmore 3 Precinct

International Civil Aviation Organization standard for a Type A obstruction light

I402 Auckland Airport Precinct

Auckland Council Technical Publication 90 Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region

I405 Big Bay Precinct

British Standards BS5252 – standard specification colour ranges

I407 Bruce Pulman Park Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I408 Clevedon Precinct

NZS HB8630:2004 – Design of Walking Tracks

I409 Clevedon Waterways Precinct

NZ Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008

I410 Drury South Industrial Precinct

New Zealand Standard NZS6806:2010 "Acoustics – Road Traffic Noise – New and Altered Roads

I411 ECOLight Stadium Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I413 Franklin A&P Showgrounds Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I414 Franklin Trotting Club Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I415 Glenbrook Steel Mill Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

I418 Kingseat Precinct

TP 10 – Stormwater Management Devices: Design Guidelines Manual (May 2003)

ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value

Auckland Transport Code of Practice

I426 Matingarahi Precinct

British Standards BS5252 – standard specification colour ranges

I427 Pacific Events Centre Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I430 Patumahoe Precinct

Patumahoe Integrated Catchment Management Plan

I432 Puhinui Precinct

NZTA Code of Practise for Temporary Traffic Management

I434 Pukekohe Park Precinct

Land Transport Rule – Vehicle Equipment Amendment 2007 (Rule 32017/2)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I438 Takanini Precinct

New Zealand Standard NZS6802:1991 “Assessment of Environmental Sound

New Zealand Building Code

Catchment Management Plan

I439 Waiuku Precinct

Health and Safety in Employment (Pipelines) Regulations 1999

Standard NZ/AS2885 Pipelines– Gas and Liquid petroleum

I441 Whitford Precinct

Electricity (Hazards from Trees) Regulations 2003

Whitford Precinct guidelines for native revegetation planting

I442 Whitford Village Precinct

Whitford Integrated Catchment Management Plan

New Zealand Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2003

Whitford Village Design Guidelines

New Zealand Tracks and Outdoor Visitor Structures Standard (SNZ)

I503 AUT Millennium Institute of Sport Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I511 Hatfields Precinct

New Zealand Cycle Trail Design Guide (prepared for MBIE), February 2015 (4th Edition)

I513 Kaipara Flats Airfield Precinct

New Zealand Standard on Airport Noise Management and Land Use (NZS6805:1992)

FAA Integrated Noise Model (INM)

New Zealand aeronautical information publication – Visual Flight Guide, dated June 2011

I524 North Harbour Stadium and Domain Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I525 North Shore Airport Precinct

New Zealand Standard on Airport Noise Management and Land Use (NZS6805:1992)

FAA Integrated Noise Model (INM)

New Zealand aeronautical information publication – Visual Flight Guide, dated June 2011

I526 North Shore Events Centre Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

I527 Ōkura Precinct

ARC TP 302 Stream Ecological Valuation (SEV): Method for Scoring the Ecological Performance of Auckland Streams and Quantifying Mitigation.

I535 Rodney Landscape Precinct

BS5252 standard colour palette

I537 Silverdale 3 Precinct

Council's Standards for Engineering Design

Auckland Transport's Code of Practice

I539 Smales 2 Precinct

2013 Integrated Transport Assessment

I547 Wēiti Precinct

SNZ HB8630:2004 for Walking Tracks (1 January 2004)

I605 Hobsonville Point Precinct

New Zealand Building Code

Energy Efficiency and Conservation Authority Water Heating Assessment Tool

Water Efficiency Labelling Scheme

I606 Lincoln Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

I610 Redhills Precinct

New Zealand Electrical Code of Practice for Electrical Safe Distances NZECP34:2001

I613 Trusts Arena Precinct

New Zealand Standard on Acoustics - Measurement of Environmental Sound (NZS 6801:2008)

New Zealand Standard on Acoustics – Environmental Noise (NZS 6802:2008)

Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting)

CIE 150:2003 (Guide on the limitation of the effects of obtrusive light from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3

1615 Westgate Precinct

Totara Integrated Catchment Management Plan

J1 Definitions

NESETA National Environmental Standards for Electricity Transmission Activities

NESTF National Environmental Standards for Telecommunication Facilities

NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances

Auckland Transport Auckland Council Signage Bylaw 2015

Auckland Transport Election Signs Bylaw 2013

New Zealand Building Code for residential buildings

Contaminated Land Management Guidelines No.5 Site investigation and Analysis of Soils Wellington Ministry for the Environment (2011)

Contaminated Land Management Guidelines No.1 Reporting on Contaminated Sites in New Zealand Wellington Ministry for the Environment (2011)

New Zealand Land Resource Inventory (NZLRI)

GNS Sciences Qmaps

Geology of Auckland (compiled by Edbrooke for IGNS 2001)

Land Use Capability Survey Handbook 3rd Edition 2009

New Zealand Standard 6801:2008 Acoustics - Measurement of environmental sound

New Zealand Standard 6802:2008 Acoustics - Environmental noise

Auckland Regional Plant Pest Strategy

Department of Conservation Pest Plants List

National Pest Plant Accord Under the Biosecurity Act 1993

Food Hygiene Regulations 1974

Appendix 1 Structure plan guidelines

The Auckland Plan

Regional Land Transport Plan

Auckland Transport's Integrated Transport Programme

Watercare's Asset Management Plan

Auckland Council's Parks and Open Space Strategy Action Plan

Auckland Council's Auckland Design Manual

Auckland Council's Code of Practice for Land Development and Subdivision

Appendix 8 Biodiversity offsetting

New Zealand government Guidance on Good Practice Biodiversity Offsetting in New Zealand, New Zealand Government et al, August 2014

Appendix 15 Subdivision information and process

Auckland Council's current Regional Pest Management Strategy

Appendix 18 Qualifications required for the application of agrichemicals and vertebrate toxic agents

New Zealand Standard - Management of Agrichemicals (NZS 8409:2004)

Appendix 18 Qualifications required for the application of agrichemicals [rp]

[CIV-2016-404-002339: Horticulture New Zealand Incorporated]

18.1. Minimum qualification requirements for the application of agrichemicals

(1) The minimum qualification requirements for the application of agrichemicals are as follows:

(a) the training program and provider of such training should be regularly reviewed and appraised by an external party to ensure ongoing quality and relevance of training; and

(b) the minimum training program should include knowing and being able to describe all of the following:

(i) the hazard classifications of agrichemicals to be used;

(ii) the adverse effects that could be caused by the agrichemicals to be used;

(iii) his or her obligations and liabilities under Acts of Parliament relative to the agrichemicals to be used and their use;

(iv) which regulations apply in respect of those agrichemicals, and where those regulations can be obtained (including the relevant chapters of the Auckland Unitary Plan);

(v) the content of the New Zealand Standard - Management of Agrichemicals (NZS 8409:2004);

(vi) the precautions required to prevent injury to a person or damage to the environment (including property); and

(vii) the procedures to adopt in an emergency involving the agrichemicals to be used.

(c) the minimum training program should also include knowing and being able to demonstrate all of the following:

(i) a working knowledge of the operating equipment (including protective equipment and clothing) necessary to manage the agrichemicals being used.

18.2. Higher qualification requirements for the application of agrichemicals

(1) The higher qualification requirements for the application of agrichemicals are as follows:

(a) the training programme includes the minimum qualification requirements as outlined in 18.1 above and all of the following:

(i) first aid, health and safety, and emergency response;

(ii) Hazardous Substances and New Organisms Emergency Management and Preparedness procedures;

(iii) risk management;

(iv) planning agrichemical applications;

(v) environmental effects, including spray drift minimisation;

(vi) equipment calibration;

(vii) product label interpretation; and

(viii) protective equipment selection and use; and

(b) the training program should include knowing and being able to demonstrate all of the following:

(i) knowledge of agrichemicals, mode of action and use of additives and adjuvants;

(ii) knowledge of spray plans;

(iii) preparation and implementation of a health and safety plan for a workplace using agrichemicals; and

(iv) calibration of one type of motorised equipment.

(c) the attainment of the following qualifications:

(i) New Zealand Qualifications Authority NZQA unit standards (15189, 21558, 21560, 21565); and/ or

(ii) an approved handler's certificate.

(d) the renewal of this qualification must include both theory and practical assessments.

18.3. Commercial contractor training requirements for the application of agrichemicals

(1) The commercial contractor training requirements for the application of agrichemicals are as follows:

(a) the training programme includes the minimum qualification as outlined in 18.1 above and the higher qualification requirements as outlined in 18.2 above and all of the following:

(i) preparing, implementing and monitoring spray plans;

(ii) supervision of staff and providing direction;

(iii) management of agrichemical applications;

(iv) managing the safety of people and livestock;

(v) nozzle selection and drift reduction;

(vi) notification requirements including signage;

(vii) transport, storage and disposal of agrichemicals; and

(viii) selection, calibration and operation of application equipment for specific operations.

(b) attainment of all of the following:

(i) NZQA certificate in agrichemical application;

(ii) an approved handler's certificate; and

(iii) a minimum of 200 hours of practical application experience.

(c) the renewal of this qualification must include all of the following:

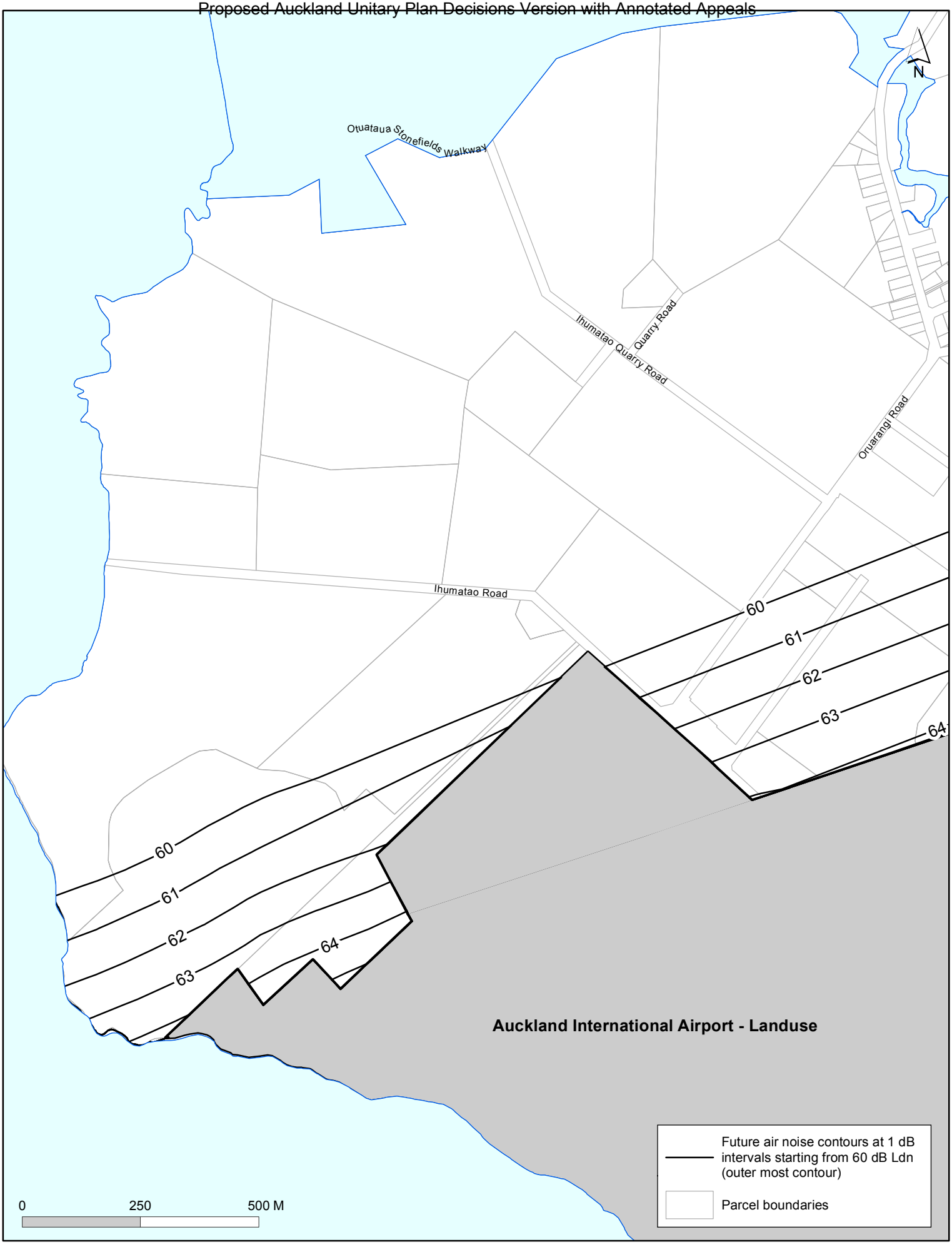
(i) both theory and practical assessments;

(ii) be subject to an on-site audit by an independent third party auditor;

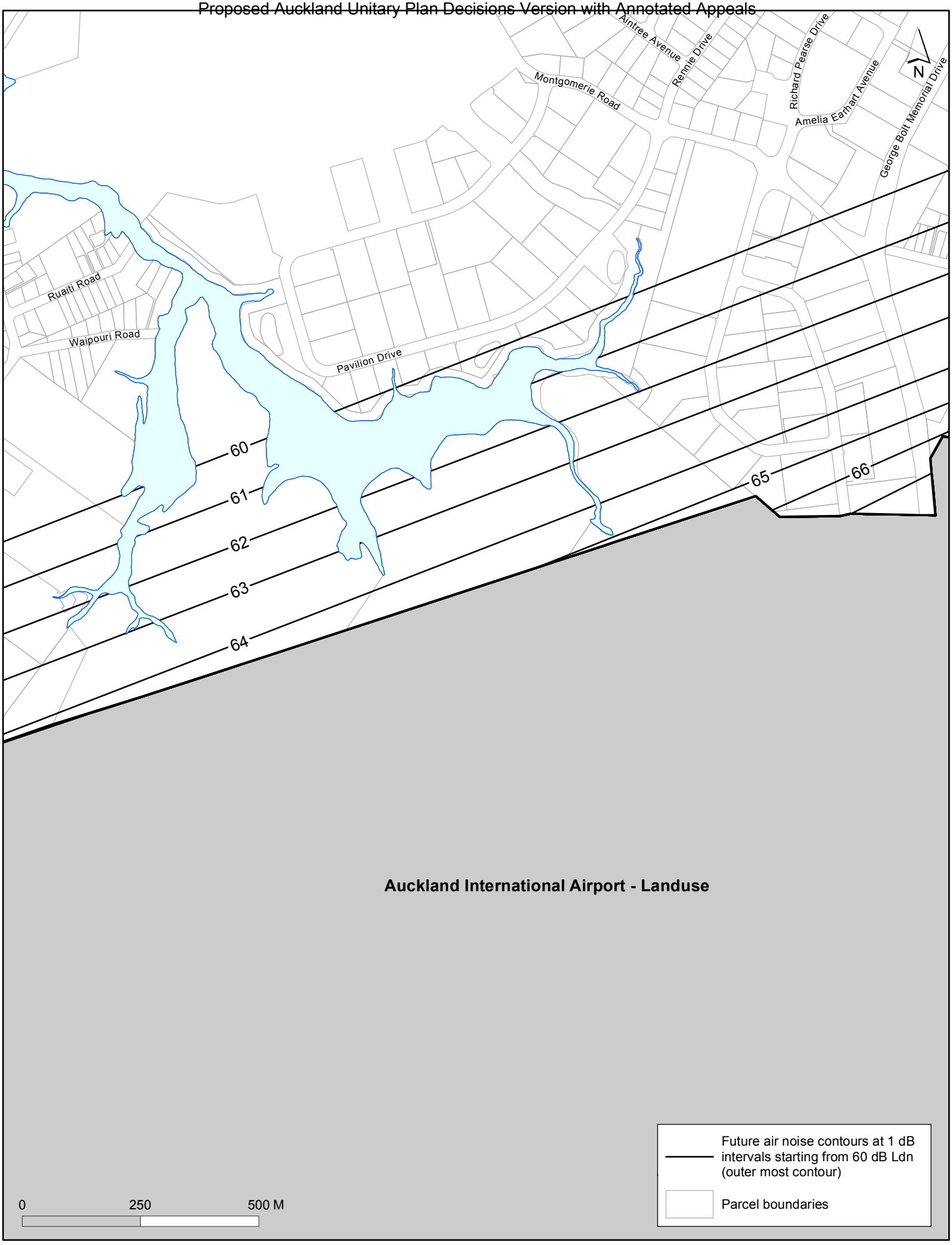
(iii) confirm that a review of the commercial contractor operations has been undertaken; and

(iv) confirm that the commercial contractor has undertaken continuing professional development.

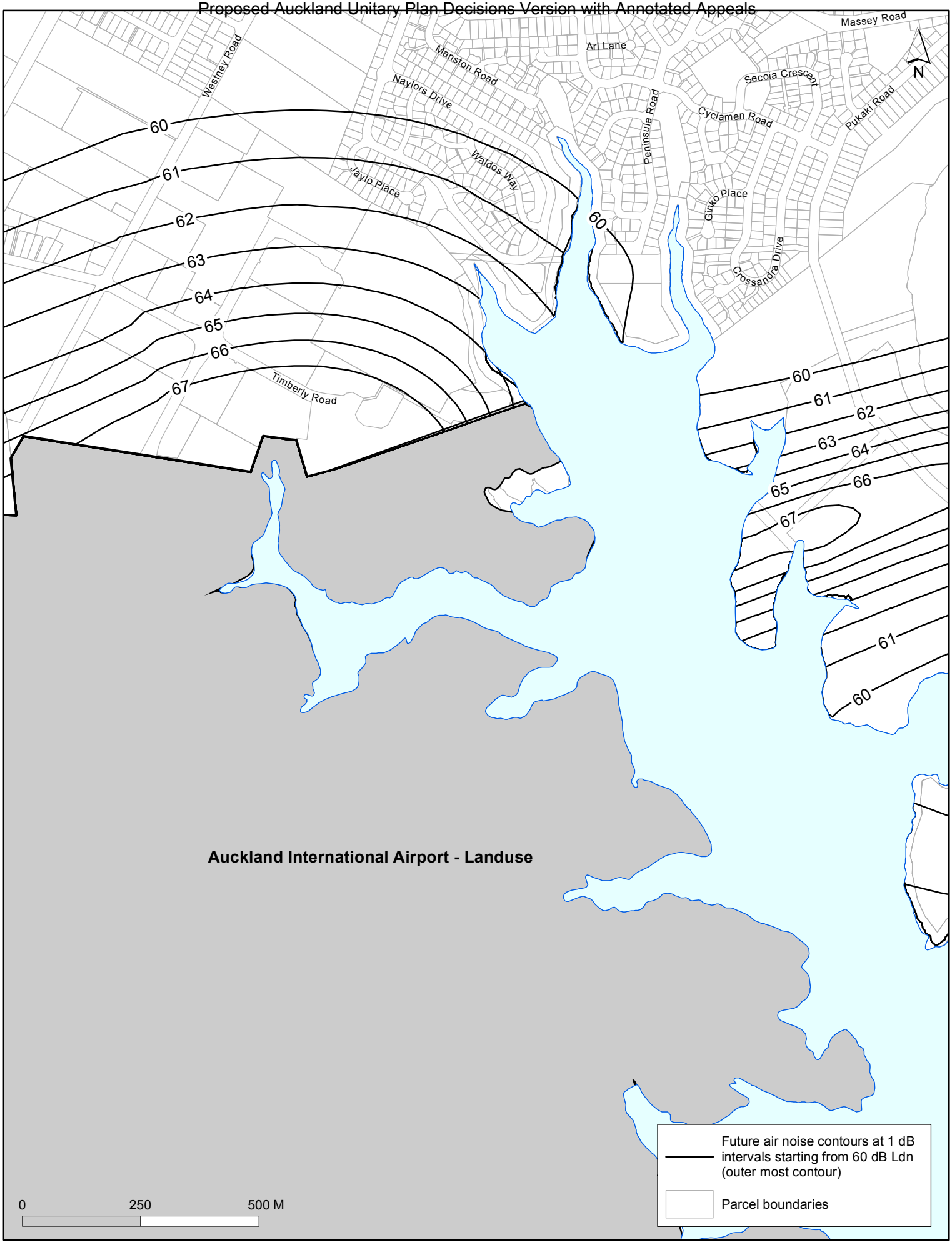
Appendix 19- Auckland Airport Future Aircraft Noise Contours (FANC) Aircraft Noise Overlay- Overview



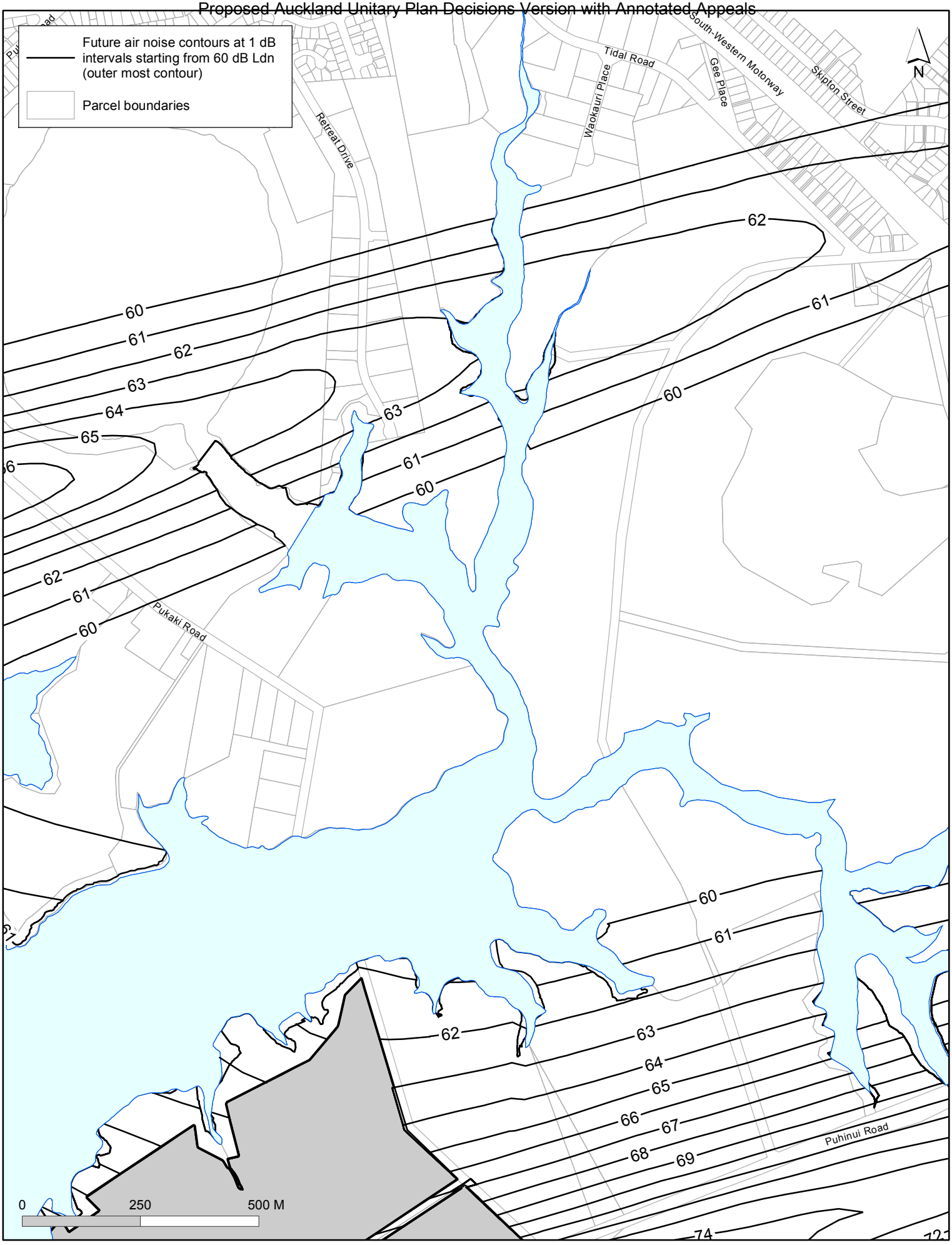
Appendix 19 - Auckland Airport Future Aircraft Noise Contours (FANC) - Aircraft Noise Overlay - Map 1



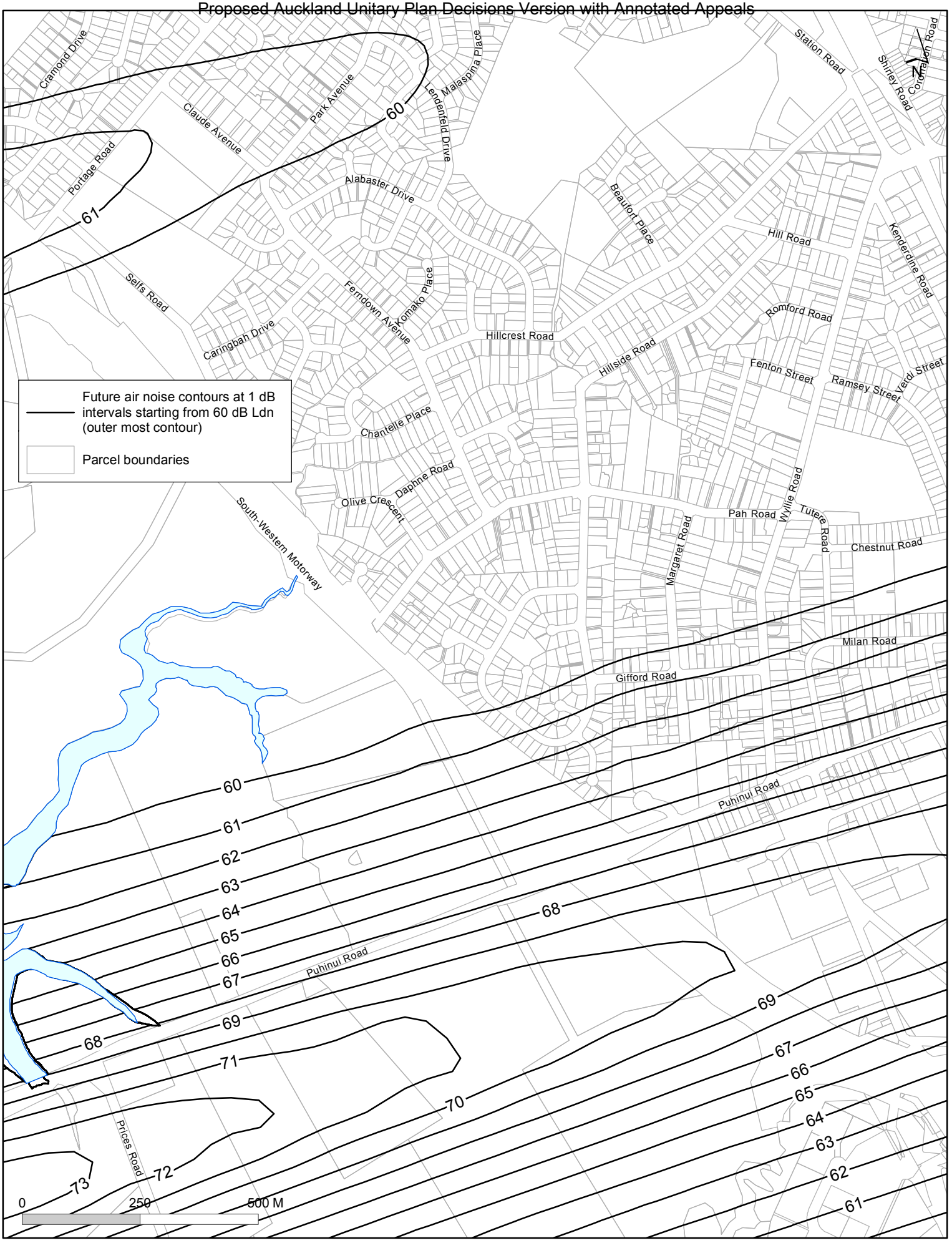
Appendix 19 - Auckland Airport Future Aircraft Noise Contours (FANC) - Aircraft Noise Overlay - Map 2



Appendix 19 - Auckland Airport Future Aircraft Noise Contours (FANC) - Aircraft Noise Overlay - Map 3



Appendix 19 - Auckland Airport Future Aircraft Noise Contours (FANC) - Aircraft Noise Overlay - Map 4



Appendix 19 - Auckland Airport Future Aircraft Noise Contours (FANC) - Aircraft Noise Overlay - Map 5

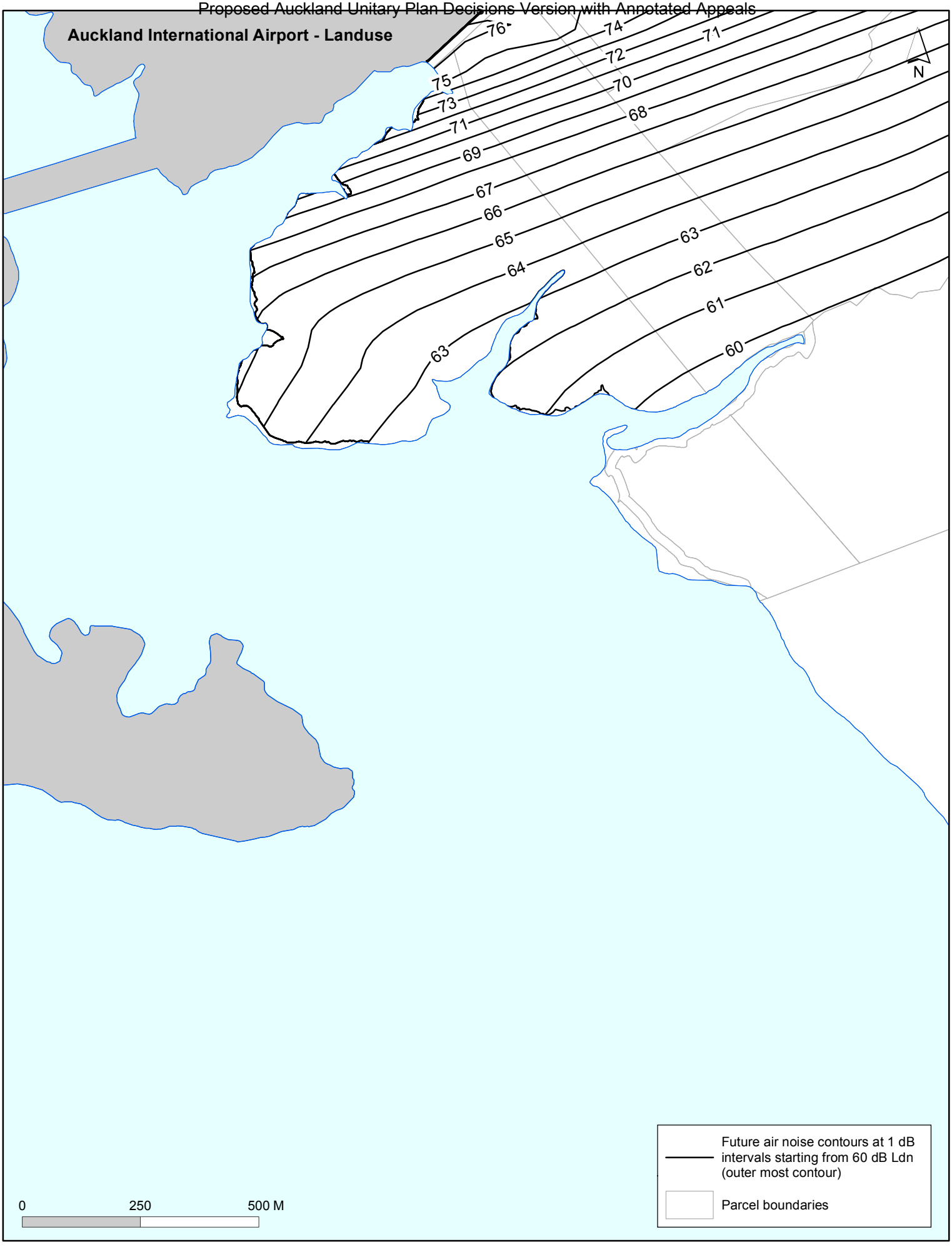
Appendix 19 - Auckland Airport Future Aircraft Noise Contours (FANC) - Aircraft Noise Overlay - Map 6

Appendix 19 - Auckland Airport Future Aircraft Noise Contours (FANC) - Aircraft Noise Overlay - Map 7

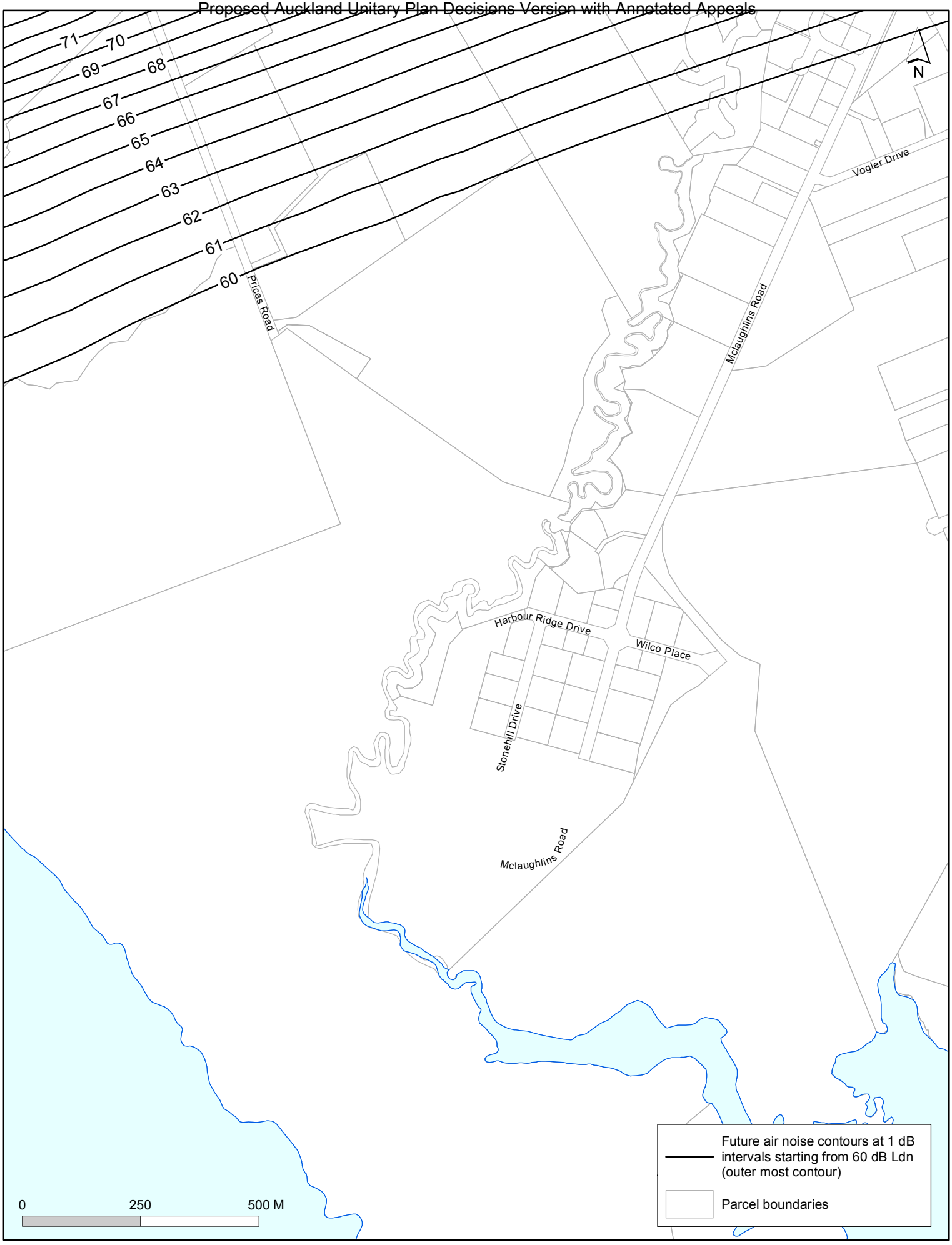
Appendix 19 - Auckland Airport Future Aircraft Noise Contours (FANC) - Aircraft Noise Overlay - Map 8

Appendix 19 - Auckland Airport Future Aircraft Noise Contours (FANC) - Aircraft Noise Overlay - Map 9

Appendix 19 - Auckland Airport Future Aircraft Noise Contours (FANC) - Aircraft Noise Overlay - Map 10



Appendix 19 - Auckland Airport Future Aircraft Noise Contours (FANC) - Aircraft Noise Overlay - Map 11



Appendix 19 - Auckland Airport Future Aircraft Noise Contours (FANC) - Aircraft Noise Overlay - Map 12

Appendix 20 Volcanic Viewshafts and Height Sensitive Areas – Values Assessments

VIEW NO:	LOCATION:	CONE ATTRIBUTES:	VIEW TYPE OF VIEW:	VIEW ATTRIBUTES:	ORIGIN POINT TYPE:	ORIGIN POINT ATTRIBUTES:	SUMMARY:
A01	New North Rd: At the intersection with Blockhouse Bay Rd, St Jude St & Crayford St	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 *Mt Albert – Owairaka Heritage Walks* 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 VIEWING DISTANCE TO CONE: 1.8kms	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: ▪ 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 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: • 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. 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 (Maioro 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.
					EVALUATION:	REGIONALLY SIGNIFICANT	

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

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
A02	Richardson Rd: Immediately south of SH20	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 *Mt Albert – Owairaka Heritage Walks* 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 Richardson Rd descends towards both its crossing over the South-western Motorway (SH20) and Stoddard Rd, Mt Albert / Owairaka rears up to completely dominate the very near skyline. The alignment of Richardson Rd, crossing SH20 reinforces this, with its axis directing road users' attention directly at the maunga. Although housing, commercial development, the SH20 bridge railings and other roading infrastructure dominate the periphery of this view and base of the cone, its layering of open space, trees and – in places – terraced slopes remain the centrepiece of the outlook from A02's origin point. As a result, this view expresses the cone's volcanic form and helps to reveal some of its volcanic mantle and patches of terraced open space near the summit. The degree of visual prominence revealed in the A02 view is unusual for Mt Albert, as most other views reveal it climbing gradually above the surrounding development matrix of suburban Mt Albert. As such, View A02 is significant in relation to it as both a volcanic feature and maunga. OTHER VALUES: These factors contribute to a very strong sense of association between the cone and the suburb around it: the maunga is a critical part of the suburb's landscape that contributes to its identity and sense of place – perhaps moreso than any other single view of Mt Albert. DETRACTORS: Structures associated with SH20, the road bridge over it and commercial premises both sides of Richardson Rd flank this view and detract from it very slightly.	SINGLE POINT VIEWING DISTANCE TO CONE: 1.2kms	ROAD CORRIDORS: Richardson Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 7,200 vehicle movements north bound per day to September 2015) whose main functions are to: • 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. It is a highly significant thoroughfare for commuters between the south-western suburbs of Owairaka, Blockhouse Bay, Lynfield and Green Bay and the Auckland CBD – together with inner city suburban areas flanking it, from Mt Albert to Mt Eden and Newmarket. It also serves as an 'overflow' route for traffic trying to get onto the South-western Motorway (SH20) at Maioro Rd and serves the commercial development around Stoddard Rd, together with the nearby Mt Albert shopping centre and St Lukes Mall. As a result, it caters for a complex mix of commuters, local shoppers, those visiting Stoddard Rd, and those passing through on the way to either the outer suburbs near the Manukau Harbour or visiting Mt Albert and St Lukes. Consequently, this vantage point exposes Mt Albert to a sub-regional audience of motorists, bus users, cyclists and pedestrians.	A02 is a critically important view of Mt Albert that, perhaps more than any other view, captures the elevation of its volcanic remains above surrounding lava ridges and residential development. The cone assumes a central role in the view from Richardson Rd, and is important in creating a landmark that is fundamental to the identity of its namesake suburb.
					EVALUATION:		REGIONALLY SIGNIFICANT

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: South of the sports fields entrance to Lynfield College	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 *Mt Albert – Owairaka Heritage Walks* 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 VIEWING DISTANCE TO CONE: 3.0kms	ROAD CORRIDORS: Boundary Rd is not identified as major thoroughfare by Auckland Transport. However, it still serves a large residential commuter belt that extends from Hillsborough and Lynfield – across Blockhouse Bay – to Green Bay and Titirangi. Importantly, the road acts as a direct conduit to Maioro Rd and its interchange with SH20. As a result, it carries a significant load of commuter and local traffic each day (approximately 1,800 vehicle movements north bound per day to September 2015) to and from both the motorway system and nearby centres – including Avondale, Mt Albert and St Lukes. School buses and regular public bus services run up and down Boundary Rd, with a bus stop in close proximity to Lynfield College's Boundary Rd entrance. In addition the nearby school grounds offer views to Mt Albert very similar to those experienced at, and in the vicinity, of A03's origin point. As a result, this origin point caters for a mixture of daily commuters, locals and school pupils (together with their parents). Consequently, Mt Albert is exposed to a sub-regional audience of motorists, bus users, cyclists and pedestrians.	The view from Boundary Rd provides an introductory view of Mt Albert and is notable for the way in which it elevates Mt Albert above a matrix of surrounding ridges and residential development – assisted by the directional pointer of Boundary Rd's own corridor.
					EVALUATION:		REGIONALLY SIGNIFICANT

View A03: Photo 1 of 2
The Individual Cone Viewed From Origin Point (80mm lens equivalent)
(This photograph is indicative only; field based analysis is required for assessment purposes)

View A03: Photo 2 of 2
The Individual Cone Viewed From 4m to the Right of the Origin Point (80mm lens equivalent)
(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
A07	Mt Albert Rd: South of the intersection with Winstone 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 *Mt Albert – Owairaka Heritage Walks* 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	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. 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. 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. 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 2.6kms	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: • 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. It is a major thoroughfare for commuters across the Auckland Isthmus – between Greenlane (SH1) /Three Kings and St Mt Albert (SH16), together with intervening suburbs that include Epsom, Mt Eden, Balmoral, and Sandringham. It also serves a broad swathe of the Isthmus both north and south of this corridor – from Mt Roskill and Blockhouse Bay to Newmarket. Moreover, it acts as an important conduit to and from SH20, Dominion Rd and the Mt Roskill shopping centre. As a result, it caters for a complex mix of commuters, local shoppers, those visiting the Mt Roskill shopping centre, and those passing through on the way to Mt Albert, St Lukes, Three Kings and other local or nearby 'attractions'. In so doing, it exposes Mt Albert to a sub-regional audience of motorists, bus users, cyclists and pedestrians.	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.
					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: North of the intersection with Mons Ave	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 *Mt Albert – Owairaka Heritage Walks* 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	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. 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'. OTHER VALUES: These factors result in a very strong sense of association between the suburb of Mt Albert and its namesake maunga. It is a critical part of the suburb's signature that contributes to its identity and sense of place. View A08 makes an important contribution to more dynamic, views from Mt Albert Rd that evoke this association. DETRACTORS: The street lights and pedestrian crossing lights flanking the road corridor intrude into the profile of the maunga and detract from this view's qualities to a limited degree.	SINGLE POINT VIEWING DISTANCE TO CONE: 2.0kms	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: • 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. It is a major thoroughfare for commuters across the Auckland Isthmus – between Greenlane (SH1) /Three Kings and St Mt Albert (SH16), together with intervening suburbs that include Epsom, Mt Eden, Balmoral, and Sandringham. It also serves a broad swathe of the Isthmus both north and south of this corridor – from Mt Roskill and Blockhouse Bay to Newmarket. Moreover, it acts as an important conduit to and from SH20, Dominion Rd and the Mt Roskill shopping centre. As a result, it caters for a complex mix of commuters, local shoppers, those visiting the Mt Roskill shopping centre, and those passing through on the way to Mt Albert, St Lukes, Three Kings and other local or nearby 'attractions'. In so doing, it exposes Mt Albert to a sub-regional audience of motorists, bus users, cyclists and pedestrians.	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).
						EVALUATION:	REGIONALLY SIGNIFICANT

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: South of the intersection with Beagle Ave	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 *Mt Albert – Owairaka Heritage Walks* 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	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. 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. OTHER VALUES: 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 0.9kms	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: • 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. It is a major thoroughfare for commuters across the Auckland Isthmus – between Greenlane (SH1) /Three Kings and St Mt Albert (SH16), together with intervening suburbs that include Epsom, Mt Eden, Balmoral, and Sandringham. It also serves a broad swathe of the Isthmus both north and south of this corridor – from Mt Roskill and Blockhouse Bay to Newmarket. Moreover, it acts as an important conduit to and from SH20, Dominion Rd and the Mt Roskill shopping centre. As a result, it caters for a complex mix of commuters, local shoppers, those visiting the Mt Roskill shopping centre, and those passing through on the way to Mt Albert, St Lukes, Three Kings and other local or nearby 'attractions'. In so doing, it exposes Mt Albert to a sub-regional audience of motorists, bus users, cyclists and pedestrians.	A09 is the last of the sequence of views to Mt Albert from Mt Albert Rd, which afford key introductory views of the maunga. This view in particular (of A07 to A09) reveals both the fuller extent of the remnant cone and many of its more finely detailed, cultural and natural heritage elements / characteristics. Overall, the cone is a key landmark that the alignment of Mt Albert Rd clearly articulates when approaching Beagle Ave and this 'co location' helps to cement the important contribution of the cone to Mt Albert's identity within suburban Auckland.
					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 Next to the St Lukes Mall car park	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 *Mt Albert – Owairaka Heritage Walks* 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 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. 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 2.2kms	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.
					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): Next to the Te Atatu interchange on-ramps	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 *Mt Albert – Owairaka Heritage Walks* 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 CUMULATIVE VALUE – MULTIPLE CONES	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. 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 6.9kms	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.
						EVALUATION:	REGIONALLY SIGNIFICANT

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: Bastion Point (Tamaki Yacht Club) to Mission Bay	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. 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – MULTIPLE CONES	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. 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.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 5.9kms	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: ▪ For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and ▪ In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). It serves a very large commuter catchment spread across Auckland's eastern suburbs – from Orakei to St Heliers, together with a layer of additional suburbs behind the 'eastern bays', including Remuera, Meadowbank, St Johns and Glendowie. In addition, it is part of a network of arterial roads and cycleways / walkways that sequentially exposes the Auckland community and visitors to a range of cones, including Mt Eden, Mt Hobson, Mt Victoria, North Head and Rangitoto. T02 is a critical component of this chain. 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.	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.
						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)

VIEW NO:	LOCATION:	CONE ATTRIBUTES:	VIEW TYPE OF VIEW:	VIEW ATTRIBUTES:	ORIGIN POINT TYPE:	ORIGIN POINT ATTRIBUTES:	SUMMARY:
B02	Tamaki Drive: Kohimarama Beach	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. 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – MULTIPLE CONES	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. CUMULATIVE VALUES: See B01: although Browns Island is much smaller than Rangitoto, the juxtaposition of these two features casts Browns Island in a positive light, with its crater, tuff remnants and lava flows much more clearly articulated and defined than Rangitoto's forest-covered landforms. The two island volcanoes also remind both Aucklanders and visitors to the city of the physical extent of Auckland's volcanic field, as well as of its variable nature – with two quite different types of volcano sitting almost side by side within the outer Waitemata Harbour. **OTHER VALUES:** See B01.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 4.9kms	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: ▪ For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and ▪ In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). It serves a very large commuter catchment spread across Auckland's eastern suburbs – from Orakei to St Heliers, together with a layer of additional suburbs behind the 'eastern bays', including Remuera, Meadowbank, St Johns and Glendowie. In addition, it is part of a network of arterial roads and cycleways / walkways that sequentially exposes the Auckland community and visitors to a range of cones, including Mt Eden, Mt Hobson, Mt Victoria, North Head and Rangitoto. T02 is a critical component of this chain. 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.	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'.
					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: Gower Point (between Kohimarama Beach & St Heliers)	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. 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: See B02. CUMULATIVE VALUES: See B02. OTHER VALUES: See B02.	SINGLE POINT VIEWING DISTANCE TO CONE: 4.6kms	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: ▪ For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and ▪ In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). It serves a very large commuter catchment spread across Auckland's eastern suburbs – from Orakei to St Heliers, together with a layer of additional suburbs behind the 'eastern bays', including Remuera, Meadowbank, St Johns and Glendowie. In addition, it is part of a network of arterial roads and cycleways / walkways that sequentially exposes the Auckland community and visitors to a range of cones, including Mt Eden, Mt Hobson, Mt Victoria, North Head and Rangitoto. T02 is a critical component of this chain. 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.	See B02.
					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: Lookout on the northern headland near the radio station museum	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. 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – MULTIPLE CONES	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 ramparts and other signs of Maori occupation and fortification start to become apparent. As a result, this view conveys a strong sense of both the island's natural and cultural heritage and values. Overall, B05 offers the most detailed and 'analytical' of views to Browns Island from 'mainland Auckland'. 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'.	SINGLE POINT VIEWING DISTANCE TO CONE: 2.0kms	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. This outlook and the park-like setting around the old radio station provide a natural draw card for visitors from across metropolitan Auckland, although the more immediate catchment of eastern to southern Auckland is probably where the majority of visitors are drawn from.	The Musick Point lookout offers a spectacular view out over the Motukorea Channel to both Browns Island / Motukorea and Rangitoto. It reveals the full extent of Browns Island's landform and 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.
					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: East of Murvale 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. 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – MULTIPLE CONES	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. **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.	SINGLE POINT VIEWING DISTANCE TO CONE: 6.0kms	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: • 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. 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.
						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)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E01	Mt Eden Rd: Near the intersection with Disreali 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 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. 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 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	INDIVIDUAL CONE: Mt Eden / Maungawhau rises above the southern edge of Mt Eden Village, a highly legible and distinctive feature on the immediate horizon. Its open space area is framed by pohutukawa and other trees, but the crown of the volcano, together with terracing across its southern flank, remains clearly visible. The maunga's visual primacy is accentuated by both the road axis leading into the village and the juxtaposition / contrast of its exposed slopes with the buildings and traffic within, and either side of, Mt Eden Rd. This interplay is further reinforced by the characterful and historic nature of some of the buildings at the foot of the cone, including the Der Poste (Belgian) Pub on the eastern side of the road corridor. The cone clearly expresses both its volcanic heritage and association with Maori occupation of Mangawhau; indeed, it so close that it reinforces the sense of very direct, almost intimate, engagement with the cone that is also evident from some locations within the actual village environs. CUMULATIVE VALUE: Together with Views E02 and E03 – located near Pencarrow Rd and Landscape Rd respectively – E01 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. Of these views, E01 is the most dramatic and iconic. OTHER VALUES: These factors result in a very strong sense of association between Mt Eden's village core and the maunga: it is a critical part of the suburb's landscape that contributes to its identity and sense of place. View E01 is fundamental to this connection and the wider identity of Mt Eden. DETRACTORS: The service station margins and signage to the right of the View clearly compete with the focus and qualities of the view from this vantage point. In addition, a maturing totara on the left-hand side of the road corridor impedes part of the view to Mt Eden from E01	SINGLE POINT VIEWING DISTANCE TO CONE: 0.7kms	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: • 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. 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 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 sub-regional audience of motorists, bus users, cyclists and pedestrians.	E01 offers a close-up view of Mt Eden that exposes its cultural and natural heritage characteristics, and its interplay with Mt Eden Village. In addition, it occupies an important location on an arterial route and is significant in terms of the identity of both the village and surrounding suburban area.
						EVALUATION:	REGIONALLY SIGNIFICANT

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: Near the intersection with Pencarrow 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 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. 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 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	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 20th 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. 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. 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 E02 is fundamental to this connection and the wider identity of Mt Eden. DETRACTORS: Vegetation either side of the road corridor encroaches into the view and restricts appreciation of the cone's fuller profile.	SINGLE POINT VIEWING DISTANCE TO CONE: 1.2kms	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: • 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. 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.	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.
						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 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. 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 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE CUMULATIVE VALUE – MULTIPLE CONES	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 20th 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. 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.	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: • 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. 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.
						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	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 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. 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 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 CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: 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. 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. OTHER VALUES: 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. DETRACTORS: 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'.	SINGLE POINT VIEWING DISTANCE TO CONE: 3.8kms	OTHER VANTAGE POINTS: 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.	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.
						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	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 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. 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 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 CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: 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'. 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. CUMULATIVE VALUE: 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. 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. OTHER VALUES: 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. DETRACTORS: The pohutukawas next to King Edward Parade intrude into, and partly impede, views across the harbour.	SINGLE POINT VIEWING DISTANCE TO CONE: 5.7kms	ROAD CORRIDORS: 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. 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. RECREATIONAL FOCAL POINTS: 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.	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'.
						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: The Domain Crater and Football Fields near Football Rd and Little George 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 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. 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 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: 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. 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. 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. OTHER VALUES: 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. DETRACTORS: 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 2.0kms	RECREATIONAL FOCAL POINTS: 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. Although the football fields don't provide quite the same draw-card as the War Memorial Museum and the consecrated ground of The Cenotaph, they are still used on a regular basis by a sizeable body of sports participants. In addition, the football fields form part of the physical apron that surrounds the War memorial Museum, so that mixture of visitors, tourists and others using The Domain for more passive recreation (walking, picnicking, etc) often traverse the football fields when they are not being utilised in a more active fashion. The area around View 09 is also regularly used for major civic events like "Christmas In The Park" and has been used twice over recent years for the 'light and firework' spectaculars staged by Group F. 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.	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. This view is also important because of the very sizeable pubic audiences that are periodically attracted to the 'football fields' for events like "Christmas In The Park".
					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): From near the Onewa Rd to the Auckland Harbour Bridge approaches	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 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. 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 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 CUMULATIVE VALUE – MULTIPLE CONES	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'. 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.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 6.6kms	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: ▪ In terms of its 'Through Traffic', it is a highest category route with the greatest through movement function; and ▪ In 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.
						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: Between the Ngapipi Rd Bridge and the Auckland Outdoor Boating Club	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 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. 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 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 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 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. 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. **CUMULATIVE VALUE:** 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. E11 is also part of wider chain of views experienced as one also travels along Ngapipi Rd and Kepa 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. OTHER VALUES: 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. 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.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 4.2kms	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: ▪ For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and ▪ In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). It serves a very large commuter catchment, 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 very similar to those ascribed to Tamaki Drive and E11. 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.	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.
						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: Looking over Whakatakataka Bay and Hobson Bay	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 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. 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 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 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: ▪ 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 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.
					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 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. 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 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 CUMULATIVE VALUE – MULTIPLE CONES / FEATURES	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 form 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. 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 *per se* 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 5.0kms	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: ▪ 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.	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.
					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): The Newmarket Viaduct and southern approaches	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 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. 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 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 CUMULATIVE VALUE – MULTIPLE CONES	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'. 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. 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: 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.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 1.3kms	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. 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.	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.
						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): The Auckland Harbour Bridge	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 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. 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 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 CUMULATIVE VALUE – MULTIPLE CONES	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 VIEWING DISTANCE TO CONE: 5.4kms	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: ▪ In terms of its 'Through Traffic', it is a highest category route with the greatest through movement function; and ▪ In 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.
						EVALUATION:	REGIONALLY SIGNIFICANT

View E16: Photo 1 of 1
The Individual Cone (68mm lens equivalent)
(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
E18	Mt Eden Road: Between Symonds Street & Burleigh 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 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. 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 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 VIEWING DISTANCE TO CONE: 1.4kms	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: • 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.
						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): Near Mt Eden Prison	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 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. 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 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 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 VIEWING DISTANCE TO CONE: 1.4kms	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.

EVALUATION:	REGIONALLY SIGNIFICANT

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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:	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 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. 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 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 road users cross Karangahape Rd form 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. 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. 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. DETRACTORS: 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 2.3kms	ROAD CORRIDORS: 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: ▪ 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 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. 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.	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): The Newmarket Viaduct – south bound	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 CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: 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. The linear nature of this View's 'origin point' – first curving towards Newmarket and the Waitemata Harbour, then realigning to pass Mt Hobson – reinforces this quite emphatic focus on the cone. Stretching across much of the horizon immediately left (east) of the Newmarket Viaduct and the run-off lanes to Market Rd, the maunga's amalgam of open space and its distinctive profile has significant visual presence – engendering a strong feeling of counterpoint with the mostly residential development that occupies most of its periphery and Remuera Rd side slopes. Although the cone's open slopes were once subject to extensive Maori occupation, its slopes facing the Southern Motorway are more notable for modification associated with the current water reservoir. CUMULATIVE VALUE: 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'. OTHER VALUES: 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. DETRACTORS: 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 0.6kms	ROAD CORRIDORS: The Southern Motorway (SH1) is perhaps the single most important corridor for road traffic into central Auckland (approximately 91,000 vehicle movements south bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – while the volume of use is perhaps only matched by that also found on the North-western (SH16) and Northern (SH1) Motorways. The elevated nature of the Newmarket Viaduct tends to reinforce the sense of 'prospect' and outlook from this part of the motorway system: of looking out over the City to features like Mt Hobson and the Waitemata Harbour, rather than of being channelised and focused on the motorway itself (as, for example happens between the Penrose interchange and close to Market Rd). As a result, this origin point is very important in terms of public perceptions of Auckland, impacting on an enormous proportion of the regional community and nationally important, tourist / visitor populations.	Mt Hobson occupies a strategically important location next to a nationally important road corridor that serves as the main conduit in and out of central Auckland. Consequently, H01's linear sequence of views is highly significant in terms of Auckland's character and identity. It also offers a series of close-up view of Mt Hobson that expose its complete form and natural heritage characteristics – helping to visually locate both Market Rd and the Remuera ridgeline.
						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 NO:	LOCATION:	CONE ATTRIBUTES:	VIEW TYPE OF VIEW:	VIEW ATTRIBUTES:	ORIGIN POINT TYPE:	ORIGIN POINT ATTRIBUTES:	SUMMARY:
H02	Tamaki Drive: Between Point Resolution & the mini golf centre	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 CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: As road users on Tamaki Drive approach or pass Point Resolution at the western end of Hobson Bay, Mt Hobson / Ōhinerau comes into views on the far side of the Bay's water area. It stretches across much of the Remuera ridgeline – above a mosaic of housing and vegetation – and dominates the southern skyline. The profile of Mt Hobson is clearly articulated on the horizon above the fore/mid ground bay, providing a clear point of reference within the coastal landscape at the edge of the Waitemata Harbour. Its open space and vegetation cover clearly differentiate it from the surrounding matrix of mostly suburban development stretched across the surrounding ridgeline and Remuera's 'northern slopes'. Although the maunga's finer features are not readily apparent in this view due to viewing distance, its distinctive profile and juxtaposition with the urban environment around it, give rise to Mt Hobson emerging as a signature feature in views from this quarter. Although a line of pohutukawa and the railway line next to Tamaki Drive restrict views beyond the road corridor, passing motorists are still able to see the cone – subject to the 'picket fence' effect, where movement blurs the foreground but more distant objects remain in focus. At the same time, the attention of those walking along the road corridor is often drawn between the roadside trees to both Hobson Bay and its cone backdrop. **CUMULATIVE VALUE:** The cone is offset to the main line of views from Tamaki Drive – following the axis of the road – but H02 still encompasses a broad cross-section of other quintessentially 'Auckland' features, including the inner Waitemata Harbour, the water area of Hobson Bay, and a very prominent Mt Hobson. H02 is also part of wider chain of views experienced as one also travels along Ngapipi Rd and Kepa Rd – in conjunction with H03 to H07; E11, E12 and E13 to Mt Eden; O01 to One Tree Hill; and W19 to Mt Wellington. These expose road users to other views of Mt Hobson, Mt Eden, One Tree Hill, Mt Wellington and the Orakei Basin, which are all key features of Auckland's central / eastern isthmus. OTHER VALUES: The cone acts a 'way finding' landmark that highlights the location of Remuera. In addition, its juxtaposition with a broad patina of surrounding housing serves to reinforce create a positive tension between the city's natural and man-made elements, emphasising the maunga's role as key structuring element and landmark within the Hobson Bay and Auckland's urban landscapes. DETRACTORS: The roadside pohutukawas and railway line – including fencing and other infrastructure – restrict, and detract from, some views to Mt Hobson.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 3.0kms	ROAD CORRIDORS: Tamaki Drive is identified by Auckland Transport as a Primary Arterial Route (approximately 16,800 vehicle movements east bound per day to September 2015) whose main functions are to: ▪ For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and ▪ In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). It serves a very large commuter catchment, 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 very similar to those ascribed to Tamaki Drive and E11. 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.	H02 captures the view to Mt Hobson as it emerges on the far aide of Hobson Bay. Combining two of Auckland's signature landscape elements – it volcanic field and harbours / estuaries – this view is also important as the first (or last) in a sequence of views to Mt Hobson, Mt Eden, One Tree Hill, Mt Wellington and the Orakei Basin – that emerge in the course of travelling along Tamaki Drive, Ngapipi Rd and Kepa Rd to a regionally significant audience.
						EVALUATION:	REGIONALLY SIGNIFICANT

View H02: Photo 1 of 1
The Individual Cone (68mm lens equivalent)
(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
H03	Tamaki Drive: Between the Ngapipi Rd Bridge and the Auckland Outdoor Boating Club	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 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. 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. 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. 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.	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: ▪ For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and ▪ In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). It serves a very large commuter catchment, 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. 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.	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.
					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: Descending towards the Orakei Basin west of Coates Ave and Nehu St	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 CUMULATIVE VALUE – MULTIPLE CONES / FEATURES	INDIVIDUAL CONE: 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 form 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 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. CUMULATIVE VALUE: 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. Although H04 is less dramatic and iconic *per se* 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. OTHER VALUES: 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. DETRACTORS: The current view is significantly impaired by planting both within the road-side berm and around the margins of Orakei Basin.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 3.3kms	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: ▪ 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.	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 *vice versa*.
						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	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 CUMULATIVE VALUE – MULTIPLE CONES/ FEATURES	INDIVIDUAL CONE: 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. CUMULATIVE VALUE: 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 *vice versa*) is unparalleled elsewhere in Auckland, emphasising the conglomeration of volcanic remnants close to the eastern side of the central city. 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. OTHER VALUES: 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. 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.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 3.9kms	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: ▪ 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. 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.	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.
					EVALUATION:		REGIONALLY SIGNIFICANT

View H05: Photo 1 of 1
The Individual Cone (80mm lens equivalent)
(This photograph is indicative only; field based analysis is required for assessment purposes)

View H05: Photo 2 of 2
Cumulative Values – Mt Hobson Viewed In Conjunction With Mt Eden, One Tree Hill & The Orakei Basin (32mm lens equivalent)
(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
H06	King Edward Parade / Devonport Beachfront	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 CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: Mt Hobson / Ōhinerau rises above the left-hand edge of Point Resolution, well to the left of both the iconic profile of the Auckland War Memorial Museum and the main cluster of towers that denote Auckland's CBD. The maunga's flat-topped profile is clearly visible, rising above the horizontal form of the Remuera ridgeline stretching away to the east. As with View H02 from Tamaki Drive, its open space and vegetation cover clearly differentiate it from the surrounding patina of suburban development following the Remuera ridgeline and slopes, but the maunga's finer features are not readily apparent due to the viewing distance of some 5kms. Even so, it still registers as a clearly visible focal-point on the southern skyline, contrasting with both the broad expanse of the Waitemata Harbour in the foreground and massed buildings and structures of the central city and port area that are also clearly apparent. This contrast – between the cone's open crest and greenery, and the massed city forms to its right – contributes to an appealing tension between Auckland's key natural heritage features and its built elements. The linear origin point of both the road corridor and promenade offers a sequence of clear views to Mt Hobson under, and through, a colonnade of pohutukawa that 'frames' views to the cone, while the presence of the Waitemata Harbour in the immediate foreground helps to draw attention towards both the far shoreline, its backdrop of headlands and housing-clad ridges and the maunga. As a result, Mt Hobson remains a highly significant feature on the far horizon. CUMULATIVE VALUE: Together with clear views of Mt Eden, the profile of Mt Hobson helps to promote the feeling of the Auckland Isthmus's skyline being anchored by volcanic features – affording a dramatic backdrop to the harbour, waterfront / port and Auckland CBD. Of just as much importance, there is also an acute awareness of North Head and Mt Victoria in other views along the Devonport coastline and over the town centre. This interaction, together with views across the Waitemata Harbour to Mounts Hobson and Eden, creates the strong feeling of being within the wider reaches of that volcanic landscape: of it permeating, and providing the physical foundation for much of metropolitan Auckland both sides of the harbour. OTHER VALUES: Mt Hobson is a clearly identifiable landmark on the Remuera Rd ridgeline and, together with Mt Eden, it helps to draw together some of Auckland's most powerful and iconic features – both natural and man-made. DETRACTORS: The pohutukawas next to King Edward Parade intrude into, and partly impede, views across the harbour.	SINGLE POINT VIEWING DISTANCE TO CONE: 5.1kms	ROAD CORRIDORS: 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. 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. RECREATIONAL FOCAL POINTS: 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.	H06 is an important view that draws together archetypal features of the Auckland landscape – both natural and man-made. Mt Hobson is not quite as central to this 'statement' as Mt Eden, but it nevertheless helps to amplify the sense of interconnection between Auckland's cone field and the Waitemata Harbour with man-made features ranging across the CBD, port area, War Memorial Museum and even Tamaki Drive. The panoramic views from King Edward Parade capture much that is central to the character and identity of Auckland, with Mt Hobson / Ōhinerau having key role in that 'image making'.
					EVALUATION:	REGIONALLY SIGNIFICANT	

View H06: Photo 1 of 2
The Individual Cone (80mm lens equivalent)
(This photograph is indicative only; field based analysis is required for assessment purposes)

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

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
H07	Ngapipi Rd: Looking over Whakatakataka Bay and Hobson Bay	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 CUMULATIVE VALUE – MULTIPLE CONES / FEATURES	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 Kepa 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 VIEWING DISTANCE TO CONE: 3.2kms	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: ▪ 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 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.
					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: At the intersection with Balmoral Rd travelling southwards	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 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	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 linin g the eastern (left had) side of the view actually help to frame the visual axis to The Big King and reinforce the focus on it.	SINGLE POINT VIEWING DISTANCE TO CONE: 1.5kms	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: • 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. 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.
					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: Immediately south of Marsden 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	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 VIEWING DISTANCE TO CONE: 1.0kms	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: • 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. 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.
					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)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
M04	South-western Motorway (SH20): Traversing the interchange with SH20A – to and from Auckland International Airport – heading northwards	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 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. As such, it is a highly legible and prominent feature of the inner Manukau Harbour and its suburban hinterland. CULTURAL HERITAGE: Occupied as a large scale pa and marae through to at least the end of the 18th century, Mangere Mountain's steep outer slopes show signs of extensive terracing and fortifications on its northern, southern and western sides. Large storage pits are also evident near the secondary crater, while terraces emerge among solid rock outcrops on the southern side of the maunga. Lower down, residual signs of extensive Maori gardens also remain apparent. OTHER VALUES: Together with views of One Tree Hill on the northern horizon, Mangere Mountain is a key part of the gateway experience for arrivals to Auckland and New Zealand via the international airport and motorway. Moreover, it remains a signature feature and landmark for local residents both sides of Onehunga Bay and Mangere Inlet.	INDIVIDUAL FEATURE CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: The clearly articulated, profile of Mangere Mountain comes into view as vehicles rise up to climb over SH20A and the highway swings from west to north, carrying motorist's eyes towards then past the cone. With most of the horizon surrounding Mangere Mountain relatively flat and low-lying the cone's cone form is immediately apparent, with its more flat-topped, south facing, crater rim giving way to the open crater that opens out towards SH20 as one gets closer to it. The crater does not rise exceptionally high above the surrounding terrain and housing, or even low-level planting next to the intersection, but it is sufficiently pronounced that it clearly reveals the maunga's distinctive volcanic profile. The open flanks of the cone, combined with stands of vegetation and some visible terracing, help to augment its profile and set Mangere Mountain apart from the surrounding patina of housing – engendering a strong feeling of counterpoint between the natural feature and its man-made setting. The cone's open slopes were once subject to extensive Maori occupation, and some signs of terracing register in views from this vantage point, although they are not as pronounced as in more close-up views. 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: Views from SH20 are critically important in terms of the identity and character of Mangere and the volcanic field that extends from McLaughlins Mountain, Crater Hill and Pukaki Crater to Puketutu Island. As such it is important, both as a way-finding landmark in its own right and in terms of Mangere / Ihumatao / Puhinui's broader identity and sense of place. The view to Mangere Mountain, also helps to affirm the motorways' importance as both a conduit and point of introduction to / departure from, Auckland. DETRACTORS: The safety barrier and planting next to the motorway partly obscures the maunga and reduces the duration of exposure to it.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 2.15kms	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 25,900 vehicle movements north bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – while the volume of use is comparable with, if somewhat less than, that associated with the Southern and Northern Motorways (SH1). Volumes are likely to increase in the future when the motorway connection with SH16 is completed. The elevated nature of the interchange and of the highway corridor as it crosses, then merges with, SH20A, to and from the international airport, contributes significantly to the views of Mangere Mountain, as it lifts motorists above the surrounding spread of residential development. The curving alignment of the highway also tends to carry the viewer's eye towards, then past the maunga. 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 and nationally important, tourist / visitor populations.	Mangere Mountain is the most important volcanic remnant within the South Auckland volcanic field and View M4 offers a key introductory view of the maunga as motorists travel northwards, towards central Auckland. It affirms the fuller extent of Auckland's volcanic field and is key to the identity of Mangere (the suburb).
					EVALUATION:		REGIONALLY SIGNIFICANT

View M04: Photo 1 of 1
The Individual Cone (68mm lens equivalent)
(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
M05	South-western Motorway (SH20): Traversing Mangere Bridge, heading southwards	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. As such, it is a highly legible and prominent feature of the inner Manukau Harbour and its suburban hinterland. CULTURAL HERITAGE: Occupied as a large scale pa and marae through to at least the end of the 18th century, Mangere Mountain's steep outer slopes show signs of extensive terracing and fortifications on its northern, southern and western sides. Large storage pits are also evident near the secondary crater, while terraces emerge among solid rock outcrops on the southern side of the maunga. Lower down, residual signs of extensive Maori gardens also remain apparent. OTHER VALUES: Together with views of One Tree Hill on the northern horizon, Mangere Mountain is a key part of the gateway experience for arrivals to Auckland and New Zealand via the international airport and motorway. Moreover, it remains a signature feature and landmark for local residents both sides of Onehunga Bay and Mangere Inlet.	INDIVIDUAL FEATURE CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: As vehicles cross the curving, elevated structure of Mangere Bridge, the serrated form of Mangere Mountain comes clearly into view to the right (west) of the highway corridor. The turning alignment of the bridge concourse, together with its camber, tilts motorists towards the cone, emphasising the focusing on its eastern flank, then the entire cone. Looking from this elevated vantage Point, the old Mangere Bridge, and suburban Mangere spread out 'in front of' and below the cone. Its increasingly jagged, main crater rim becomes more apparent in the course of this journey and the maunga assumes increasing visual prominence as one gets closer to it. Although M5 also reveals part of the inner Manukau Harbour, the mouth of Mangere Inlet and even the distant Manukau Heads, Mangere Mountain is the central feature on the near horizon and SH20's route past its eastern flanks emphasises its key landscape role. The view also reveals open flanks that are criss-crossed by Maori earthworks, while terraces are visible below the main crater rim. The very openness of the cone's slopes helps to emphasise these historic modifications to the maunga's natural form. Although the bridge superstructure – railings and light standards, for the most part – together with moving vehicles in north and south bound lanes, detract somewhat from the more distant cone, its remains a visually emphatic feature that clearly 'locates' the suburb of Mangere. 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: 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.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 1.3kms	ROAD CORRIDORS: The South-western Motorway (SH20) is an increasingly important corridor for road traffic connecting both south Auckland with west Auckland, and Auckland International Airport with the central city (approximately 55,700 vehicle movements south bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – while the volume of use is comparable with, if somewhat less than, that associated with the Southern and Northern Motorways (SH1). Volumes are likely to increase in the future when the motorway connection with SH16 is completed. Mangere Bridge is elevated well above the entrance to Mangere Inlet, accommodating views towards Mangere Mountain well above the Onehunga Port facilities, then over both suburban Mangere and its shopping centre. Although the bridge starts off curving away from the maunga, its alignment quickly sweeps back towards the cone's eastern flank, helping to highlight its presence to the right of the main viewing axis down the highway. The cone's profile is elevated well above that of surrounding development. 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.	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.
					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)

VIEW NO:	LOCATION:	CONE ATTRIBUTES:	VIEW TYPE OF VIEW:	VIEW ATTRIBUTES:	ORIGIN POINT TYPE:	ORIGIN POINT ATTRIBUTES:	SUMMARY:
M06	South-western Motorway (SH20): Traversing Onehunga Bay (both directions)	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 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. As such, it is a highly legible and prominent feature of the inner Manukau Harbour and its suburban hinterland. CULTURAL HERITAGE: Occupied as a large scale pa and marae through to at least the end of the 18th century, Mangere Mountain's steep outer slopes show signs of extensive terracing and fortifications on its northern, southern and western sides. Large storage pits are also evident near the secondary crater, while terraces emerge among solid rock outcrops on the southern side of the maunga. Lower down, residual signs of extensive Maori gardens also remain apparent. OTHER VALUES: Together with views of One Tree Hill on the northern horizon, Mangere Mountain is a key part of the gateway experience for arrivals to Auckland and New Zealand via the international airport and motorway. Moreover, it remains a signature feature and landmark for local residents both sides of Onehunga Bay and Mangere Inlet.	INDIVIDUAL FEATURE CUMULATIVE VALUE – MULTIPLE CONES	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. 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.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 2.3kms	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 100,5000 vehicle movements both north and south bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – while the volume of use is comparable with, if somewhat less than, that associated with the Southern and Northern Motorways (SH1). Volumes are likely to increase in the future when the motorway connection with SH16 is completed. This viewpoint covers a stretch of SH20 that runs just next to Onehunga Bay, with both Orpheus Drive and a recently re-developed shoreline – incorporating groynes and 'headlands' (Imbued with a strong 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.
					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:	
O1	Kepa Rd: From east of Kurahaupo St to the intersection with Kupe St	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 "*mountain of the kiekie vine*", but also referred to it as the place where "*the totara stands alone*" – 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 CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: View O1 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. CUMULATIVE VALUE: 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, O1 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 *vice versa*) is unparalleled elsewhere in Auckland, emphasising the conglomeration of volcanic remnants close to the eastern side of the central city. While O1 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 *vice versa*. OTHER VALUES: As a result, O1 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. 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.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 5.7kms	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: ▪ 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. 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.	View O1 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, O1 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.
					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 O1: 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:	
O2	Greenlane Road East: Immediately east of the intersection with Grand View Drive	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 "*mountain of the kiekie vine*", but also referred to it as the place where "*the totara stands alone*" – 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	INDIVIDUAL CONE: As road users progress down Greenlane Rd East, heading from Remuera towards the Southern Motorway and Greenlane, the profile of One Tree Hill / Maungakiekie emerges above housing just to the left of the road corridor. The road axis points directly towards the cone's northern flank, with the mature trees either side of Cornwall Park's Pohutukawa Drive visible on the western horizon. One Tree Hill rises to the left-hand side of that vegetative 'colonnade'. When first identified as a 'revised viewpoint' in 2002, O2 offered a clear view of the cone's profile rising to its linear obelisk and a lone pine on the crest of the maunga. That same view remains apparent from the 'wrong' side of Greenlane Rd – in the lanes running away from SH1 and One Tree Hill – but the view that once existed from the west-bound lanes is now largely obscured by a large cedar within a private residential property next to the intersection with Grand View Rd. Like other views – such as E13 and H4 – this intervention is unfortunate, but does not preclude the re-emergence of this view again in the future. There also remains sufficient room on the property containing the cedar for redevelopment to occur while still protecting View O2. This view is important because of the manner in which One Tree Hill emerges above the broad swathe of residential and other development in the foreground and middle distance, and also because of the way in which it affirms the connection between this strategic road corridor and the cone that it is strongly associated with. The maunga's open slopes set it apart from the residential matrix and road corridor that otherwise dominate the view down Greenlane Rd; however, it is not close enough for the terracing and other, more fine-grained, sign of Maori occupation and fortification to really register. Trees flanking the cone's lower slopes also obscure some of this detailing. OTHER VALUES: 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. DETRACTORS: 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 2.8kms	ROAD CORRIDORS: 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: ▪ 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 across the Auckland Isthmus – between Remuera / Meadowbank and Greenlane (SH1), extending through to Balmoral and Mt Albert / St Lukes (SH16). It also helps to link nearby suburbs, such as Newmarket, Ellerslie and the eastern suburbs (Orakei, Mission Bay, St Heliers, etc) with both the Southern Motorway and suburbs across it, including Epsom, Mt Eden, Balmoral, and Sandringham. Moreover, it acts as an important conduit to and from nearby Remuera village and the Upland Rd shops. As a result, it caters for a complex mix of commuters, local shoppers, those visiting Remuera and those passing through on the way to a wide variety of regional centres and suburbs.	View O2 is currently impaired by tree growth on a private property at the junction of Greenlane Rd East and Grand View Drive. Even so, the view – devoid of this interruption – remains important, as it captures a view of One Tree Hill / Maungakiekie rising above the surrounding mantle or most residential development to dominate the western horizon. The cone's profile, accentuated by the obelisk on its crest, is one of Auckland's 'signature' features and View O2 affirms both its landmark role and the cone's association with one of Auckland's strategically important roads.
						EVALUATION:	REGIONALLY SIGNIFICANT

View O2: Photo 1 of 2
The Individual Cone (72mm lens equivalent)
(This photograph is indicative only; field based analysis is required for assessment purposes)

View O2: 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:	
O3	Southern Motorway: South of the South-eastern Arterial Interchange	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 "*mountain of the kiekie vine*", but also referred to it as the place where "*the totara stands alone*" – 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE CUMULATIVE VALUE – MULTIPLE CONES	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. 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 4.4kms	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 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. 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:	
O4	Southern Motorway: The Mt Wellington Interchange – north bound	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 "*mountain of the kiekie vine*", but also referred to it as the place where "*the totara stands alone*" – 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE CUMULATIVE VALUE – MULTIPLE CONES	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. **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.	SINGLE POINT VIEWING DISTANCE TO CONE: 5.1kms	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. 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.
					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)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
O5	Balmoral Rd: At the intersection with St Andrews Rd	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 "*mountain of the kiekie vine*", but also referred to it as the place where "*the totara stands alone*" – 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	INDIVIDUAL CONE: Just as View O2 captures the connection between One Tree Hill / Maungakiekie and Greenlane Rd from east of the Southern Motorway, O5 and O6 capture – or at least used to capture – the introduction and approach to it from the west. Thus, as recently as the 2000s when motorists crested the small lava ridge marked by St Andrews Rd, the arcing alignment of Greenlane Rd West (continuing on from Balmoral Rd) carried their eyes towards One Tree Hill and its obelisk – both lying just to the right of the road's curving path. However, the growth of the pinoak street trees on the south side of Greenlane Rd West since 2002-3 has screened the cone from around the intersection of St Andrews Rd, in particular. In the past, View O5 showed One Tree Hill accompanied by a lava ridge extending south-westwards from the main cone and craters. Although only fleetingly visible between the pinoaks that then also lined the southern side of Greenlane Rd West, this was an unusual feature of the view of the view approaching St Andrews Rd. This view was also close enough that some of the earthworks and terracing associated with Maori occupation also started to become apparent on the maunga's upper slopes and around its main crater. Now, however, the screening and interruption of this view by roadside planting preclude any real ability to appreciate the cone's form and more fine-grained detailing. Although the cone is more visible from mid Winter to mid Spring, with the loss of much of the pinoak's deciduous canopy, View O5 remains substantially compromised by the street trees at present. CUMULATIVE VALUE: Together with View O6, this view used to mark the progression towards One Tree Hill. O5 acted as the point of introduction to the cone, offering a view over local housing that placed it in a slightly wider context, whereas O6 reinforced / reinforces the sense of connection with One Tree Hill by focusing more directly on the main body of its cone and its stone obelisk. OTHER VALUES: This view used to affirm the strong sense of connection between this regional arterial corridor, together with surrounding residential areas, and the maunga. It contributed very appreciably to the feeling that One Tree Hill is important in terms of the character and identity of both the road corridor and adjoining parts of Greenlane and Mt Eden. DETRACTORS: The current view is massively impaired at present by planting within the road-side berm.	SINGLE POINT VIEWING DISTANCE TO CONE: 1.8kms	ROAD CORRIDORS: Balmoral Rd 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: ▪ 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 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.	Currently, the view offered by O5 is almost totally screened by vegetation within Greenlane Rd West's southern berm. Even so, it remains an important view that firmly links both the regional arterial road corridor and adjoining residential areas with One Tree Hill / Maungakiekie. With removal of the current street trees and/or their eventual die-back, the cone's main cone, obelisk, and lava side-ridge would again be sufficiently well articulated and would have sufficient visual presence, that O5 resumes providing an important introductory view of the cone for traffic traveling towards the Southern Motorway, Greenlane and Cornwall Park.
						EVALUATION:	LOCALLY SIGNIFICANT

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:	
O6	Greenlane Rd West: West of the intersection with The Drive	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 "*mountain of the kiekie vine*", but also referred to it as the place where "*the totara stands alone*" – 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	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 VIEWING DISTANCE TO CONE: 1.6kms	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: ▪ 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 across the Auckland Isthmus – between Greenlane (SH1) and Mt Albert / St Lukes (SH16), together with intervening suburbs that include Epsom, Mt Eden, Balmoral, and Sandringham. It also serves a broad swathe of the Isthmus both north and south of this corridor – from Mt Roskill to Newmarket. Moreover, it acts as an important conduit to and from nearby Mt Eden village. As a result, it caters for a complex mix of commuters, local shoppers, those visiting Mt Eden, and those passing through on the way to a wide variety of regional centres and suburbs.	Although View O6 is also adversely affected by vegetation within the road corridor (albeit, to a lesser degree than O5), it still retains an important connection between both the regional arterial road corridor and adjoining residential areas with One Tree Hill / Maungakiekie. The cone's main cone, obelisk, and lava side-ridge are well articulated and the road corridor's alignment on the cone helps to reinforce its visual presence and stature. As a result, this remains an important view of the cone for traffic traveling towards the Southern Motorway, Greenlane and Cornwall Park.
						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:	
O7	Onehunga Mall: At the intersection with Mt Smart Rd	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 "*mountain of the kiekie vine*", but also referred to it as the place where "*the totara stands alone*" – 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	INDIVIDUAL CONE: View O7 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 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 (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 O7, O8 and O9 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. 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 O9, furthest from the cone – assisted by One Tree Hill's unique profile / silhouette. 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. CUMULATIVE VALUE: 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. 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 O9 to O7. OTHER VALUES: 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. DETRACTORS: Power / light poles and some peripheral trees intrude slightly into the view of One Tree Hill.	SINGLE POINT VIEWING DISTANCE TO CONE: 1.5kms	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: • 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. 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.	View O7 is the last and closest of a sequence of views to One Tree Hill / Maungakiekie from Onehunga Mall. In conjunction with O8 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.
						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:	
O8	Onehunga Mall: At the intersection with Trafalgar St	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 "*mountain of the kiekie vine*", but also referred to it as the place where "*the totara stands alone*" – 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	INDIVIDUAL CONE: 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. 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 VIEWING DISTANCE TO CONE: 1.8kms	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: • 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. 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.
					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:	
O9	Onehunga Mall: At the intersection with Grey St	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 "*mountain of the kiekie vine*", but also referred to it as the place where "*the totara stands alone*" – 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 CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	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 VIEWING DISTANCE TO CONE: 2.0kms	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: • 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. 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.
					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	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 "*mountain of the kiekie vine*", but also referred to it as the place where "*the totara stands alone*" – 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 CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: Before the conversion of Winstones Mt Wellington quarry into the Stonefields subdivision, College Rd used to offer a distant view of One Tree Hill / Maungakiekie just to the right of its road corridor (where Donnelly St is now). This view also coincided with the 'T' intersection with Merton Rd, so that motorists turning south into College Rd were also exposed to this view. However, the development of Ngahue Rd, related realignment of College Rd, and location of a roundabout at the intersection with Merton Rd has significantly changed both the road configuration and nature of the view to One Tree Hill. The cone is now offset to a much greater degree from the road corridor and has lost much of its visual presence in relation to both College Rd and Merton Rd: indeed those using Merton Rd have little sense of contact, and engagement, with the cone at present. One Tree Hill is still visible on the western horizon. However, the combination of a 5.6km viewing distance, intervening vegetation within nearby residential properties as well as across the Remuera Golf Course, and the offset of this view from College Rd's axis – now well to the right of the road corridor for motorists approaching the Merton Rd roundabout from the north (Remuera / Meadowbank) – has appreciably diminished the maunga's visual presence. With the approaching roundabout / intersection undoubtedly drawing many drivers' attention, One Tree Hill is now peripheral to the main angle of viewing associated with College Rd. Although its profile and obelisk are still clearly discernible on the western skyline, it lacks the prominence that it once enjoyed in relation to this view. It is likely to be more significant for local pedestrians and cyclists than the wider, motoring community. CUMULATIVE VALUE: 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. DETRACTORS: 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 5.6kms	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: • 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. 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.	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.
					EVALUATION:	LOCALLY SIGNIFICANT	

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

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
O11	South-western Motorway (SH20): Mahung a Drive & Mangere Bridge	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 "*mountain of the kiekie vine*", but also referred to it as the place where "*the totara stands alone*" – 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 CUMULATIVE VALUE – MULTIPLE CONES	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. 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. OTHER VALUES: 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.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 3.6kms	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.
					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:	
O12	Hillsborough Road: Approaching the Dominion Rd extension interchange from the 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 "*mountain of the kiekie vine*", but also referred to it as the place where "*the totara stands alone*" – 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 CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: View O12 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. The viewing distance remains, however, too great for any of the cone's cultural elements and detailing to be visible. As with View O11, 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. CUMULATIVE VALUE: 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. OTHER VALUES: As with O11, 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. DETRACTORS: A Norfolk Island pine and other garden vegetation intrudes into parts of this panoramic view.	SINGLE POINT VIEWING DISTANCE TO CONE: 5.4kms	ROAD CORRIDORS: 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: • 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. 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. 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.	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.
					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)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
R01	South-western Motorway (SH20): Travelling southwards on SH20 under the pedestrian overbridge near the Sandringham Rd Extension	NATURAL HERITAGE: Located directly abutting the South-western Motorway / SH20, Mt Roskill / Puketapapa is one of Auckland's smaller volcanic features, that emerged some 20,000 years ago. It rises some 110m in height asl to a distinctively flat-topped crest, and shows signs of having been a fire-fountaining volcano that emitted lava from two base craters. Although the northern side of the volcano was modified to accommodate the passage of SH20 and signs of quarrying are also evident near Dominion Rd, the cone's form is clearly apparent amid the predominantly one to two storey matrix of state housing south of SH20. CULTURAL HERITAGE: Puketapapa was occupied from around 1450 AD and its pits and terraces display wide-ranging signs of occupation by the Waiohua tribe. In the 18th century the Waiohua under Kiwi Tamaki were defeated by Ngati Whatua and local pa sites were subsequently abandoned, although it appears that Puketapapa had been abandoned some time before this defeat. Even so, local archaeological features still offer evidence of habitation, food storage and consumption within a defendable location. OTHER VALUES: Mt Roskill is directly associated with SH20, the major arterial route of Dominion Rd, and is clearly visible from the Mt Roskill shopping centre. The maunga is also briefly visible as road corridor users on Mt Albert Rd traverse the intersection with Dominion Rd. These visual connections create a strong association between the local shopping centre and southern Dominion Rd with Mt Roskill.	INDIVIDUAL FEATURE CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: SH20 runs directly north of Mt Roskill / Puketapapa, with both the south-bound on-ramp from the Maioro Rd interchange and the future south-bound lanes of the highway opening up a sequence of direct views to the maunga. Its hummocky profile dominates the southern horizon, with its striated crater rim and upper slopes clearly evident abutting the motorway's western flank. It is a clearly legible landmark, with a distinctive volcanic signature, notwithstanding the encroachment of trees across part of the cone near Winstone Park and the mixture of housing and commercial premises lining the margins of SH20 and May Rd – adjoining the road overbridge visible in front of Mt Roskill. The cone's grassed flanks are elevated well above the development matrix enclosing the highway. This reinforces Mt Roskill's landmark function, and, at the same time, provides both contrast with, and relief from, the rather utilitarian mix of car parking, service yards, security fencing and commercial development flanking the highway. CUMULATIVE VALUE: The South-western Motorway offers a sequence of views to Mt Roskill between the Maioro Rd interchange and Dominion Rd (see attached photos). Once past Mt Roskill, SH20 also offers a series of views to Mangere Mountain as the highway traverses Onehunga Bay and crosses Mangere Inlet, so that R01 is part of a highly significant series of views to key remnants of Auckland's southern volcanic field. In addition, the Maioro Rd interchange offers a direct, axial view to Mt Eden for motorists approaching, and then traversing, the interchange from Maioro Rd itself. The elevated overbridge, traversing SH20 also offers views to One Tree Hill and Mt Albert. Although these are more tangential to vehicle and pedestrian movements over the highway, they nonetheless contribute to awareness of the volcanic landscape that is dramatically exposed to Auckland's motoring public at this key juncture – with the view to Mt Eden being particularly significant in this respect. OTHER VALUES: As with R02, views from the South-western Motorway are important in respect of the identity and character of suburban Mt Roskill, helping to place the suburb physically and to signal 'arrival' at its physical epicentre. DETRACTORS: The highway's light standards intrude into the cone's profile and disrupt some of its continuity as a feature. More importantly, however, a new signage gantry penetrates through the viewshaft, becoming more prominent and visually obstructive as motorists travel towards Mt Roskill. The addition of actual signs to this gantry will undoubtedly exacerbate this intrusion and visual obstruction in the immediate future. It is unclear why this contravention of R01 has occurred, but regardless it will have a very significant impact on the profile, visual content and overall integrity of the maunga. Adjoining service yards, commercial buildings and signage also detract form the cone, but to a lesser degree.	SINGLE POINT VIEWING DISTANCE TO CONE: 1.1kms	ROAD CORRIDORS: The South-western Motorway (SH20) is an increasingly important corridor for road traffic connecting west Auckland with both south Auckland and Auckland International Airport with the central city (approximately 100,5000 vehicle movements both north and south bound per day to September 2015). It caters for a broad array of road users – from tourists and visitors to commuters, bus users and heavy transport operators – and the current level 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 directly towards Mt Roskill, highlighting it as both a landmark and volcanic feature. It is a natural point of focus for motorists' attention even allowing for the recently installed gantry and other intrusive elements already described. This origin point is very important in terms of public perceptions of Auckland's southern volcanic field, cementing Mt Roskill's association with Mangere Mountain, while the Maioro Rd overbridge and on-ramp also affirm the cone's connection with Mt Albert, Mt Eden and One Tree Hill. This sequence of views has only emerged with on-going development of SH20 and is not yet recognised in terms of other Volcanic Viewshafts; nevertheless, the interchange and on-ramp have opened up a number of important views that affirm the importance of Auckland's volcanic field in relation to the south-western isthmus. The R01 view, and others identified are also important in terms of a very sizeable proportion of the regional community and nationally important, tourist / visitor populations.	View R01 captures an important view to Mt Roskill / Puketapapa that affirms the close association of SH20 with a number of important volcanic cones and remnants – from Mt Albert to Mangere Mountain and Crater Hill. The sequence of views to Mt Roskill south of the Maioro interchange, together with successive views to other cones and the views from the interchange overbridge to Mt Albert and Mt Eden (in particular), highlight some of the key geophysical 'building blocks' that underpin Auckland's landscape. R01 is also significant as a landmark that helps to locate the suburb of Mt Roskill – despite the direct incursion of some key motorway infrastructure into the existing viewshaft.
					EVALUATION:		REGIONALLY SIGNIFICANT

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 Maioro Rd Overbridge Towards Mt Albert (55mm lens equivalent)
(This photograph is indicative only; field based analysis is required for assessment purposes)

VIEW NO:	LOCATION:	CONE ATTRIBUTES:	VIEW TYPE OF VIEW:	VIEW ATTRIBUTES:	ORIGIN POINT TYPE:	ORIGIN POINT ATTRIBUTES:	SUMMARY:
R02	Dominion Rd: At the intersection with Mt Albert Rd and the southern end of the Mt Roskill shopping centre	NATURAL HERITAGE: Located directly abutting the South-western Motorway / SH20, Mt Roskill / Puketapapa is one of Auckland's smaller volcanic features, that emerged some 20,000 years ago. It rises some 110m in height asl to a distinctively flat-topped crest, and shows signs of having been a fire-fountaining volcano that emitted lava from two base craters. Although the northern side of the volcano was modified to accommodate the passage of SH20 and signs of quarrying are also evident near Dominion Rd, the cone's form is clearly apparent amid the predominantly one to two storey matrix of state housing south of SH20. CULTURAL HERITAGE: Puketapapa was occupied from around 1450 AD and its pits and terraces display wide-ranging signs of occupation by the Waiohua tribe. In the 18th century the Waiohua under Kiwi Tamaki were defeated by Ngati Whatua and local pa sites were subsequently abandoned, although it appears that Puketapapa had been abandoned some time before this defeat. Even so, local archaeological features still offer evidence of habitation, food storage and consumption within a defendable location. OTHER VALUES: Mt Roskill is directly associated with SH20, the major arterial route of Dominion Rd, and is clearly visible from the Mt Roskill shopping centre. The maunga is also briefly visible as road corridor users on Mt Albert Rd traverse the intersection with Dominion Rd. These visual connections create a strong association between the local shopping centre and southern Dominion Rd with Mt Roskill.	INDIVIDUAL FEATURE CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: Looking from Dominion Rd at the northern end of the Mt Roskill shopping centre, Mt Roskill / Puketapapa emerges above a block of one-storey retail outlets on the far side of the intersection with Mt Albert Rd. As both those retail outlets and the housing beyond descends into a shallow valley on the south side of the Mt Albert Rd ridgeline, the maunga rises up to dominate most of the visible horizon – just to the right of Dominion Rd. Its terraced open space climbs well above the housing that conceals the physically adjacent cutting for SH20, while palms and other trees are scattered across its lower and middle slopes. The maunga's summit is more exposed, and its volcanic form is clearly expressed – despite its relatively low, physical elevation, overall. Terracing and other striations across Mt Roskill's more open slopes and crest are visible – as relics of historic Maori occupation – although the differentiation between these relics of occupation and defensive earthworks and other areas affected by European quarrying and the SH20 motorway earthworks are not really apparent. CUMULATIVE VALUE: While R02 captures just one view to Mt Roskill, Mt Albert Rd also affords views to the Big King, Mt Eden and Mt Albert (eg. A07 to A09). Consequently, while views to Mt Roskill tend to be more fleeting than those from the shopping centre and Dominion Rd – as motorists, cyclists and pedestrians cross that thoroughfare – the series of views offered to different cones from Mt Albert Rd and its volcanic ridgeline reinforces the sense of being within, or traversing, a volcanic landscape. In fact, Mt Albert Rd lies on the edge of most of the Isthmus field, but Mt Roskill – as an outlier to the larger cones to the north and east – still contributes to the feeling of engagement with Auckland's wider volcanic landscape. OTHER VALUES: Mt Roskill is not as elevated as other cones across the Auckland Isthmus, but its visual connection with the Mt Roskill shopping centre and two arterial corridors – primarily Dominion Rd – still contributes to the identity of Mt Roskill as a suburb and is an important 'way-finding' feature. DETRACTORS: The power poles and traffic lights flanking the road corridor detract from this view's qualities to a limited degree.	SINGLE POINT VIEWING DISTANCE TO CONE: 0.9kms	ROAD CORRIDORS: Dominion Rd is described by Auckland Transport as a Primary Arterial Route (approximately 6,800 vehicle movements south bound per day to September 2015) whose main functions are to: ▪ For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and ▪ In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). It is a major thoroughfare for commuters across the Auckland Isthmus – between the Auckland CBD and Mt Roskill / Hillsborough. It also serves a broad swathe of the Isthmus both east and west of this corridor – from Mt Albert and Owairaka to Three Kings and Onehunga. Additionally, it acts as an important conduit to and from the Mt Roskill shopping centre / village. As a result, it caters for a complex mix of commuters, local shoppers, those visiting Mt Roskill, and those passing through on the way to a wide variety of local centres and suburbs. Intersecting with Dominion Rd, Mt Albert Rd is also described by Auckland Transport as a Primary Arterial Route (approximately 9,500 vehicle movements west bound per day to September 2015) whose main functions are as outlined above. 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.	R02 offers a relatively close-up view of Mt Roskill that clearly reveals its volcanic form and affirms its sense of connection with the Mt Roskill shopping centre and Dominion Rd. This proximity to the maunga also helps to expose some of its cultural, and natural heritage, characteristics. As a result, this view of Mt Roskill is significant in terms of the identity of both the local centre and surrounding suburban area.
						EVALUATION:	REGIONALLY SIGNIFICANT

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: On the front steps of the Auckland War Memorial Museum above The Cenotaph	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: "*The days of the bleeding of Tama Te Kapua*" 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 CUMULATIVE VALUE – MULTIPLE CONES	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 VIEWING DISTANCE TO CONE: 10.7kms	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 TO1'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.
					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)

VIEW NO:	LOCATION:	CONE ATTRIBUTES:	VIEW TYPE OF VIEW:	VIEW ATTRIBUTES:	ORIGIN POINT TYPE:	ORIGIN POINT ATTRIBUTES:	SUMMARY:
T02	Tamaki Drive: Segments of Tamaki Drive stretching from Hobson Bay and Orakei Point to St Heliers	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: "*The days of the bleeding of Tama Te Kapua*" 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 CUMULATIVE VALUE – MULTIPLE CONES	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 qui9te 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 VIEWING DISTANCE TO CONE: 7.0kms	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: ▪ For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and ▪ In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). It serves a very large commuter catchment spread across Auckland's eastern suburbs – from Orakei to St Heliers, together with a layer of additional suburbs behind the 'eastern bays', including Remuera, Meadowbank, St Johns and Glendowie. In addition, it is part of a network of arterial roads and cycleways / walkways that sequentially exposes the Auckland community and visitors to a range of cones, including Mt Eden, Mt Hobson, Mt Victoria, North Head and Rangitoto. T02 is a critical component of this chain. 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.
						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	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: "*The days of the bleeding of Tama Te Kapua*" 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 CUMULATIVE VALUE – MULTIPLE CONES	INDIVIDUAL CONE: 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. 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 / Ngataringa Bay) and its rising profile commands attention, imparting an impression of Rangitoto that is highly memorable. CUMULATIVE VALUES: 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. OTHER VALUES: 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. DETRACTORS: 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 10.0kms	ROAD CORRIDORS: 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: ▪ In terms of its 'Through Traffic', it is a highest category route with the greatest through movement function; and ▪ In terms of 'Network Connectivity', its function is to connect the region with other regions. 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. 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.	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.
					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: Outside Rangitoto College north of the college entrance and intersection with Sunrise Ave	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: "*The days of the bleeding of Tama Te Kapua*" 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: At the point where East Coast Rd passes Rangitoto College, its road axis is directly aligned on Rangitoto: with the island cone's crater rim and lava ridges framed by street trees on one side of the road way and a retaining wall with school buildings on the other. Residential development sits at the foot of the view straight down the roadway, but its patina of rooftops and vegetation sits just below the waters of the inner Hauraki Gulf, which provide a platform for its broad mantle of coastal forest. As a result, the volcano's very distinctive profile dominates views down the road – for south-bound motorists, cyclists, pedestrians and college students alike. Although both ends of the volcano and its sea surrounds are truncated by the vegetation and development both sides of the roadway, this framing enhances the already strong sense of focus on the cone, appearing to slightly 'telescope' it towards the viewer. As a result, Rangitoto is the sole point of focus and interest when looking down East Coast Rd, its natural, 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. OTHER VALUES: 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. DETRACTORS: The traffic lights at the intersection with Sunrise Ave encroach slightly into this view, primarily affecting the water area below Rangitoto itself.	SINGLE POINT VIEWING DISTANCE TO CONE: 12.2kms	ROAD CORRIDORS: 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: ▪ 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 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. 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. 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.	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 emphases the importance of Auckland as both a regionally / nationally important landmark and symbol of Auckland.
					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 NO:	LOCATION:	CONE ATTRIBUTES:	VIEW TYPE OF VIEW:	VIEW ATTRIBUTES:	ORIGIN POINT TYPE:	ORIGIN POINT ATTRIBUTES:	SUMMARY:
T08	St Heliers Bay Rd: At the intersection with Woodside Crescent	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: "*The days of the bleeding of Tama Te Kapua*" 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: As motorists approach, then pass Woodside Cres, the axis of St Heliers Bay Rd carries their eyes directly to the clearly articulated form of Rangitoto and its layering of coastal forest. A thin strip of sea – part of the Motukorea Channel – is also visible below the island volcano, emphasising its 'place' within the sea, at the junction of the outer Waitemata Harbour with the inner Hauraki Gulf. The view is constrained by housing and trees within private garden both sides of the roadway, so just the central cone, side ridges and parts of its gently descending side-slopes are visible. However, this channelising of the view emphasises the focus on Rangitoto, appearing to 'telescope' the cone that much closer to those driving, cycling or walking down St Heliers Bay Rd, and the resulting image is clear and powerful: Rangitoto's iconic profile is instantly recognisable. On the other hand, this view does not reveal as much of the volcano's setting as other views – notably T02, but even T04. It tends to hang at the end of the road space without offering a clear understanding or impression of the cone's wider landscape context. OTHER VALUES: T08 helps to create a strong sense of connection between the road corridor, adjoining residential areas, and even St Heliers Primary School (directly adjacent to this vantage point), and Rangitoto. There is very strong sense of symbolic engagement with the cone. This connection is further enhanced for motorists using Tamaki Drive as Rangitoto again comes into view at the 'front' of St Heliers village and then from a variety of vantage points along Tamaki Drive (T02). DETRACTORS: Domestic vegetation and some houses encroach marginally into this view both sides of the road corridor.	SINGLE POINT VIEWING DISTANCE TO CONE: 7.7kms	ROAD CORRIDORS: St Heliers Bay Rd is described by Auckland Transport as a Secondary Arterial Route (approximately 3,700 vehicle movements north bound per day to September 2015), whose main functions are to: • 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. It is a significant thoroughfare for commuters accessing and leaving the central city via Tamaki Drive, for a commuter audience and road users that stretch from St Heliers itself to Glendowie, Meadowbank, Glen Innes and Panmure / Mt Wellington. It also serves as an important conduit to and from Tamaki Drive for the thousands of Aucklanders who clamour to both the waterfront drive and its beaches / reserves on fine evenings and weekends, and it provides the access for local traffic to and from St Heliers village. As a result, it caters for a relatively large and diverse, sub-regional audience of motorists, bus users, cyclists and pedestrians.	T08 offers a clear view of the centre of Rangitoto, framed by both residential development and trees within local gardens. While this enclosure and 'framing' of the view helps to sharpen the focus on Rangitoto, it also means that the significance of this view is diminished by the lack of 'context' – of seeing the island cone in relation to its wider landscape setting and other key landscape elements / features – including most of the Waitemata Harbour.
					EVALUATION:		LOCALLY SIGNIFICANT

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

VIEW NO:	LOCATION:	CONE ATTRIBUTES:	VIEW TYPE OF VIEW:	VIEW ATTRIBUTES:	ORIGIN POINT TYPE:	ORIGIN POINT ATTRIBUTES:	SUMMARY:
T09	Bucklands Beach Rd : At the intersection with Sea Spray 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 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: "*The days of the bleeding of Tama Te Kapua*" 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 VIEWING DISTANCE TO CONE: 11.0kms	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.
					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: The beach reserve and esplanade, and the northern half of The Parade	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: "*The days of the bleeding of Tama Te Kapua*" 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 CUMULATIVE VALUE – MULTIPLE CONES	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 VIEWING DISTANCE TO CONE: 8.8kms	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
					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	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 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. 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. CULTURAL HERITAGE: Occupied by Maori from approximately 1350 through to the early 1800s, Takarunga or "*hill standing above*" 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. OTHER VALUES: 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	INDIVIDUAL CONE: Mt Victoria / Takarunga emerges between the cutting and trees that contain Lake Rd as it turns at the intersection with Clifton Rd to align directly on the form of the cone. Its hummocky profile – fronted by open, slightly striated, slopes – emerges as THE central feature at the end of the road corridor and the distinctive signal station atop its summit helps to affirm the cone's key, landmark role within this road view. The maunga's visual primacy is accentuated by both the road axis leading towards Devonport and the juxtaposition / contrast of its exposed, grassed, slopes with the mixture of road surface, fencing, peripheral vegetation and traffic in the foreground. It marks the 'end' of the Lake Rd journey. The cone's form clearly expresses its 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. CUMULATIVE VALUE: 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. 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: Lake Rd's power poles and lines detract from this view's qualities to a limited degree.	SINGLE POINT VIEWING DISTANCE TO CONE: 3.3kms	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: ▪ 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 Devonport, Bayswater and Belmont – on the way to Takapuna and other parts of the North Shore, or to and from the Northern Motorway (SH1). It also accommodates daily traffic to and from the Devonport Naval Base and serves as an important conduit for weekend visitors to Devonport (including its town centre and beaches), as well as to the Bayswater Marina and other attractions, like North Head. As the only arterial road in and out of Devonport, thousands of Aucklanders are channelled down Lake Rd each day. As a result, it caters for a large and diverse, sub-regional audience of motorists, bus users, cyclists and pedestrians.	V01 is a critical introductory view to Mt Victoria and the start of a sequence that reveals its cultural and natural heritage characteristics. Moreover, the cone occupies a strategically, and symbolically, important location at the end of Lake Rd, emphasising the cone's importance to the landscape and visual signature of Devonport for a wide range of road users.
						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: At the intersection with Bayswater Ave and Williamson Ave	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 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. 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. CULTURAL HERITAGE: Occupied by Maori from approximately 1350 through to the early 1800s, Takarunga or "*hill standing above*" 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. OTHER VALUES: 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.	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: ▪ 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 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.
						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: Near the intersection with Aramoana Ave	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 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. 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. CULTURAL HERITAGE: Occupied by Maori from approximately 1350 through to the early 1800s, Takarunga or "*hill standing above*" 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. OTHER VALUES: 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.	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. 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.	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: ▪ 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 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.
						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: Near the intersection with Alana Place	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 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.	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. OTHER VALUES: 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: ▪ 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 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.
						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: Near the intersection with Harrison Rd & McDonald Cres	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 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	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. 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. 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 1.9kms	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: ▪ 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 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.
						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: West of Burt 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. 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	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. 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 1.0kms	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: ▪ 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 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.
					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	Mt Wellington Highway: At the intersection with Rowlands Ave	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 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	INDIVIDUAL CONE: 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. 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. 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. 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. CUMULATIVE VALUE: 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. OTHER VALUES: 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. DETRACTORS: 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 1.7kms	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: ▪ 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 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.	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.
					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: South of the Intersection with the 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. 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – SEQUENTIAL EXPOSURE TO ONE CONE	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'. OTHER VALUES: 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 VIEWING DISTANCE TO CONE: 0.5kms	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: ▪ 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 across the eastern Auckland Isthmus – connecting suburbs that stretch from Remuera to Panmure and Glen Innes with SH1. It also serves a broad swathe of eastern Auckland both east and west of this corridor, from Mt Wellington to Howick and Botany Downs – the latter via the South-eastern Highway. Moreover, it acts as an important conduit between Sylvia Park and SH1 at the southern end of the highway with the Panmure town centre at its northern end, and it provides connections to and from a broad swathe of surrounding business premises, bulk retailing and light industry. As a result, it caters for a complex mix of commuters, local shoppers, those visiting both retail centres and commercial / industrial traffic. In so doing, it exposes Mt Wellington to a regionally significant audience of motorists, bus users, cyclists and pedestrians.	W05 offers a close-up view of Mt Wellington / Maungarei, that dominates the outlook from Mt Wellington Highway close to it its intersection with the Ellerslie Panmure Highway. Although this view is less 'distinct' and perhaps also less memorable than others that reveal more of the cone's complete profile and key 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.
					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: Outside the Waipuna Convention Centre	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 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – OTHER VOLCANIC FEATURES	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. 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 1.8kms	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.
						EVALUATION:	REGIONALLY SIGNIFICANT

View W06: Photo 1 of 2
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: At the intersection with Queens 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. 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – OTHER VOLCANIC FEATURES	INDIVIDUAL CONE: Like the other suburban villages of Mt Eden, Mangere and Devonport that have a close association with nearby cones, the Panmure town centre is strongly linked to Mt Wellington / Maungarei – no moreso than at its well known roundabout which manages high level traffic flows from the Ellerslie Panmure Highway, Queens Rd, Pilkington Rd, Lagoon Drive and Ireland Rd. The view from the western end of the town centre and Queens Rd, across the roundabout to Mt Wellington firmly affirms the connection between Panmure and the cone. Mt Wellington's conical, flat-topped profile – very redolent of 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. 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'). CUMULATIVE VALUES: 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. OTHER VALUES: 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. DETRACTORS: 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 0.8kms	ROAD CORRIDORS: 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: ▪ 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 across the eastern Auckland Isthmus – connecting suburbs that stretch from Panmure and Mt Wellington and Howick with SH1. It also serves a broad swathe of eastern Auckland both north and south of this corridor – from Glen Innes and Pakuranga to Botany Downs. Moreover, it acts as an important conduit to and from the Panmure town centre, the Lunn Ave retail centre, Sylvia Park and a swathe of surrounding business premises, bulk retailing and light industry. The Panmure roundabout is a major hub on the Ellerslie Panmure Highway that serves as both a gateway to and from the local town centre and also as a major distribution point for traffic arriving from multiple directions, via multiple arterial roads: Lagoon Drive (connected with Pakuranga Rd), Pilkington Rd and the Ellerslie Panmure Highway. As a result, it caters for a complex mix of commuters, local shoppers, those visiting both retail centres and commercial / industrial traffic. In so doing, it exposes Mt Wellington to a regionally significant audience of motorists, bus users, cyclists and pedestrians.	W08 reveals Mt Wellington as a powerful landmark that both locates Panmure and contributes very strongly to its imagery and identity. Together with the nearby Panmure Basin it is emblematic of the forces and processes that have shaped that the local landscape, and View W08 forges a powerful connection between a key 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.
					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)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W09	Queens Rd: At the intersection with Kings Rd & Church Cres	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 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.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: Looking from the eastern end of Queens Rd back over the town centre / shopping centre in the immediate foreground, Mt Wellington / Maungarei climbs above local shops and offices to stamp its mark on the local skyline. Its conical, flat-topped profile is reasonably apparent, while it's striated / terraced slopes are quite marked. Although most of the lower cone and part of its middle levels are screened by the buildings lining the northern side of Queens Rd, the cone is still a major landmark on the horizon that has a strong association with the town centre. Thus, like the other suburban villages of Mt Eden, Mangere and Devonport, it enjoys a strong sense of connection with the nearby cone: the identity of Panmure is inextricably linked to the cone. This view highlights that close engagement via the direct juxtaposition of shops and office premises against the open flanks of the cone. As with View W08, 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 visible cone accentuates this distinctive patterning. OTHER VALUES: Similar to W08, this view'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. DETRACTORS: Buildings and mature vegetation intrude very slightly into views of the cone.	SINGLE POINT VIEWING DISTANCE TO CONE: 1.2kms	ROAD CORRIDORS: Queens Rd is identified as a collector / connector road by Auckland Transport. However, it is also lies at the core of the Panmure town centre and it carries the vast majority of traffic to and through that centre. As a result, it is both a significant sub-regional corridor and the vehicle for community use of the town centre. With peripheral links to a series of arterial routes – the Ellerslie Panmure Highway, Lagoon Drive / Pakuranga Rd and Pilkington Rd – it serves an extensive surrounding catchment of commuters, shoppers, locals, commercial road users and 'others'. As Queens Rd is Panmure's 'main street', its use is also directly linked to activity within the town centre, so that, in addition to being a traffic conduit, its serves as a point of focus for community activities and congregation. In this context, pedestrian use of the road corridor is particularly important. As such, it exposes Mt Wellington to a sub-regional audience of motorists, bus users, cyclists and pedestrians.	View E08 draws together Mt Wellington / Maungarei in a most emphatic fashion, highlighting the way in which the identity of the Panmure town centre and the nearby cone are inextricably linked. Although this is not the most dramatic view of Mt Wellington per se, it nonetheless contributes very significantly to the identity and signature of Panmure, including surrounding residential areas.
						EVALUATION:	REGIONALLY SIGNIFICANT

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: The beach reserve, car parking area & The Parade	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 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – MULTIPLE CONES	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. **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.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 5.5kms	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.
						EVALUATION:	REGIONALLY SIGNIFICANT

View W12: Photo 1 of 2
The Individual Cone (80mm lens equivalent)
(This photograph is indicative only; field based analysis is required for assessment purposes)

View W12: Photo 2 of 2
Cumulative Values – Rangitoto Also Viewed From W12 (80mm lens equivalent)
(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W13	West Tamaki Rd & West Tamaki Reserve	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 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.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: 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. 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. 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. OTHER VALUES: 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. DETRACTORS: 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.	SINGLE POINT VIEWING DISTANCE TO CONE: 3.3kms	ROAD CORRIDORS: 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: • 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. 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. 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.	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

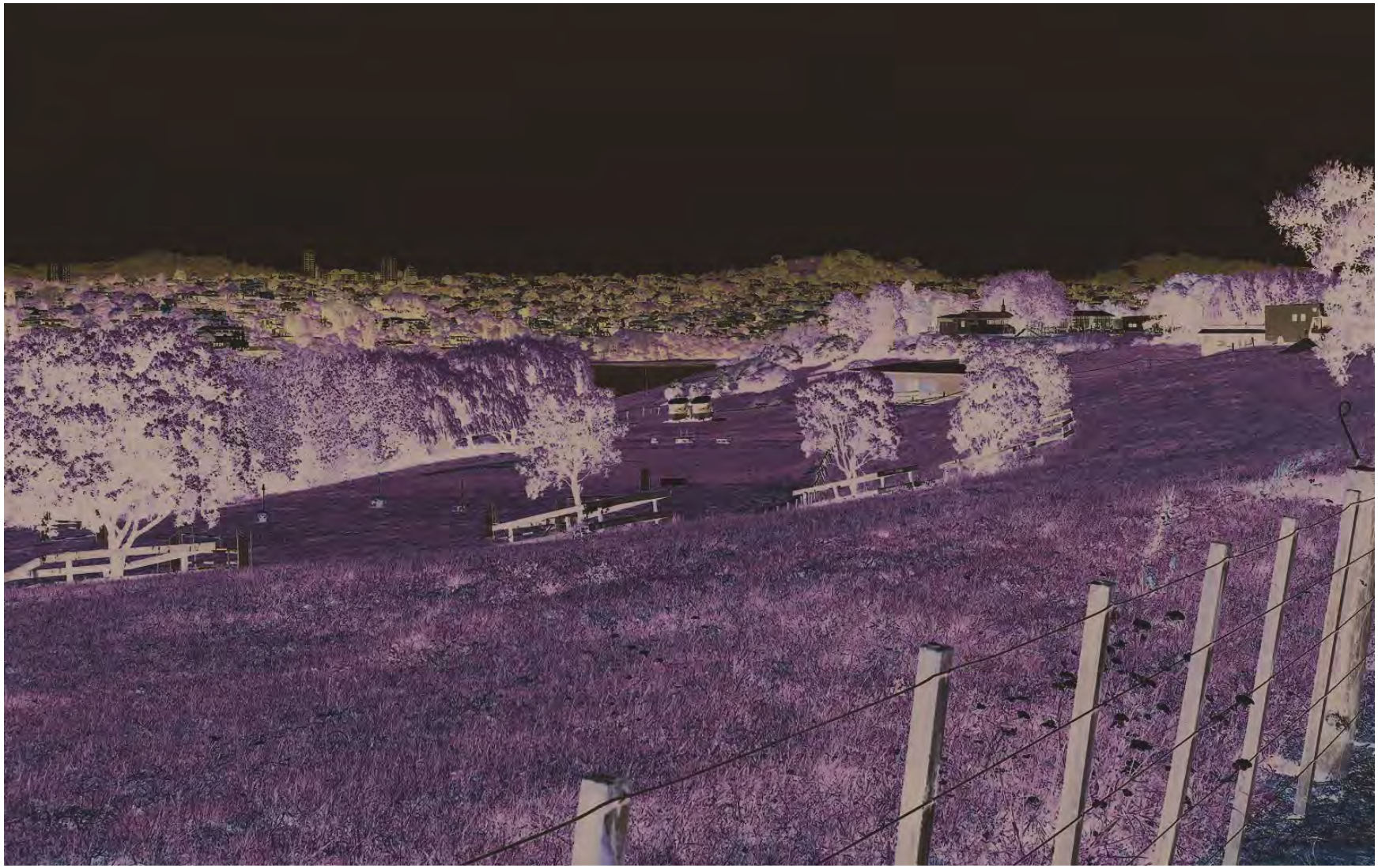
View W13: Photo 1 of 1
The Individual Cone (80mm lens equivalent)
(This photograph is indicative only; field based analysis is required for assessment purposes)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W18	College Rd: South of the intersection with Merton 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. 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.	INDIVIDUAL FEATURE CUMULATIVE VALUE – MULTIPLE CONES	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. As a result, W18 is truly important, iconic view of the maunga that is both visually spectacular and highly informative / educational. It is unparalleled by any of the other volcanic views currently subject to assessment in this regard. 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.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 1.6kms	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: • 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. 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.	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.
					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. 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.	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. 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 *vice versa*) 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.	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: ▪ 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.
					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: On the Tamaki River bridge	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 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.	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. 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. OTHER VALUES: As with other viewpoints, Mt Wellington registers as an important way-finding landmark, and – in tandem with the river below it – helps to both 'locate' Panmure and impart a strong sense of identity to its town centre and suburban surrounds. DETRACTORS: The bridge's railings and multiple 220kV transmission lines on the north side of the bridge intrude into this view and reduce some of its aesthetic appeal.	SINGLE POINT VIEWING DISTANCE TO CONE: 2.2kms	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: ▪ For 'Through Traffic', intended to carry predominantly through traffic (but many also serve adjacent activities); and ▪ In terms of 'Network Connectivity', connect regions with other regions and connects areas within a region. It is a regionally significant thoroughfare that, for commuters, connects Auckland's central city with suburbs stretching from Pakuranga and Howick to Maraetai – via SH1. It also serves a broad swathe of eastern Auckland both north and south of this corridor – from Half Moon Bay, Pigeon Mountain and Eastern Beach to Botany Downs and Flat Bush. Moreover, it acts as an important conduit to and from the Pakuranga town centre, Pakuranga Supa Centre, Howick village and Botany Downs town centre, together with a swathe of surrounding schools, business premises and bulk retailing. As a result, it caters for a diverse and complex mix of commuters, school students, those visiting the various retail centres, and commercial traffic. In so doing, it exposes Mt Wellington to a regionally significant audience of motorists, bus users, cyclists and pedestrians.	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.
					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 NO:	LOCATION:	CONE ATTRIBUTES:	VIEW TYPE OF VIEW:	VIEW ATTRIBUTES:	ORIGIN POINT TYPE:	ORIGIN POINT ATTRIBUTES:	SUMMARY:
W25	Pilkington Rd: At the intersection with Jellicoe 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. 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.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: At point in Pilkington Rd where it turns sharply westwards to merge with Jellicoe Rd – part of a major traffic by-pass that avoids the Panmure town centre – Mt Wellington / Maungarei immediately comes into view and dominates the immediate outlook, above and beyond the Jellicoe Rd corridor. The cone is presented in most emphatic manner, with a broad mantle of terraced slopes dominating the view above foreground housing, roadside vegetation and industrial premises. Although a container yard and other light industrial properties at the visible 'end' of Jellicoe Rd, directly below the maunga, reduce some of the views' aesthetic appeal, View W25 still presents Mt Wellington to those using Pilkington Rd / Jellicoe Rd in a most emphatic manner. This close-up view also reveals the layered terracing that runs across the eastern side of the cone – a shallow matrix of diagonal paths and earth ramparts that intersect with one another as then descend from the cone's summit. Although the road up Mt Wellington comprises one of these 'diagonal lines', it merges seamlessly with those that have more historic significance and value. As a result, the view is strongly evocative of the cone's cultural dimensions and its history as a pa site. Of the views to Mt Wellington, W25 is perhaps the most direct, with the cone quite literally 'looming over' the road corridor. It is only matched in terms of its immediacy by W18, although that view is over greater distance. OTHER VALUES: This view clearly affirms the symbolic connection of Mt Wellington with the area of Panmure and southern Glen Innes, although the scope of the view – overall – is more limited than that of most others to Mt Wellington. Consequently, much as it is important in terms of the identity of the area around W25's viewpoint, it doesn't display the way-finding qualities described in relation to most other views.	LINEAR VIEWPOINT VIEWING DISTANCE TO CONE: 0.7kms	ROAD CORRIDORS: Pilkington Rd merging with Jellicoe Rd is described by Auckland Transport as a Primary Arterial Route (approximately 8,000 vehicle movements south bound per day to September 2015) whose main functions are to: • For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and • In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). It 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.	W25 presents Mt Wellington / Maungarei to those using the Pilkington Rd / Jellicoe Rd by-pass in the very direct and emphatic manner. It totally dominates the outlook for west-bound traffic and the close-up nature of the view exposes the complex matrix of historic earthworks – terracing, ramparts and pits – that are associated with Maori occupation and defence of the cone. It also affirms the importance of the cone as a key symbol of suburban Panmure and southern Glen Innes.
					EVALUATION:		REGIONALLY SIGNIFICANT

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)

		CONE	VIEW		ORIGIN POINT		SUMMARY:
VIEW NO:	LOCATION:	ATTRIBUTES:	TYPE OF VIEW:	ATTRIBUTES:	TYPE:	ATTRIBUTES:	
W26	Pakuranga Rd: Next to Howick Intermediate School	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 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.	INDIVIDUAL FEATURE	INDIVIDUAL CONE: As motorists, cyclists and pedestrians leave Ridge Rd (from Howick) or Union Rd (Botany Downs) and head westwards, Mt Wellington / Maungarei comes immediately into view and is clearly outlined on the horizon. Significantly, this view therefore acts as the eastern 'gateway' to the volcanic field: the first point at which a clear view of Mt Wellington emerges. Sitting just to the right of Pakuranga Rd's corridor and axis, the cone's distinctive profile and open eastern face is elevated well above a matrix of lower lying ridges and urban / suburban development. As a result, it assumes the role of being a prominent – albeit, less than dominant – feature of the western skyline Although its pasture-covered slopes clearly stand apart from that matrix, the viewing distance is too great for its layering of terraces and other features associated with Maori occupation to be clearly apparent. CUMULATIVE VALUE: This viewpoint is perhaps more important, however, for the way in which it presents Mt Wellington, together with Mt Eden, Mt Hobson and One Tree Hill spread across the central city skyline. Although Mt Wellington remains the pre-eminent feature visible from W26's vantage point, it is, in many ways, the visual conjunction of Maungarei with the other cones that are also visible that makes this view so significant. Whereas other views, such as described for W12, tend to show Mt Wellington standing somewhat apart from central Auckland, this viewshaft is important because it does the opposite, concertinaing the sequence of five cones across the landscape of the Auckland Isthmus. It provides a very symbolic and significant introduction to the cone field for those travelling from Auckland's outer eastern reaches towards the South-eastern Arterial / Southern Motorway or Panmure, and it 'maps' out the way in which the cones underpin Auckland's terrain, clearly expressing the formative processes that have shaped the Auckland Isthmus. Indeed very few other views convey such a clear impression of the concatenation of the cones and the collective influence that they exert over Auckland's terrestrial landscape (O12 from Hillsborough Rd to One Tree Hill, Mt Eden, Mt Hobson and Mt Wellington might be one of very few other views that are similar in this respect). This unusual presentation of the cones also has significant aesthetic appeal; in most other views, the cones are revealed as individual entities flanked by a low lying matrix of ridges, urban / suburban development and vegetation, whereas the view from W26 reveals them as dominant elements on the visible horizon. OTHER VALUES: Mt Wellington registers as an important way-finding landmark that helps to 'locate' Panmure and impart a strong sense of identity to its surrounds. Perhaps more significantly, however, the sequence of cones spread across Auckland's skyline helps to map out the wider landscape of central Auckland, providing orientation and appreciation of its geographic structure.	SINGLE POINT VIEWING DISTANCE TO CONE: 6.1kms	ROAD CORRIDORS: Pakuranga Rd is described by Auckland Transport as a Primary Arterial Route (approximately 12,500 vehicle movements west bound per day to September 2015) whose main functions are to: ▪ For 'Through Traffic', carry predominantly through traffic (but many also serve adjacent activities); and ▪ In terms of 'Network Connectivity', connect principal sectors of the region (not catered for by strategic routes). It is a major thoroughfare for commuters across the eastern Auckland Isthmus – connecting suburbs that stretch from Pakuranga and Howick with the South-eastern Highway, the Ellerslie Panmure Highway and SH1. It also serves a broad swathe of eastern Auckland both north and south of this corridor – from Half Moon Bay and Eastern Beach to Botany Downs. Moreover, it acts as an important conduit to and from the Pakuranga town centre, Pakuranga Supa Centre, Howick village and Botany Downs town centre, together with a swathe of surrounding schools, business premises and bulk retailing. As a result, it caters for a complex mix of commuters, school students, those visiting the various retail centres, and commercial traffic. In so doing, it exposes Mt Wellington to a regionally significant audience of motorists, bus users, cyclists and pedestrians.	W26 is an important view that acts as the eastern point of 'introduction' to Auckland's cone field. With Mt Wellington / Maungarei as its centrepiece, it maps out the sequence of major cones across the Auckland Isthmus and highlights the way in which they have both spread across, and structured, Auckland's metropolitan landscape.
					EVALUATION:	REGIONALLY SIGNIFICANT	

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

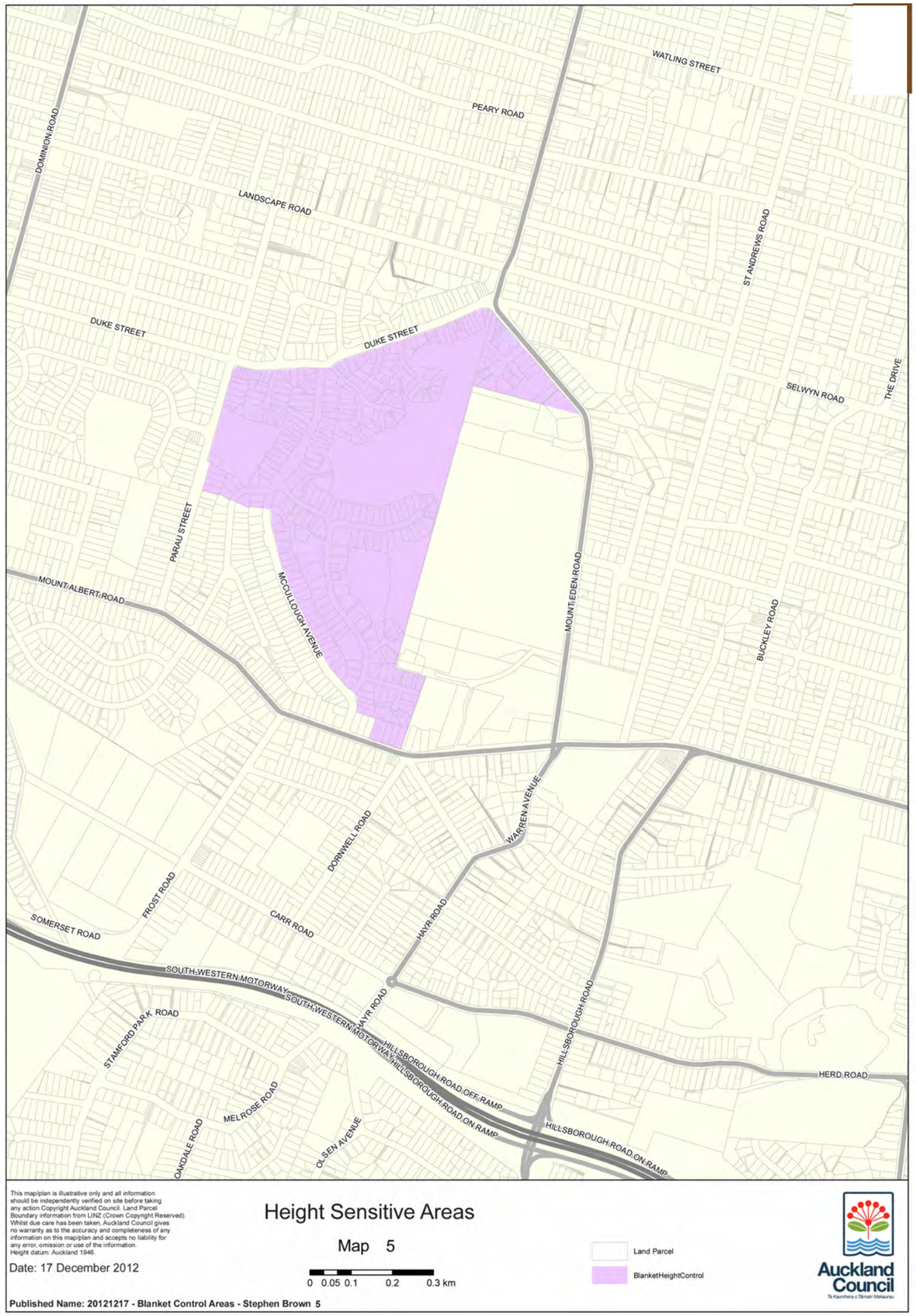
Each of Auckland's volcanic cones has been analysed and evaluated to determine:

- 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 Tatua o Riukiuta

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

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Big King Reserve: Images 309

HEIGHT SENSITIVE AREA SUMMARY REPORT
MT ALBERT / OWAIRAKA

January 2016

INTRODUCTION

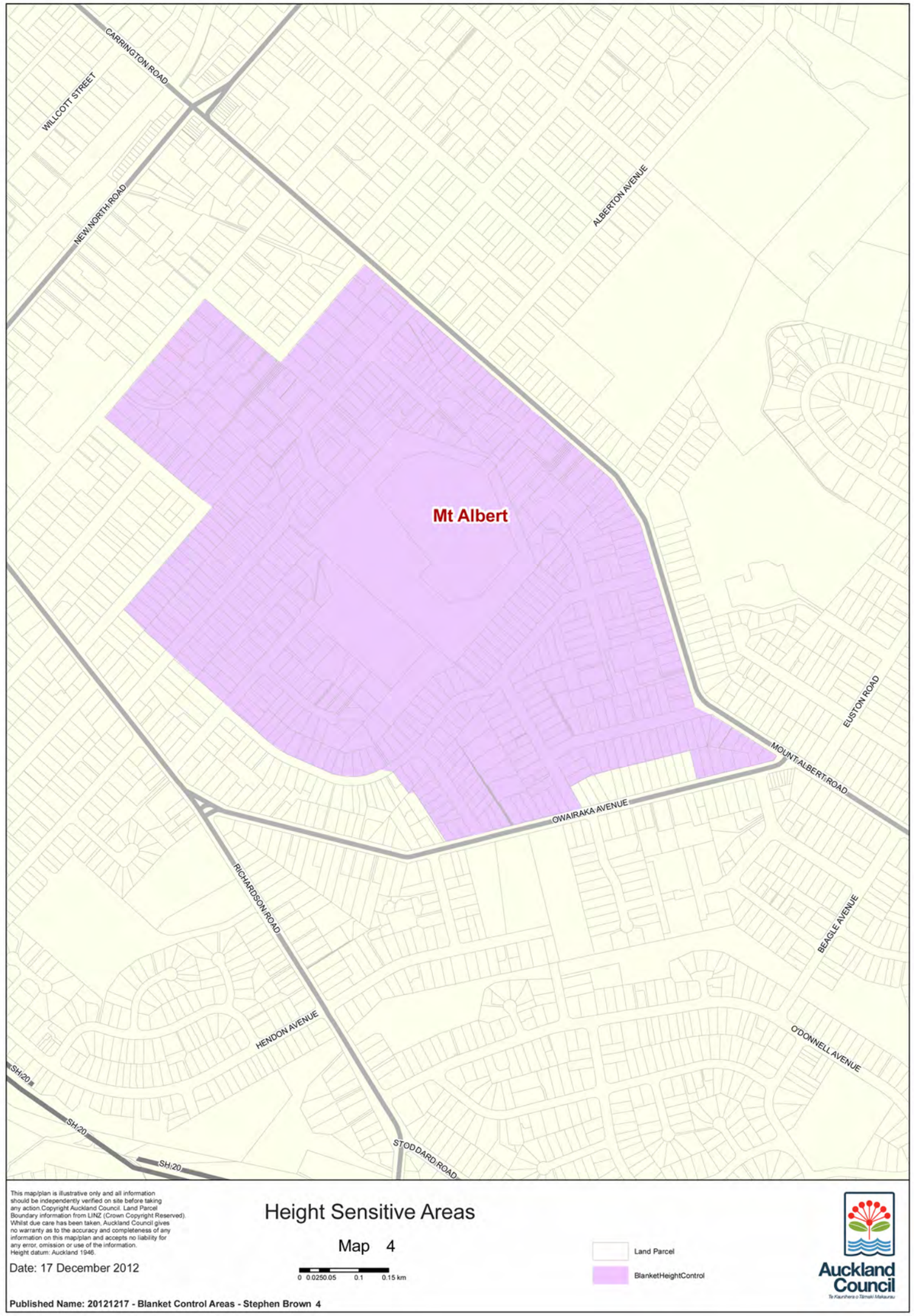
Each of Auckland's volcanic cones has been analysed and evaluated to determine:

- 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 / Owairaka

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

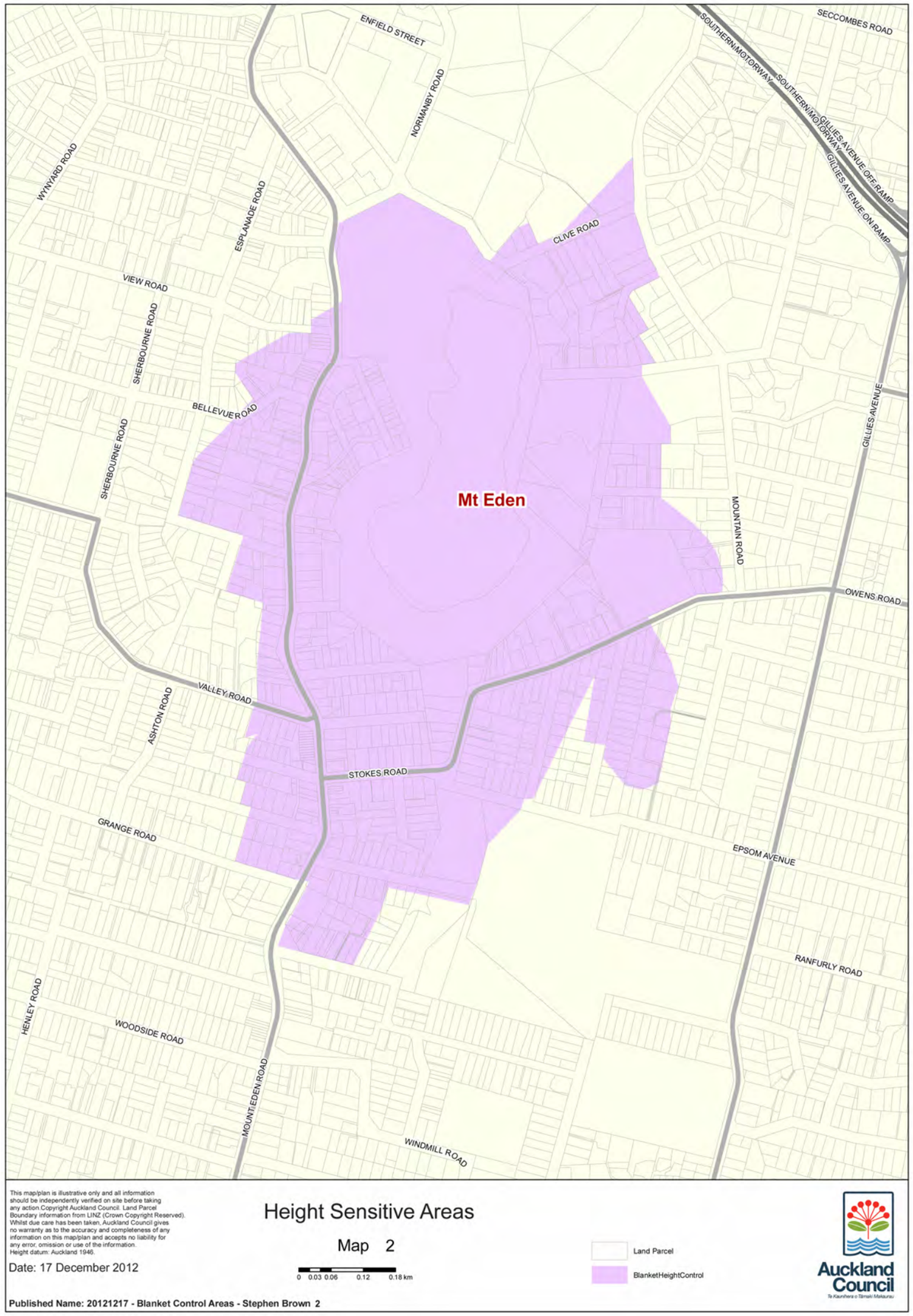
Each of Auckland's volcanic cones has been analysed and evaluated to determine:

- 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

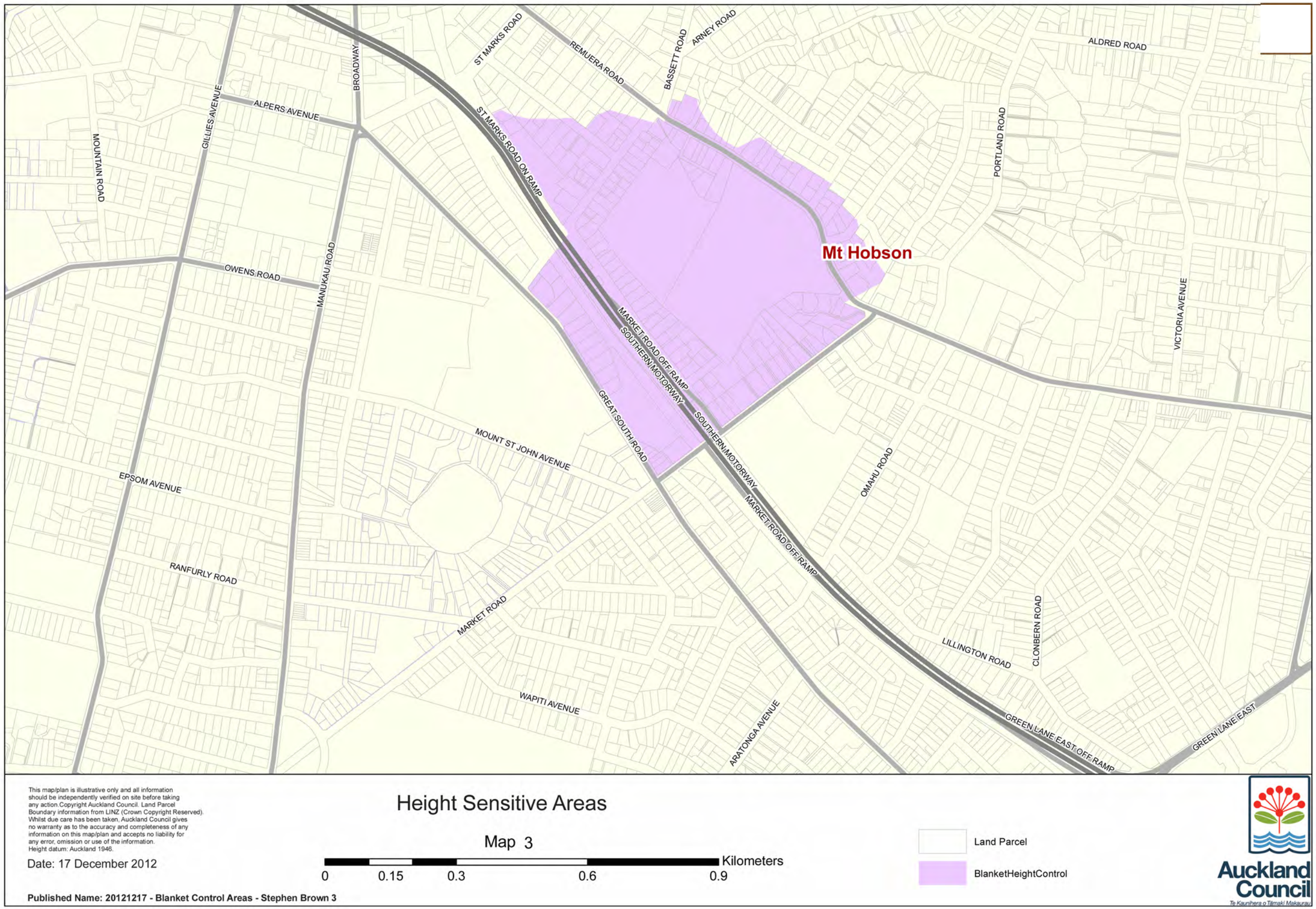
Each of Auckland's volcanic cones has been analysed and evaluated to determine:

- 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 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 / Ohinerau

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Hobson: Images 601 & 602

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Hobson: Images 603 & 604

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

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Hobson: Images 613 & 614

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Hobson: Images 615 & 616

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Hobson: Images 617

HEIGHT SENSITIVE AREA SUMMARY REPORT
MANGERE MOUNTAIN

January 2016

INTRODUCTION

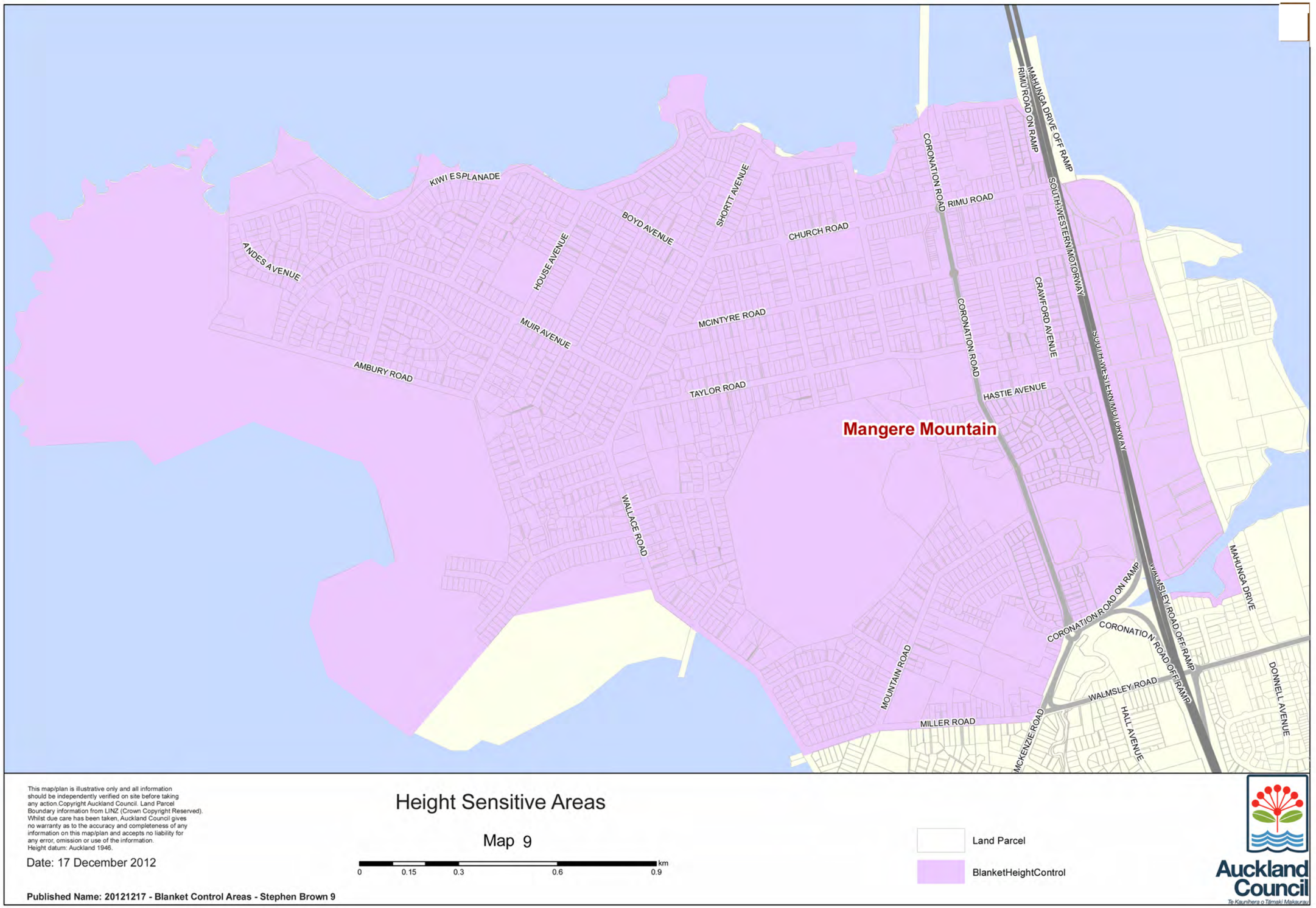
Each of Auckland's volcanic cones has been analysed and evaluated to determine:

- 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

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

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

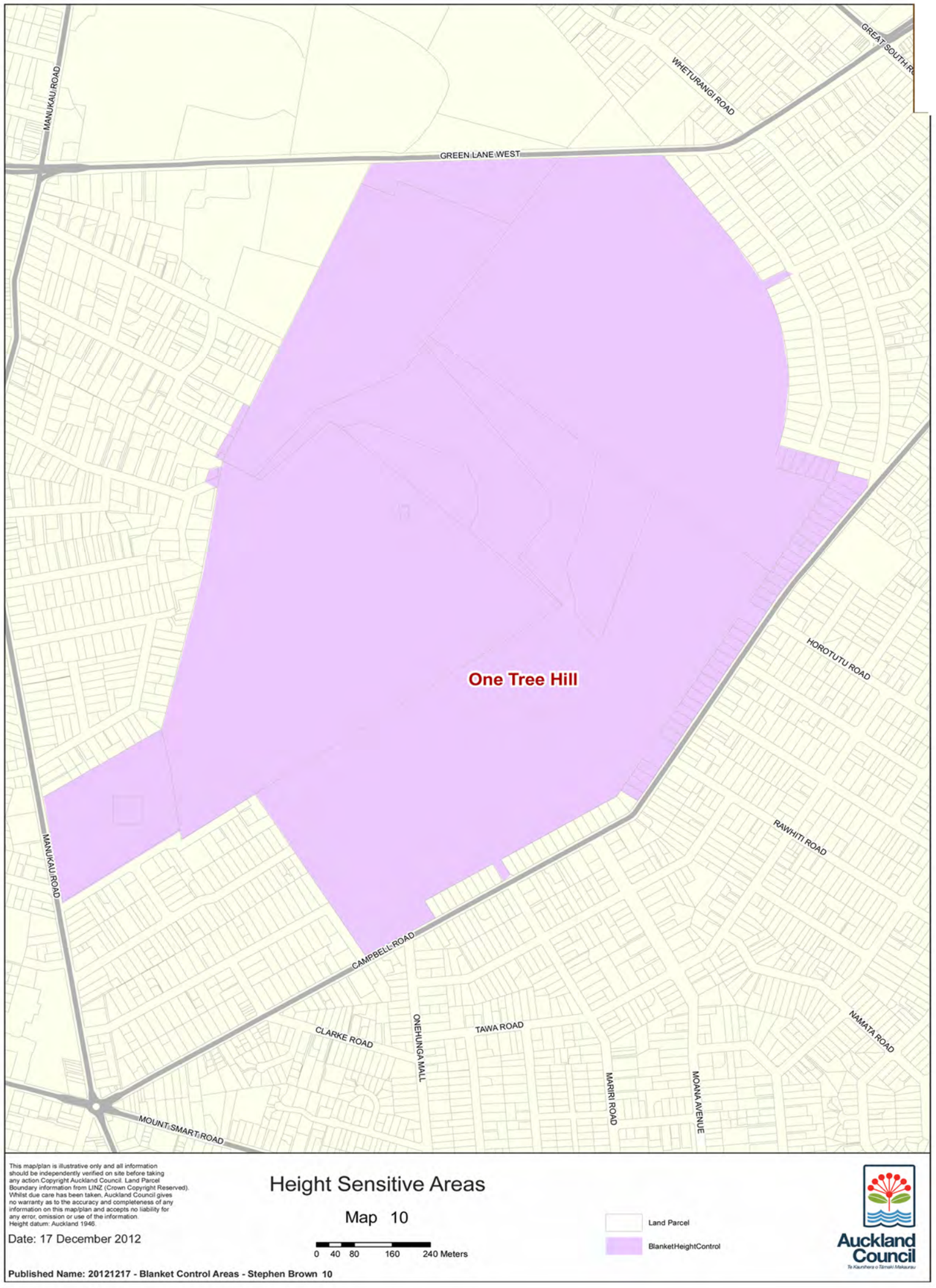
Each of Auckland's volcanic cones has been analysed and evaluated to determine:

- 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.
- 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 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

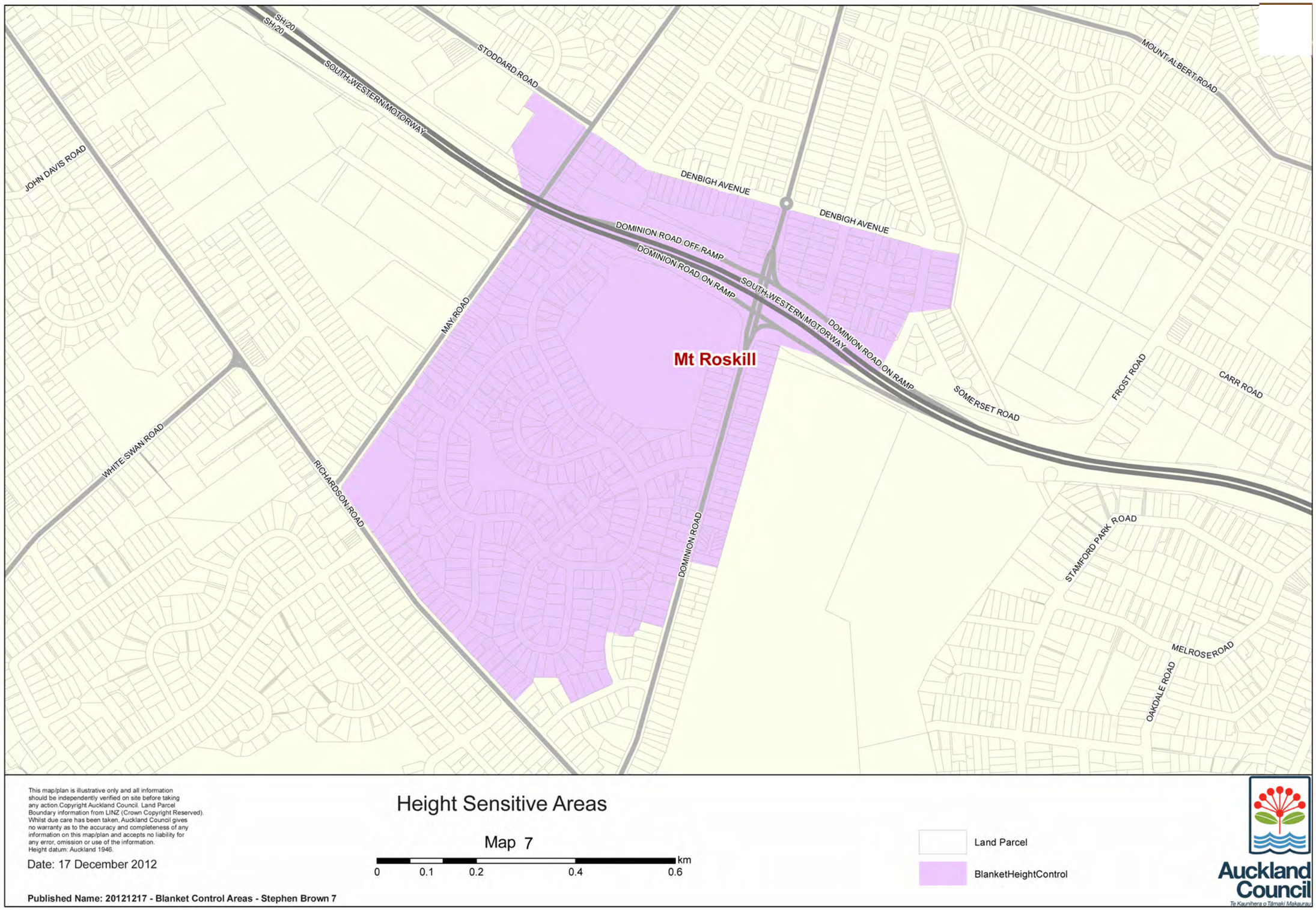
Each of Auckland's volcanic cones has been analysed and evaluated to determine:

- 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

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

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Roskill: Images 201 & 202

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Roskill: Images 203 & 204

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Roskill: Images 205 & 206

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Roskill: Images 207 & 208

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Roskill: Images 209 & 210

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Roskill: Images 211 & 212

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Roskill: Images 213 & 214

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Roskill: Images 215 & 216

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Roskill: Images 217 & 218

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Roskill: Image 219

HEIGHT SENSITIVE AREA SUMMARY REPORT
MT SAINT JOHN / TE KŌPUKE

January 2016

INTRODUCTION

Each of Auckland's 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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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

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 Siant John / Te Kopuke

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt St John: Images 501& 502

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt St John: Images 503 & 504

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt St John: Images 505 & 506

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt St John: Images 507 & 508

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt St John: Images 509 & 510

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt St John: Images 511& 512

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt St John: Image 513

HEIGHT SENSITIVE AREA SUMMARY REPORT
MT VICTORIA / TAKARUNGA & NORTH HEAD / MAUNGAUIKA

January 2016

INTRODUCTION

Each of Auckland's 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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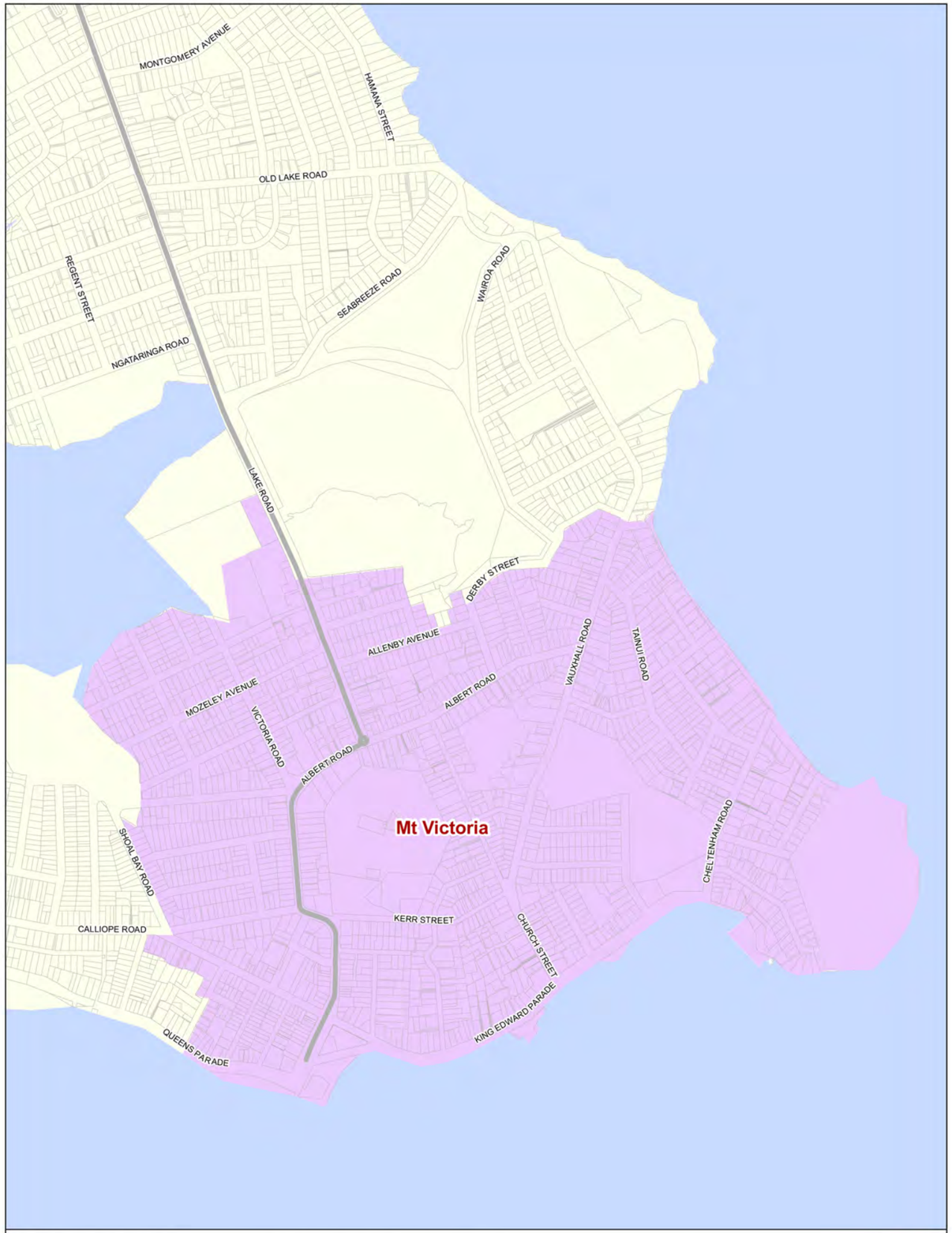
DESCRIPTION

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 Ngataringa Bay to the north-west, over Cheltenham to the north-east, and over Devonport's town centre, to the south-west. Within all of this area, Mt Victoria and, to a lesser degree, North Head exert a strong influence over the identity and sense of place associated with Devonport. As a result, the proposed HSA is strongly aligned with this area within which local views are obtained of either one cone or both in tandem.



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

Recommendation

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Victoria & North head: Images 001 & 002

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Victoria & North head: Images 003 & 004

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Victoria & North head: Images 005 & 006

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Victoria & North head: Images 007 & 008

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Victoria & North head: Images 009 & 010

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Victoria & North head: Images 011 & 012

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Victoria & North head: Images 013 & 014

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Victoria & North head: Images 015 & 016

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Victoria & North head: Images 017 & 018

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Victoria & North head: Images 019 & 020

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Victoria & North head: Images 021 & 022

HEIGHT SENSITIVE AREA SUMMARY REPORT
MT WELLINGTON / MAUNGAREI

January 2016

INTRODUCTION

Each of Auckland's 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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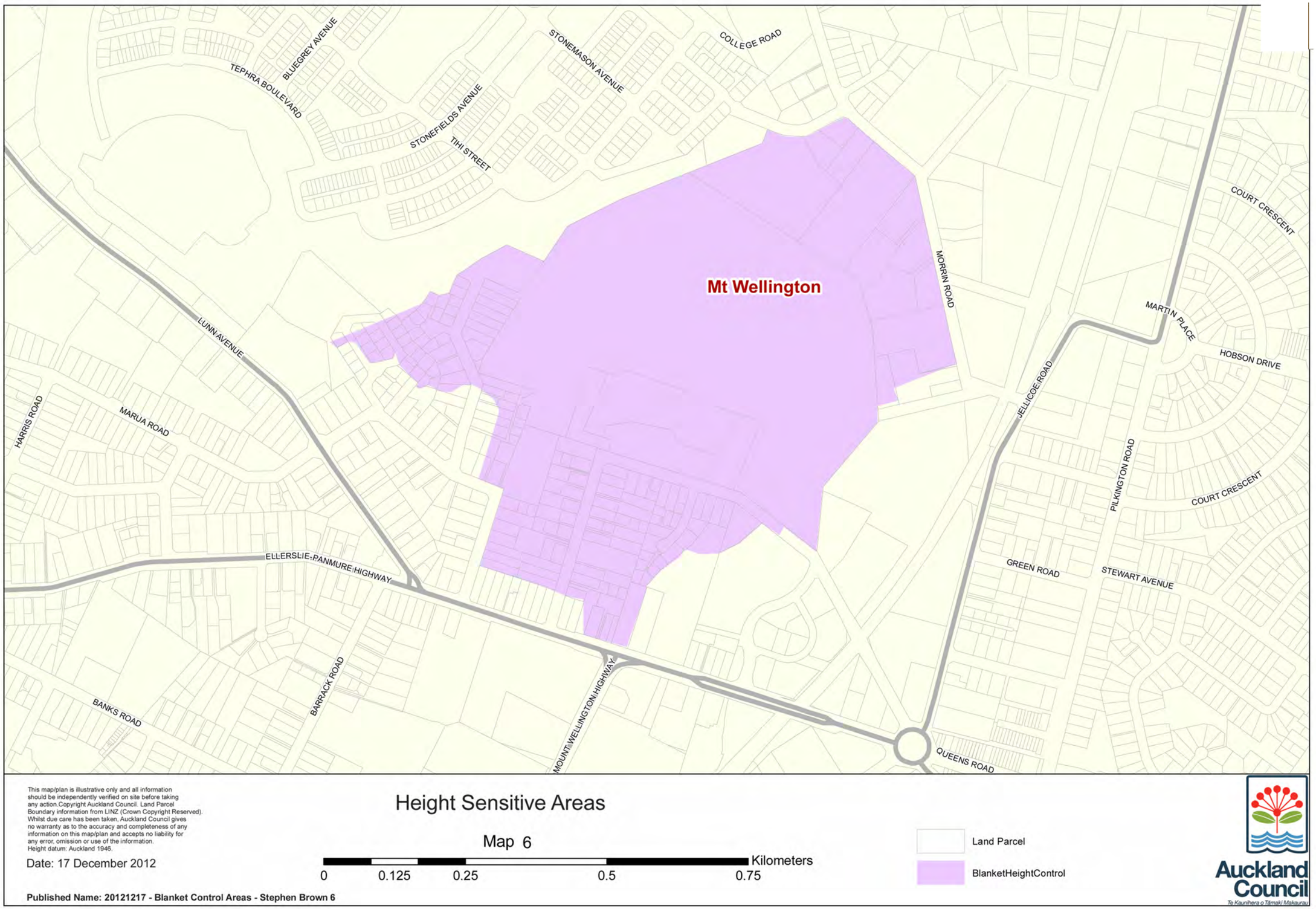
DESCRIPTION

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

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

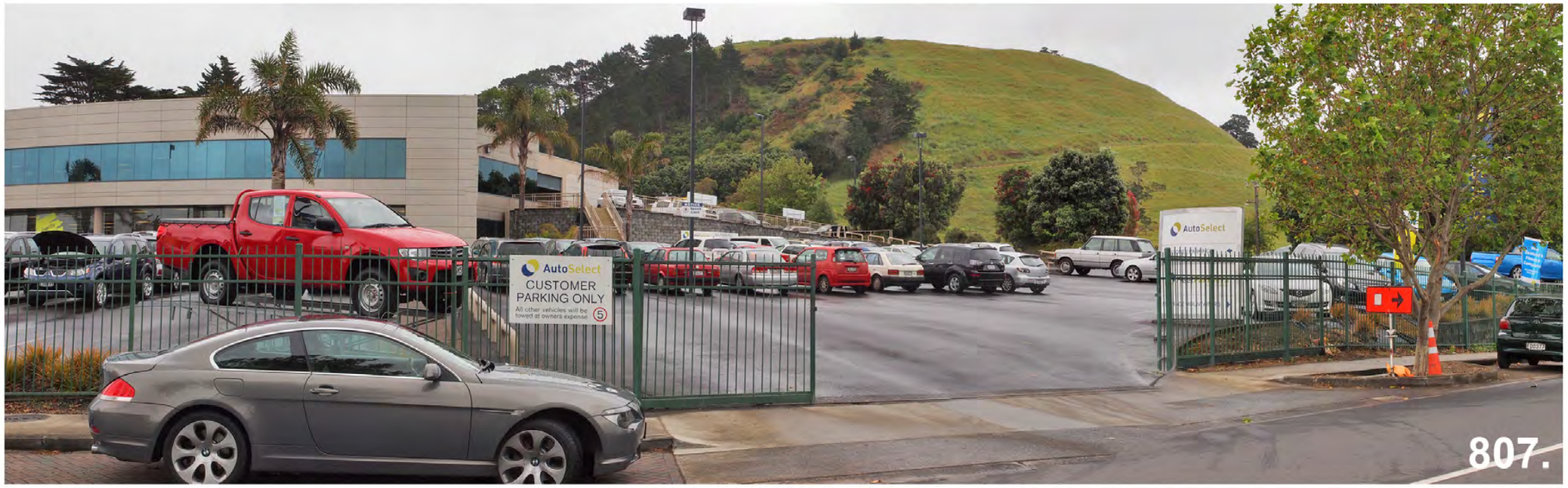
Mt Wellington: Images 801 & 802

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Wellington: Images 803 & 804

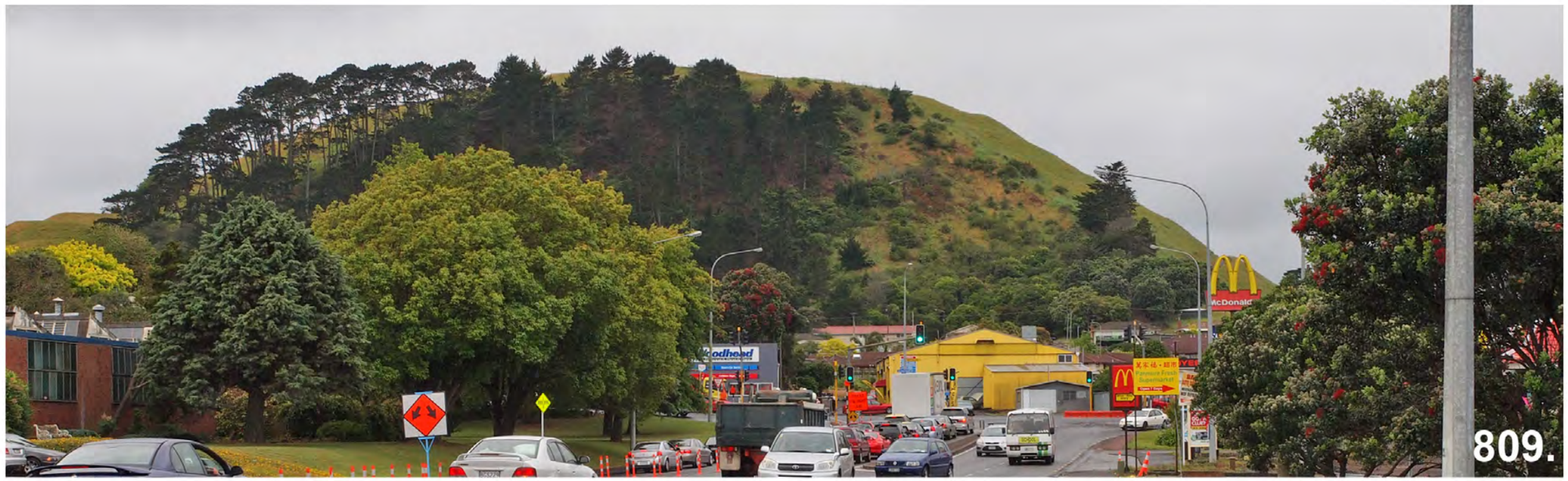
VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Wellington: Images 805 & 806



VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Wellington: Images 807 & 808



VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Wellington: Images 809 & 810

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Wellington: Images 811 & 812

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Wellington: Images 813 & 814

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

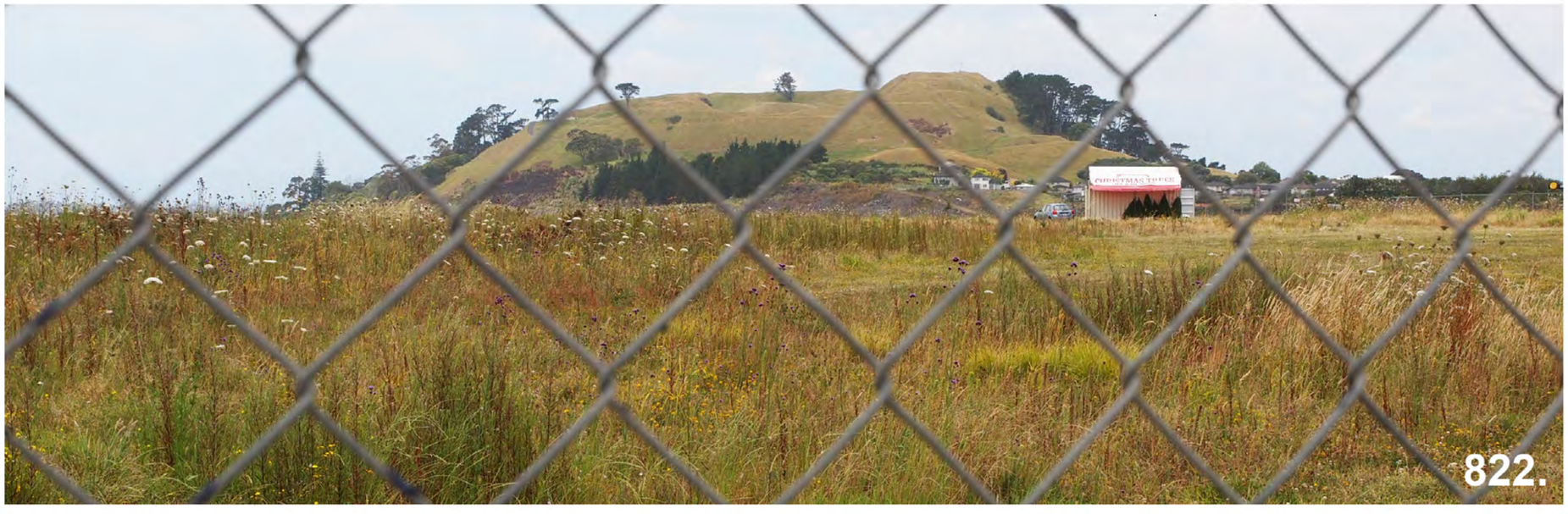
Mt Wellington: Images 815 & 816

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Wellington: Images 817 & 818

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Wellington: Images 819 & 820



VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Wellington: Images 821 & 822

VOLCANIC CONE BLANKET HEIGHT CONTROL PHOTOS

Mt Wellington: Images 823

Appendix 21 Treaty settlement legislation – Statutory acknowledgements

The statutory acknowledgements provided under Treaty settlement legislation for areas within Auckland are summarised in the table below.

This table will be updated and further information attached as further claims settlement acts are passed into law.

This information is public information and does not form part of the Plan document (unless adopted by the Council) nor is it subject to the provisions of Schedule 1 of the Resource Management Act 1991.

The statements of associations of each statutory acknowledgement area and other relevant details of claims settlement acts are recorded in the sub-parts of this appendix.

Statutory acknowledgements within Auckland under Te Uri o Hau Act Claims Settlement Act 2002
Oruawharo River Stewardship Area
Kaipara Harbour Coastal Area
Statutory acknowledgements within Auckland under Ngāti Whātua Ōrākei Claims Settlement Act 2012
Kauri Point
Statutory acknowledgements within Auckland under Ngāti Manuhiri Claims Settlement Act 2012
Mount Tamahunga, comprising the remainder of Omaha Ecological Area after excluding the Mount Tamahunga
Motu Hāwere, comprising: a. the remainder of Leigh Recreation Reserve after excluding the Leigh Recreation Reserve site; and
Ngāroto Lakes, comprising: a. Slipper Lake b. Spectacle Lake c. Tomarata Lake
Tohitohi o Reipae
Pohuehue Scenic Reserve
Kawau Island Historic Reserve
Coastal statutory acknowledgement area
Hōteo River
Pūhoi River
Pākiri River
Poutawa Stream
Matakana River

Waiwerawera
Statutory acknowledgements within Auckland under Ngāti Whātua o Kaipara Claims Settlement Act 2013, location name (deed plan reference):
Papakanui Conservation Area and Papakanui Spit Wildlife Refuge (OTS-674-11)
Rototoa Conservation Area and Lake Rototoa Scenic Reserve (OTS-674-15)
Motutara Settlement Scenic Reserve and Goldie Bush Scenic Reserve (OTS-674-12)
Coastal Statutory Acknowledgement Area (OTS-674-10)
Statutory acknowledgements within Auckland under Te Kawerau ā Maki Act Claims Settlement Act 2015, location name (deed plan reference):
Taumaihi (part of Te Henga Recreation Reserve) (OTS-106-04)
Motutara Settlement Scenic Reserve and Goldie Bush Scenic Reserve (OTS-106-10)
Swanson Conservation Area (OTS-106-08)
Henderson Valley Scenic Reserve (OTS-106-09)
Motutara Domain (part Muriwai Beach Domain Recreation Reserve) (OTS-106-20)
Whatipu Scientific Reserve (OTS-106-21)
Coastal statutory acknowledgement (OTS-106-14)
Waitakere River and its tributaries (OTS-106-13)
Kumeu River and its tributaries (OTS-106-11)
Rangitopuni Stream and its tributaries (OTS-106-12)
Te Wai-o-Pareira / Henderson Creek and its tributaries (OTS-106-21)

Appendix 21.1 Te Uri o Hau

The following provisions are from the Te Uri o Hau Claims Settlement Act 2002. The numbering below is from the Act.

63 Recording of statutory acknowledgements on statutory plans

1. Local authorities with jurisdiction in respect of a statutory area must attach information recording the statutory acknowledgement to—
    a. all regional policy statements, regional coastal plans, other regional plans, district plans, and proposed plans (as defined in section 2 of the Resource Management Act 1991) that—
        i. cover, wholly or partly, the statutory area; and
        ii. are prepared under the Resource Management Act 1991; and
    b. all proposed policy statements of the kind referred to in Schedule 1 of the Resource Management Act 1991 that—
        i. cover, wholly or partly, the statutory area; and
        ii. are prepared under the Resource Management Act 1991.
        iii. The attachment of information under subsection (1) to a document referred to in that subsection
            - may be by way of reference to this Part or by setting out the statutory acknowledgement in full; and
            - is for the purpose of public information only, and the information is neither part of the document (unless adopted by the relevant regional council or district council) nor subject to the provisions of Schedule 1 of the Resource Management Act 1991.

58 Purposes of statutory acknowledgements

1. The only purposes of the statutory acknowledgements are—
    a. to require that consent authorities forward summaries of resource consent applications to Te Uri o Hau governance entity, as required by regulations made under section 64; and
    b. to require that consent authorities, the Historic Places Trust, or the Environment Court have regard to the statutory acknowledgements in relation to the statutory areas, as provided in sections 60 to 62; and
    c. to enable Te Uri o Hau governance entity and any member of Te Uri o Hau to cite statutory acknowledgements as evidence of the association of Te Uri o Hau with the statutory areas, as provided in section 65; and
    d. to empower the Minister of the Crown responsible for management of the statutory areas, or the Commissioner of Crown Lands, to enter into deeds of recognition, as provided in section 67.
2. This section does not limit the operation of sections 70 to 73.

59 Statutory acknowledgements by the Crown

The Crown acknowledges the statements made by Te Uri o Hau of the particular cultural, spiritual, historic, and traditional association of Te Uri o Hau with the statutory areas, the texts of which are set out in Schedules 5 to 10.

60 Consent authorities must have regard to statutory acknowledgments

From the effective date, and without derogation from its obligations under Part 2 of the Resource Management Act 1991, a consent authority must have regard to the statutory acknowledgement relating to a statutory area in forming an opinion in accordance with sections 93 to 94C of that Act as to whether Te Uri o Hau governance entity is an entity that may be adversely affected by the granting of a resource consent for activities within, adjacent to, or impacting directly on, the statutory area.
Note: Section 60: substituted, on 1 August 2003, by section 107(1) of the Resource Management Amendment Act 2003 (2003 No 23).

61 Environment Court to have regard to statutory acknowledgements

1. From the effective date, the Environment Court must have regard to the statutory acknowledgement relating to a statutory area in determining, for the purposes of section 274 of the Resource Management Act 1991, whether Te Uri o Hau governance entity is an entity having an interest in the proceedings greater than the public generally in respect of an application for a resource consent for activities within, adjacent to, or impacting directly on the statutory area.

2. Subsection (1) does not derogate from the obligations of the Environment Court under Part 2 of the Resource Management Act 1991.

62 Historic Places Trust and Environment Court to have regard to statutory acknowledgements
From the effective date, the Historic Places Trust and the Environment Court must have regard to the statutory acknowledgement relating to a statutory area in forming an opinion, under section 14(6)(a) or section 20(1) of the Historic Places Act 1993, as to whether Te Uri o Hau governance entity is an entity directly affected in relation to an archaeological site within the statutory area.

64 Distribution of applications to Te Uri o Hau governance entity

1. From the effective date, the Environment Court must have regard to the statutory acknowledgement relating to a statutory area in determining, for the purposes of section 274 of the Resource Management Act 1991, whether Te Uri o Hau governance entity is an entity having an interest in the proceedings greater than the public generally in respect of an application for a resource consent for activities within, adjacent to, or impacting directly on the statutory area.

2. Subsection (1) does not derogate from the obligations of the Environment Court under Part 2 of the Resource Management Act 1991.

Section 64(2)(a): amended, on 1 August 2003, by section 107(2)(a) of the Resource Management Amendment Act 2003 (2003 No 23).
Section 64(2)(b): amended, on 1 August 2003, by section 107(2)(b) of the Resource Management Amendment Act 2003 (2003 No 23).

65 Use of statutory acknowledgement with submissions

1. Te Uri o Hau governance entity and any member of Te Uri o Hau may, as evidence of the association of Te Uri o Hau with a statutory area, cite the relevant statutory acknowledgement in submissions to, and in proceedings before, a consent authority, the Environment Court, or the Historic Places Trust concerning activities within, adjacent to, or impacting directly on the statutory area.

2. The content of the statement of association, as recorded in the statutory acknowledgement, is not, by virtue of the statutory acknowledgement, binding as deemed fact on—

a. consent authorities:

b. the Environment Court:

c. the Historic Places Trust:

d. parties to proceedings before those bodies:

e. any other person able to participate in those proceedings.

3. Despite subsection (2), the statutory acknowledgement may be taken into account by the bodies and persons specified in that subsection.

4. Neither Te Uri o Hau governance entity nor any member of Te Uri o Hau is precluded from stating that Te Uri o Hau have an association with a statutory area that is not described in the statutory acknowledgement.

5. The content and existence of the statutory acknowledgement do not derogate from a statement made under subsection (4).

Description of the statutory area

Statutory acknowledgements within Auckland under Te Uri o Hau Act Claims Settlement Act 2002
Oruawharo River Stewardship Area
Kaipara Harbour Coastal Area

Note: There are a number of statutory acknowledgement areas outside of Auckland Council's jurisdiction which are not listed in the above table description, but are included in the statements of association below for completeness.

Statements of association

Statutory acknowledgement for Pouto stewardship area

The area to which this statutory acknowledgement applies (statutory area) is the area known as the Pouto stewardship area, as shown on SO Plan 70051.

Cultural, spiritual, historic, and traditional association of Te Uri o Hau with the statutory area

Te Uri o Hau have a very special relationship with this area. It is recognised as a major Wahi Tapu (sacred area) because many of our tupuna (ancestors) are buried here. Many urupa (burial grounds) and taonga (treasures) rest beneath the whenua (land) in this region as a result of the many battles that were fought here throughout Te Uri o Hau history. During extreme weather conditions wheua (human bones) are often exposed.

Traditionally Te Uri o Hau used this region extensively for gathering kai (food). The fresh water lakes provided an abundance of kai for Te Uri o Hau. In 1909 a Te Uri o Hau rangatira said "These lakes are where we fish for eels, net mullet and snare birds for our food. They have been with us since the beginning, handed down by our tupuna to our parents and to us today".

For Te Uri o Hau, histories such as these represent the links and the continuity between past and present generations. They reinforce tribal identity and solidarity, and document the events that shaped Te Uri o Hau as a people.

Traditionally there were many Nohoanga (temporary settlements) within this area. Te Uri o Hau whanau (families) from the Pouto peninsula and from other marae around the Kaipara Harbour would camp here catching tuna (eels) and kanae (mullet) from the lakes and gathering manu (birds), harakeke (flax), and berries from the wetlands and surrounding area.

Te Uri o Hau are the kaitiaki (guardians) of this area. Knowledge of the traditional trails and Nohoanga sites handed down from generation to generation is a taonga (treasure) to Te Uri o Hau. A hikoi (walk) along the trails allows Te Uri o Hau to rebury wheua (human remains) and taonga (treasures) should they become exposed by the drifting sand.

The mauri (life force) of this region represents the essence that binds the physical and spiritual elements of all things together, generating and upholding life. All elements of the natural environment possess a life force and all forms of life are related. Mauri is a critical element of the spiritual relationship for Te Uri o Hau with this region.

Statutory acknowledgement for Oruawharo River stewardship area

The area to which this statutory acknowledgement applies (statutory area) is the area known as the Oruawharo River stewardship area, as shown on SO Plan 70050.

Cultural, spiritual, historic, and traditional association of Te Uri o Hau with the statutory area

Te Uri o Hau whaikorero (oration) about this area goes back to the era of our eponymous ancestor, Haumoewaarangi, when Te Uri o Hau first resided in the north Kaipara region. This area is very important to Te Uri o Hau because of the Wahi Tapu (sacred ground) and the urupa (burial grounds) where our tupuna (ancestors) rest.

A wahine (woman) named Te Hana lived at Mahipatua Pa on the Pouto peninsula. Her whakapapa (genealogy) links were from a different tribe that lived peacefully among Te Uri o Hau at that time. Te Hana was betrothed to Rangiwhapapa, brother of Haumoewaarangi, who resided at a nearby kainga (village) called Rangitane Pa.

A warrior from Oporo Pa, which was located at the mouth of the Oruawharo River on the Okahukura peninsula, had heard of this beautiful woman that lived across the Wairoa River at Mahipatua Pa. He visited Te Hana's kainga in the hope of gaining her affections for himself. As Te Hana was puhi (a virgin of noble family who was kept for the right match) she could not participate in the ceremonies but could only watch from a distance.

Te Uri o Hau traditions state that the visiting warrior casted a spell of atahu (love charm) over Te Hana so that her affections would be diverted to him. In time the spell began to weave its magic. Early one morning Te Hana and her maid sneaked down to the Wairoa River. They swam across the Wairoa River to the Okahukura peninsula, stopping to rest on the sandbanks on their way. While crossing the first channel, Te Hana's maid looked back to the Pouto peninsula and subsequently drowned. Te Hana, however, made it over to the other side and landed on Manukapua Island where she was found and taken to Oporo Pa.

On hearing of Te Hana's disappearance, and knowing where she had gone, Rangiwhapapa and his taua (war party) left Pouto for Okahukura. It is said that the waters of the Wairoa were black with canoes in their quest to retrieve Te Hana. A great battle took place and many lives were lost from both sides. The battle was fought along the ridge from Oporo Pa to Whakahuranga Pa and the invading taua from Pouto pushed the inhabitants of Okahukura out of the region. Te Hana was taken back to

Pouto where she married Rangiwhapapa. The area known as the Oruawharo stewardship area is still tapu (sacred) today.

For Te Uri o Hau, histories such as this represent the links and the continuity between past and present generations. They reinforce tribal identity and solidarity, and document the events that shaped Te Uri o Hau as a people.

Until recently, the shores and banks of this area were used as Nohoanga (temporary settlements) by Te Uri o Hau when they returned to this area from the Pouto peninsula, Manukapua Island and the Kaipara Harbour after gathering kai (food) for the people. As kaitiaki (guardians) Te Uri o Hau would also keep watch over the Wahi Tapu sites in this area during their journeys around the Kaipara Harbour.

The mauri (life force) of this area represents the essence that binds the physical and spiritual elements together, generating and upholding all life. All elements of the natural environment possess a life force and all life is related. Mauri is a critical element of the spiritual relationship for Te Uri o Hau with the Oruawharo River stewardship area.

Statutory acknowledgement for Kaipara Harbour coastal area

The area to which this statutory acknowledgement applies (statutory area) is the area known as the Kaipara Harbour, as shown on SO Plan 70053.

Cultural, spiritual, historic, and traditional association of Te Uri o Hau with the statutory area

Te Uri o Hau has used the Kaipara Harbour for food and other resource gathering since long before 1840 and continue to do so today. Te Uri o Hau are kaitiaki (guardians) of the harbour and its resources.

There are many traditional land blocks surrounding the harbour that take their names from indigenous species that live within the Kaipara Harbour environs. There are natural features, which include sandbanks and reefs that have also been named after tupuna of Te Uri o Hau. Many whanau have also been given names that refer to these features. Indeed the very name given to the harbour, Kai meaning food and Para meaning king fern, is our acknowledgment of the sustenance obtained by our people in and around the harbour.

The Kaipara Harbour is a primary source of life and well being for Te Uri o Hau. The harbour has provided kaimoana (seafood) as well as communication routes. This is obvious in the placement of nga marae tuturu (the ancestral marae) of Te Uri o Hau at the headlands and on the foreshores of the harbour. Te Uri o Hau believe that water is the very life force of our people, a basic and core element providing for our own existence.

The harbour is a flowing together of the waters of many rivers as elaborated in the whaikorero (oral history) of our tupuna (ancestors) and honoured by each generation thereafter. The harbour has always been of the utmost importance to Te Uri o Hau.

Oruawharo River

The Oruawharo River was named after a rangatira, Ruawharo, who resided in the area around the river. The land adjoining the river, where the Te Uri o Hau marae “Rangimarie” is sited is also named Oruawharo.

Te Uri o Hau have long gathered kaimoana (seafood) from this river and continue to do so today,

particularly from the oyster reserve located on the river.

It was on this river that the first settlement of Albertlanders from Manchester was established in the Kaipara area. This settlement not only provided Te Uri o Hau with a market for their goods, but also enabled Te Uri o Hau and the settlers to interact with each other and learn from each other.

As you travel from the mouth of the Oruawharo River, towards the east, you reach the Topuni River, meaning the Rainbow River. Sometimes a rainbow forms above the meeting point of the Oruawharo River and the Topuni River. This rainbow, which can be seen at night as well as in the daylight, is vertical rather than a bow. When this rainbow is present, Te Uri o Hau believe that war is inevitable.

The mauri (life force) of the Oruawharo River represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess a life force and all forms of life are related. Mauri is a critical element of the spiritual relationship of Te Uri o Hau with the Oruawharo River.

Wairoa River

The Wairoa River is one of the traditional communication links for all of Te Uri o Hau marae around the Kaipara Harbour. The awa (river) was used extensively throughout Te Uri o Hau history and last century prior to roads being established. Te Uri o Hau pa (fortified villages) sites, urupa (burial grounds) and Wahi Tapu (sacred areas) line the shores of the Wairoa River. The Waikaretu Marae was formerly located on the banks of the Wairoa River. It has now been relocated to higher ground.

The association of Te Uri o Hau with the Wairoa River has always been part of our history. Because it is the major transportation river of the northern Kaipara Harbour, many of Te Uri o Hau traditional histories involve the Wairoa. The numerous sandbanks and reefs along the length of the Wairoa River feature in many aspects of Te Uri o Hau history. Rongomai (Ariki of the Mahuhu ki te Rangi our ancestral waka) drowned on the west side of the Wairoa River; Mahanga (a Te Uri o Hau tupuna) and his people drowned at sandbanks now called “Te Wai a Mahanga” (the waters of Mahanga) and Te Hana (an important maiden in Te Uri o Hau history) rested on three sandbanks of the Wairoa during her swim to Okahukura. Te Uri o Hau kaumatua and kuia also speak of the taniwha (river guardians) whose presence may be observed at times.

For Te Uri o Hau, histories such as these represent the links and the continuity between past and present generations. They reinforce tribal identity and solidarity, and document the events that shaped Te Uri o Hau as a people.

The resources of the Wairoa River have sustained Te Uri o Hau for generations and still do today, although to a lesser degree. The kaimoana (seafood) of the Wairoa River is special to Te Uri o Hau and is considered a taonga (treasure). Te Uri o Hau historically guarded this taonga with extreme jealousy, threatening to kill anyone caught taking their resources without permission, especially if those caught did not belong to the tribe.

The mauri (life force) of the Wairoa River represents the essence that binds the physical and spiritual elements of all things together, generating and upholding life. All elements of the natural environment possess a life force and all forms of life are related. Mauri is critical element of the spiritual relationship for Te Uri o Hau.

Otamatea River

The Otamatea is a tidal tributary of the Kaipara Harbour. The land block known as “Ranganui”

meaning the great spur divides the eastern end of the Otamatea into the Wairau River flowing northeast and the Kaiwaka River flowing southeast.

Te Uri o Hau know the part of the Otamatea River that is in front of the Ranganui as the Ranganui River. This part of the Otamatea River was crucial to Te Uri o Hau transportation and communication routes when travelling around the inner parts of their rohe. Traditionally Te Uri o Hau would travel by waka, past Ranganui, onto the Kaiwaka Creek, and then on to Mangawhai to gather kaimoana. As you travel down the Ranganui River toward the northeast you arrive at the Wairau River, which takes you into the township of Maungaturoto. To the southeast, the Ranganui River flows into the Kaiwaka River, which flows into the Kaiwaka township.

Otamatea was named after Tamatea, a visitor from a distant region who traveled extensively throughout Aotearoa. When Tamatea came to the Ranganui River he found footprints along the banks of the tidal creek running from Kaiwaka into the Ranganui River, which indicated that the area was inhabited. In fact the area was inhabited by Te Uri o Hau of Ngati Whatua who claimed to have been in the area since before the great migration.

Tamatea did not see Te Uri o Hau as they surrounded him. But he soon realised that he was surrounded and had no way to escape but to swim the river. Tamatea decided to call his God, Raiera, to come and protect him. Raiera came to him in the shape of a rock by the bank. Tamatea climbed on the rock and it drifted into the middle of the river. Out of curiosity Te Uri o Hau stormed the foreshore and induced Tamatea to return ashore. Tamatea accepted their invitation and thereafter Tamatea was greatly welcomed.

Before returning to the eastern coast, Tamatea said “In recognition of your kindness and hospitality, I will leave my God, Raiera, in this river as a bridge for my descendants in days to come”. It is called Te Toka Turangi (the Rock of Tamatea) and the river was thereafter called Otamatea. Raiera has been seen at low tide, where the Kaiwaka Creek meets the Ranganui River and then on to the Otamatea River. It was last seen washed ashore at half tide mark outside Aotearoa Marae when Arama Karaka Haututu the Second died in the late 19th or early 20th century. Some years after Tamatea left, his son lived in the Kaipara area for many years, before returning to the eastern coast. His descendants reside at Otamatea and Oruawharo today.

The Otamatea River played an important part in the life of Te Uri o Hau as part of their traditional communication routes in ancient times and continues to be important today. The Otamatea River is of great spiritual importance to Te Uri o Hau as there are many pa, Wahi Tapu (sacred areas) and urupa (burial sites) along both sides of the river. This river is also renowned for the many species of kaimoana that Te Uri o Hau used.

The mauri (life force) of the Otamatea River represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess a life force and all forms of life are related. Mauri is a critical element of the spiritual relationship of Te Uri o Hau with the Otamatea River.

Arapaoa River

The Arapaoa River received its name, which in translation means Smoky Pathway, when Te Uri o Hau burnt off the scrub around the river once the land around the river was recognised as having good soil for planting crops. Te Uri o Hau Kaumatua and Kuia have said that the smoke was so thick that you had to take every precaution when travelling up the river.

The Arapaoa River flows east into the Pahi River and Paparoa Creek moving in a northerly direction. Te Uri o Hau have a spiritual connection with the Arapaoa River, which is evident today by the many Wahi Tapu (sacred area) sites that can be seen along the river. The river was also one of the main kaimoana (seafood) gathering places, and many Nohoanga (temporary settlements) sites were established along both sides of the river. Many of Te Uri o Hau wounded from the battle known as Te Ika Ranganui in 1825 died along the shores of the Arapaoa River.

The mauri of the Arapaoa River represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess a life force and all forms of life are related. Mauri is critical element of the spiritual relationship of Te Uri o Hau with the Arapaoa River.

Whakakei River

Whakakei means “to lift the harvest” or to “lift the nets”. The Whakakei was well known for the big snapper that could be caught there due to the shellfish and worms found only in this area. The shellfish were similar to the
toheroa and the shells of these species are still found today on the land as well as in the tidal mud flats. Because of the tremendous resources of this river, Pakarahaki, a rangatira of Te Uri o Hau, reserved it as his own fishing ground.

Te Uri o Hau have spiritual connections to the Whakakei river as seen by the many Wahi Tapu (sacred areas) sites on both sides of the river. The many kaimoana (seafood) species that Te Uri o Hau would seasonally gather from the river are evident from the many middens within the traditional Nohoanga (temporary settlements) areas.

As you travel towards the interior of the Whakakei, you pass the land known as Tuhirangi. The land along the river was very fertile and was used by Te Uri o Hau for many horticultural activities. Because of the fertility of the soil, Te Uri o Hau gifted some of this land to the Reverend William Gittos and his family as a show of friendship and so they would stay in the Kaipara area.

The mauri (life force) of the Whakakei River represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment posses a life force and all forms of life are related. Mauri is the critical element of the spiritual relationship of Te Uri o Hau with the
Whakakei River.

Statutory acknowledgement for Mangawhai Harbour coastal area

The area to which this statutory acknowledgement applies (statutory area) is the area known as the Mangawhai Harbour, as shown on SO Plan 70054.

Cultural, spiritual, historic, and traditional association of Te Uri o Hau with the statutory area

Te Uri o Hau have an important spiritual relationship with Mangawhai Harbour due to the many Wahi Tapu (sacred areas) sites in the area. Traditionally, prior to the battle of Te Ika a Ranganui, Te Uri o Hau gathered kaimoana (seafood) from the harbour. We also gathered materials for making tools for tattooing and cutting hair, flax fibres for use in certain types of weaving, and coastal grass species for tukutuku panels (woven panels) from the harbour and surrounding area.

There are many Te Uri o Hau traditional Nohoanga (temporary settlements) within the Mangawhai area, where we would camp to enable us to gather what we required. We would then travel back to our kainga

(villages) beside the Kaipara Harbour. The Mangawhai Harbour is on the eastern rim of Te Uri o Hau's rohe and played a role as a major resource kete (food basket).

In 1825 the battle known as Te Ika Ranganui began in this area. A great many Te Uri o Hau people died during this battle. As a result of this battle, Te Uri o Hau consider that the area from and including the Mangawhai Harbour to Kaiwaka and beyond is tapu (sacred).

The mauri (life force) of the Mangawhai Harbour represents the essence that binds the physical and spiritual elements of all things together, generating and upholding all life. All elements of the natural environment possess a life force and all forms of life are related. Mauri is the critical element of the spiritual relationship of Te Uri o Hau with the Mangawhai Harbour.

Table 1: North Auckland Land District - Rodney District

Land	Description	Encumbrances
First Whakahuranga Pa Site	3 191 square metres, more or less, being Lot 1 DP 211035. All Transfer D692397.5.	Subject to a right of way as set out in Schedule 4.4 of the deed of settlement; Together with: a right of way created by Transfer D 036844.1; a right of way specified in Easement Certificate D194200.1; a right of way shown marked A on
Second Whakahuranga Pa Site	617 square metres, more or less, being Lot 2 DP 211035. All Certificate of Title 139A/858.	Subject to a right of way as set out in Schedule 4.4 of the deed of
Okahukura Site	2.0000 hectares, more or less, being Section	

Source: (Te Uri o Hau Claims Settlement Act 2002, Schedule 2, Cultural Redress Properties).

Appendix 21.2 Ngāti Whātua Ōrakei

The following provisions are from the Ngāti Whātua Ōrākei Claims Settlement Act 2012. The numbering below is from the Act.

34 Recording statutory acknowledgement on statutory plans

1. On and from the effective date, the council must attach information recording the statutory acknowledgement to all statutory plans that wholly or partly cover the statutory area.

2. The information attached to a statutory plan must include—
   a. the provisions of sections 29 to 33 in full; and

   b. the description of the statutory area; and

   c. the statement of association for the statutory area.

3. The attachment of information to a statutory plan under this section is for the purpose of public information only and, unless adopted by the council as part of the statutory plan, the information is not—
   a. part of the statutory plan; or

   b. subject to the provisions of Schedule 1 of the Resource Management Act (1991).

4. In this section, **statutory plan—**
   a. means a district plan, regional plan, regional coastal plan, regional policy statement, or proposed policy statement (as defined by s. 43AA of the Resource Management Act (1991)); and

   b. includes a proposed plan (as defined by s. 43AAC of that Act).

29 Statutory acknowledgement by the Crown

The Crown acknowledges the statement of association.

30 Purposes of statutory acknowledgement

1. The only purposes of the statutory acknowledgement are—
   a. to require the council, the Environment Court, and the Historic Places Trust to have regard to the statutory acknowledgement, as provided for in s. 31 to 33; and

   b. to require the council to provide summaries of resource consent applications, or copies of notices of resource consent applications, to the trustee, as provided for in s. 35; and

   c. to enable the trustee and members of Ngāti Whātua Ōrākei to cite the statutory acknowledgement as evidence of the association of Ngāti Whātua Ōrākei with the statutory area, as provided for in s.
   36.

2. This section does not limit s. 38 to 40.

31 Council to have regard to statutory acknowledgement

1. On and from the effective date, the council must have regard to the statutory acknowledgement relating to the statutory area in deciding, under s. 95E of the Resource Management Act (1991), whether the
   trustee is an affected person in relation to an activity within, adjacent to, or directly affecting the statutory area and for which an application for a resource

consent has been made.

2. Subsection (1) does not limit the obligations of the council under the Resource Management Act (1991).

32 Environment Court to have regard to statutory acknowledgement

1. On and from the effective date, the Environment Court must have regard to the statutory acknowledgement relating to the statutory area in deciding, under s. 274 of the Resource Management Act (1991), whether the trustee is a person who has an interest in proceedings that is greater than the interest that the general public has in respect of an application for a resource consent for activities within, adjacent to, or directly affecting the statutory area.

2. Subsection (1) does not limit the obligations of the Environment Court under the Resource Management Act (1991).

33 Historic Places Trust and Environment Court to have regard to statutory acknowledgement

1. This section applies if, on or after the effective date, an application is made under section 11 or 12 of the Historic Places Act (1993) for an authority to destroy, damage, or modify an archaeological site within the statutory area.

2. The Historic Places Trust must have regard to the statutory acknowledgement relating to the statutory area in exercising its powers under s. 14 of the Historic Places Act (1993) in relation to the application, including in determining whether the trustee is directly affected by an extension of time.

3. The Environment Court must have regard to the statutory acknowledgement relating to the statutory area in determining under s. 20 of the Historic Places Act (1993) an appeal against a decision of the Historic Places Trust in relation to the application, including in determining whether the trustee is directly affected by the decision.

4. In this section, **archaeological site** has the meaning given by s. 2 of the Historic Places Act (1993).

Description of the statutory area

Land owned by the Crown and held for defence purposes at Kauri Point (as shown marked “B” on deed plan OTS- 121-02).
Land owned by the Crown, and vested for control and management in the council, at Kauri Point (as shown marked “A” on deed plan OTS-121-02).

Kauri Point - Statement of association

1.1 The lands of Tāmaki Makaurau are part of the body of the earth mother Papatūānuku or, alternatively, may be visualised as part of the great fish raised up by Maui, its irregularities resulting from the careless efforts of his brothers to carve it up. Such traditions reflect tribal cosmological beliefs and explain the environment Ngāti Whātua Ōrākei ancestors and their descendants have encountered. They link ancestral names and events to landscapes and provide an unbroken association with the formation of Tāmaki Makaurau and its many generations of ongoing human occupation. They also reflect the spiritual nature of the land – associated with the actions of the gods themselves and the very body of our earth parent.

1.2 The mauri of Te Mātārae a Mana is the essence that binds physical and spiritual elements together, generating and sustaining all life. All elements of the natural environment possess mauri

and all life is related. Mauri is a key part of the relationship of Ngāti Whātua Ōrākei with Te Mātārae a Mana. The condition of the land reflects our ability as kaitiaki and predicts our own wellbeing.

1.3 Auckland has a long history of Māori occupation and as the name Tāmaki Makaurau reflects, has been desired by many. It has always been a place where tribal groups came together and coalesced, emphasizing their claim to the land through a multiplicity of ancestral connections. The three segments of what is now called the Ōrākei hapū of Ngāti Whātua, namely, Te Tāōū, Ngā Oho and Te Uringutu, claim mana whenua in Tāmaki by right of raupatu (conquest), whakapapa and ahi kā (ongoing occupation). In the mid 1700s a series of battles were fought between Te Tāōū and the Waiōhua people of Tāmaki led by the rangatira Kiwi. The invading Te Tāōū prevailed on the isthmus and, following strategic marriages between them and Waiōhua women, the Te Tāōū rangatira Tuperiri revived the name of his mother's people, Ngā Oho, and that of a Māngere segment of Waiōhua, Te Uringutu. Accordingly, it is these three, Te Tāōū, Ngā Oho and Te Uringutu, who have since maintained the ahi kā of Ngāti Whātua in Tāmaki Makaurau. Ngāti Whātua Ōrākei claims descent from all groups that have occupied Tāmaki over the centuries, exemplified in our ariki Apihai Te Kawau, who signed the Treaty of Waitangi, through the title applied to him of "the man of many cousins", which reflected the many ancestral strands on which he could call to support his claims to mana whenua in Tāmaki.

1.4 Kauri Point and the area around it has an extensive history, many ancestral names and traditions being associated with the region and its associated waters.

1.5 Te Mōkai a Kahu was a taniwha pet of Kahumatamomoe who would annually swim around the rock island Te Matā o Kahu (Nihokiore / Boat Rock) near Te Mātārae a Mana, showing that the shark season was due. After Ngāpuhi destroyed the mauri stone (Te Arawa Kahu) on that island, Te Mōkai a Kahu has, according to some, remained in its underwater den in the deep channel off Te Mātārae a Mana.

1.6 The pā at Kauri Point, Te Mātārae a Mana (Mana's brow/headland), was surrounded by high cliffs on its seaward faces and was only accessible via a narrow path that wound between defensive earthworks on its landward side. It is named after Mana o Te Rangi, a Kawerau chief of the area who married Waikahuia, sister of the Waiōhua rangatira Kiwi. Mana was also a near relative of the Te Tāōū rangatira Tuperiri and hence when the Te Tāōū taua invaded Tāmaki, Mana's kāinga was the only one on the Waitematā foreshore that was spared. When Mana grew old he commended his people to Tuperiri's care. His son Takarau would subsequently serve as a warrior with Tuperiri's grandson Apihai Te Kawau. Takarau was eventually killed and the village destroyed by Ngāpuhi under Hongi in a night raid about 1823. Takarau's son Maruroa and his followers returned to reoccupy Te Mātārae a Mana for a decade from about 1835, after the end of the musket wars in Tāmaki and the return of those of Ngāti Whātua who had relocated whilst they were taking place.

1.7 Te Mātārae a Mana and its surrounding lands cannot be seen in isolation but as one occupation site / resource hub in a Tāmaki cityscape of often connected kāinga and use sites. This landscape was intimately understood by our ancestors, who practised an economic cycle that made us of all the resources of the region in different seasons at different places.

1.8 Tarahawaiki (son of Tuperiri) and Te Wahaakiaki of Te Tāōū occupied Onewa in the period after the conquest. Te Tāōū would reside seasonally at Te Mātārae a Mana (beside the aptly named Shark, now Kendall, Bay) to fish for sharks and to gather shellfish, as had Kiwi and Waiōhua before them. In the early 1790s, during a period of friction between the tribes, Ngāti Whātua surprised a fishing party from a neighbouring iwi at Te Mātārae a Mana, killed most of the crew and took their waka. The use of Te Mātārae a Mana continued in the next generation under Apihai Te Kawau and gardens were

maintained there for the use of fishing parties.

1.9 In the decades prior to the signing of the Treaty, Ngāti Whātua continued to occupy and work at Maunganui/ Mangonui (a pā located on the ridge at the back of Kauri Point) and Onewa. It was at the fishing grounds off Te Mātārae a Mana that many of the sharks that supplied the massive 'Remuera Feast' of 1844 were caught. By the 1860s considerable numbers of Māori waka and boats were still to be found fishing off Te Mātārae a Mana in the March shark season. Members of Ngāti Whātua Ōrākei fish those waters to this day. Waipokanoa ('waters of foolishness') was a fishery off Te Mātārae a Mana near Te Matā a Kahu. Wairoria ('swirling waters') referred to the consistent rip-tide (and foreshore) to the west of Te Mātārae a Mana. Kendall Bay was traditionally known as Rongohau ('sheltered from the wind') and was a favourite refuge of canoe parties in heavy weather.

1.10 Ngutuwera was a pā/kāinga behind Rongohau. During the migratory season of the kākā, Kiwi and his people used to snare the birds in the wooded gullies near Ngutuwera/Tāwhiwhi-kareao (a little bay near Te Mātārae a Mana). A Ngāti Whātua taua (which included the renowned warrior Murupaenga) camped at Ngutuwera before attacking pā around the coast during the 18th Century war with Kiwi.

1.11 Ngāti Whātua Ōrākei have continued to be active participants in the society and development of Auckland in the post-Treaty era. Thus we share in the history of the past one hundred and seventy years of this city with all Aucklanders. Developments around Te Mātārae a Mana in that time are a part of our history too, For instance, roading, tracks, reserves, parks, buildings, reservoirs, construction, landscaping – even if such developments may not always have been supported by Ngāti Whātua and in many instances have damaged significant sites and failed to recognise their values to tangata whenua. Members of the hapū have never ceased visiting these places or appreciating their cultural significance and we share an interest in their ongoing sustainable management.

Appendix 21.3 Ngāti Manuhiri

The following provisions are from the Ngāti Manuhiri Claims Settlement Act 2012. The numbering below is from the Act.

32 Recording statutory acknowledgement on statutory plans

1. On and from the effective date, a relevant consent authority must attach information recording the statutory acknowledgement to all statutory plans that wholly or partly cover a statutory area.

2. The information attached to a statutory plan must include—
   a. the provisions of sections 26 to 31 and 33 to 36 in full; and
   b. the descriptions of the statutory areas wholly or partly covered by the plan; and
   c. any statements of association for the statutory areas.

3. The attachment of information to a statutory plan under this section is for the purpose of public information only and, unless adopted by the relevant consent authority as part of the statutory plan, the information
   is not—
   a. part of the statutory plan; or
   b. subject to the provisions of Schedule 1 of the Resource Management Act 1991.

Statutory acknowledgement

26 Interpretation

In this subpart,—

relevant consent authority, for a statutory area, means a consent authority of a region or district that contains, or is adjacent to, the statutory area

statements of association means the statements—

a) made by Ngāti Manuhiri of their particular cultural, spiritual, historical, and traditional association with the statutory areas; and

b) that are in the form set out in part 2 of the documents schedule

statutory acknowledgement means the acknowledgement made by the Crown in section 27 in respect of each statutory area, on the terms set out in this subpart

statutory area means an area described in Schedule 1, with the general location (but not the precise boundaries) indicated on the deed plan referred to in relation to the area.

27 Statutory acknowledgement by the Crown

The Crown acknowledges the statements of association.

28 Purposes of statutory acknowledgement

The only purposes of the statutory acknowledgement are—

a) to require relevant consent authorities, the Environment Court, and the Historic Places Trust to have regard to the statutory acknowledgement, as provided for in sections 29 to 31; and

b) to require relevant consent authorities to forward summaries of resource consent applications, or copies of notices of resource consent applications, to the trustees, as provided for in section 33; and

c) to enable the trustees and members of Ngāti Manuhiri to cite the statutory acknowledgement as evidence of the association of Ngāti Manuhiri with a statutory area, as provided for in section 34.

29 Relevant consent authorities to have regard to statutory acknowledgement

1. On and from the effective date, a relevant consent authority must have regard to the statutory acknowledgement relating to a statutory area in deciding, under section 95E of the Resource Management Act 1991, whether the trustees are affected persons in relation to an activity within, adjacent to, or directly affecting the statutory area and for which an application for a resource consent has been made.

2. Subsection (1) does not limit the obligations of a relevant consent authority under the Resource Management Act 1991.

30 Environment Court to have regard to statutory acknowledgement

1. On and from the effective date, the Environment Court must have regard to the statutory acknowledgement relating to a statutory area in deciding, under section 274 of the Resource Management Act 1991,
whether the trustees are persons who have an interest in proceedings that is greater than the interest that the general public has in respect of an application for a resource consent for activities within, adjacent to, or directly affecting the statutory area.

2. Subsection (1) does not limit the obligations of the Environment Court under the Resource Management Act 1991.

31 Historic Places Trust and Environment Court to have regard to statutory acknowledgement

1. This section applies if, on or after the effective date, an application is made under section 11 or 12 of the Historic Places Act 1993 for an authority to destroy, damage, or modify an archaeological site within a statutory area.

2. The Historic Places Trust must have regard to the statutory acknowledgement relating to a statutory area in exercising its powers under section 14 of the Historic Places Act 1993 in relation to the application, including in determining whether the trustees are directly affected by an extension of time.

3. The Environment Court must have regard to the statutory acknowledgement relating to a statutory area in determining under section 20 of the Historic Places Act 1993 an appeal against a decision of the Historic Places Trust in relation to the application, including in determining whether the trustees are directly affected by the decision.

4. In this section, archaeological site has the meaning given by section 2 of the Historic Places Act 1993.

33 Provision of summaries or notices of certain applications to trustees

1. Each relevant consent authority must, for a period of 20 years starting on the effective date, provide the following to the trustees for each resource consent application for an activity within, adjacent to, or directly affecting a statutory area:
   a. if the application is received by the consent authority, a summary of the application; or

   b. if notice of the application is served on the consent authority under section 145(10) of the Resource Management Act 1991, a copy of the notice.

2. The information provided in a summary of an application must be the same as would be given to an affected person by limited notification under section 95B of the Resource Management Act 1991, or as may be agreed between the trustees and the relevant consent authority.

3. A summary of an application must be provided under subsection (1)(a)—

a. as soon as is reasonably practicable after the consent authority receives the application; but

b. before the consent authority decides under section 95 of the Resource Management Act 1991 whether to notify the application.

4. A copy of a notice of an application must be provided under subsection (1)(b) no later than 10 working days after the day on which the consent authority receives the notice.

5. This section does not affect a relevant consent authority's obligation,—

a. under section 95 of the Resource Management Act 1991, to decide whether to notify an application, and to notify the application if it decides to do so; or

b. under section 95E of that Act, to decide whether the trustees are affected persons in relation to an activity.

34 Use of statutory acknowledgement

1. The trustees and any member of Ngāti Manuhiri may, as evidence of the association of Ngāti Manuhiri with a statutory area, cite the statutory acknowledgement that relates to that area in submissions to, and in proceedings before, a relevant consent authority, the Environmental Protection Authority or a board of inquiry under Part 6AA of the Resource Management Act 1991, the Environment Court, or the Historic Places Trust concerning activities within, adjacent to, or directly affecting the statutory area.

2. The content of a statement of association is not, by virtue of the statutory acknowledgement, binding as fact on—

a. relevant consent authorities:

b. the Environmental Protection Authority or a board of inquiry under Part 6AA of the Resource Management Act 1991:

c. the Environment Court:

d. the Historic Places Trust:

e. parties to proceedings before those bodies:

f. any other person who is entitled to participate in those proceedings.

3. However, the bodies and persons specified in subsection (2) may take the statutory acknowledgement into account.

4. To avoid doubt,—

a. neither the trustees nor members of Ngāti Manuhiri are precluded from stating that Ngāti Manuhiri has an association with a statutory area that is not described in the statutory acknowledgement; and

b. the content and existence of the statutory acknowledgement do not limit any statement made.

35 Trustees may waive rights

1. The trustees may waive the right to be forwarded summaries, and copies of notices, of resource consent applications under section 33 in relation to a statutory area.

2. Rights must be waived by written notice to the relevant consent authority stating—

a. the scope of the waiver; and

b. the period for which it applies.

3. An obligation under this subpart does not apply to the extent that the corresponding right

has been waived under this section.

36 Application to river or stream

1. If any part of the statutory acknowledgement applies to a harbour, that part of the acknowledgement also applies to the bed of the harbour and everything above the bed.

2. If any part of the statutory acknowledgement applies to a river or stream, that part of the acknowledgement—

a. applies only to—

i. the continuously or intermittently flowing body of fresh water, including a modified watercourse, that comprises the river or stream; and

ii. the bed of the river or stream, meaning the land that the waters of the river or stream cover at its fullest flow without flowing over its banks; but

b. does not apply to—

i. a part of the bed of the river or stream that is not owned by the Crown; or

ii. an artificial watercourse; or

iii. a tributary flowing into the river or stream.

Description of the statutory area

Statutory acknowledgements within Auckland under Ngāti Manuhiri Claims Settlement Act 2012
Mount Tamahunga, comprising the remainder of Omaha Ecological Area after excluding the Mount Tamahunga summit site
Motu Hāwere, comprising— (a) the remainder of Leigh Recreation Reserve after excluding the Leigh Recreation Reserve site; and (b) Goat Island Scientific Reserve
Ngāroto Lakes, comprising— (a) Slipper Lake; and (b) Spectacle Lake; and (c) Tomarata Lake
Tohitohi o Reipae
Pohuehue Scenic Reserve
Kawau Island Historic Reserve
Coastal statutory acknowledgement area
Hōteo River
Pūhoi River
Pākiri River
Poutawa Stream
Matakana River
Waiwerawera

Mount Tamahunga - Statement of Association

Maunga Tamahunga (also known in part as the Omaha Ecological Area) is a maunga tapu, or sacred peak of iconic importance to Ngāti Manuhiri. As the highest peak within the mainland area of the Ngāti Manuhiri rohe, the mountain is of particular spiritual, cultural and historical importance. Maunga Tamahunga is also boundary marker. It is central to the identity of Ngāti Manuhiri and is greeted in oratory on the marae:

> Kō Tamahunga te maunga
> Kō Te Hauturu-o-Toi te motu whakahirahira
> Kō Te Moana nui ō Toi te moana
> Kō Manuhiri te tupuna
> Kō Ōmaha te marae
> Kō Te Kiri te wharenui
> Kō Ngāti Manihiri te iwi

Maunga Tamahunga is literally the —ancestral head‖ of Ngāti Manuhiri. While the upper part of the mountain was imbued with tapu, its forested slopes traditionally provided a vast resource of food, building materials and rongoa for Ngāti Manuhiri. The mountain contains wāhi tapu of significance to Ngāti Manuhiri. Its forests provided a refuge for Ngāti Manuhiri in times of trouble, from early times to 1825 following the battle of Te Ika ā Ranganui. In 1864 Maunga Tamahunga became the temporary home of several hundred Māori prisoners of war who had been captured during the Crown‘s invasion of the Waikato and interned on Kawau Island, but who escaped from Kawau Island with Ngāti Manuhiri assistance. At this time a fortified pā was constructed on the summit of the mountain. Today Maunga Tamahunga is also valued as an important ecological area within the Ngāti Manuhiri rohe as it contains areas of unmodified forest and is the home of significant bird species like the kākā, kākāriki and miromiro, and the pēpeke or Hochstetter‘s frog.

Motu Hāwere - Statement of Association

Motu Hāwere (Goat Island) is of central importance to the identity of Ngāti Manuhiri. The area is an iconic reminder of the early origins of Ngāti Manuhiri and their links with the earlier iwi of the area, including Ngāi Tāhuhu.

Motu Hāwere which shelters Wakatūwhenua, has the longer traditional name of Te Hāwere ā Maki, 'the ear pendant belonging to Maki'. This sacred name is associated with Maki who led the conquest of the area in the late seventeenth century. Maki was the father of Manuhiri, the eponymous ancestor of Ngāti Manuhiri. The mana and mauri of this name and landmark, and the waters that surround it, is thus of immense significance to the iwi. The island was occupied as a fortified pā by the Ngāti Manuhiri warrior ancestor Maeaea, who was a grandson of Manuhiri. It was on the basis of descent from Maeaea that Ngāti Manuhiri received title to Motu Hāwere in 1901. The adjoining land was maintained as a kāinga and cultivation by Ngāti Manuhiri for many generations until after early European settlement. The land, known as the Wakatūwhenua Block, part of which forms the Leigh Recreation Reserve, was specifically reserved from sale to the Crown at the request of the Ngāti Manuhiri rangatira Te Kiri Kaiparaoa in 1861.

The alienation of Wakatūwhenua and Motu Hāwere are symbolic of the fragmentation and loss suffered by Ngāti Manuhiri in the colonial period. Ngāti Manuhiri nevertheless recognise the significant ecological, scientific, educational and recreational values of Motu Hāwere and Wakatūwhenua, and are committed to jointly conserving these values, as well as the area's spiritual, cultural and historical values, into the future.

Cultural, Spiritual, Historic and Traditional Association of Ngāti Manuhiri with Ngāroto (Lake Spectacle and Slipper Lake) and Roto Tomarata (Lake Tomarata)

These three fresh water lakes are the largest sand dune-impounded lakes of their type on the eastern coastline of the Auckland region. The two northern lakes lie inland and to the south of Te Ārai ō Tāhuhu (Te Ārai Point) and are known jointly as Ngāroto, literally _the lakes'. The southern-most lake is Roto Tomarata named after a sacred rata tree, Te Toma rata tapu, that was an important burial place. All three lakes are located on the Wai keri ā Wera Block which was purchased from Ngāti Manuhiri by the Crown in 1859. These fresh water lakes and their wetland margins provided a valued source of fresh water, food and weaving materials, and were focal points for settlement. Roto Tomarata is particularly significant to Ngāti Manuhiri as it was one of the dwelling places of the ancestor Kahikatearoa, the son of Manuhiri, and its environs were the resting place of many illustrious ancestors.

Cultural, Spiritual, Historic and Traditional Association of Ngāti Manuhiri with Tohitohi ō Reipae, also known as The Dome.

Tohitohi ō Reipae is a prominent land mark lying to the north west of Puhinui (Warkworth). This mountain was an important traditional boundary marker and is a significant historical reminder of the early ancestral origins of Ngāti Manuhiri. The mountain takes its name from the ancient and famous Tainui ancestress Reipae, who is said to have travelled north from the Waikato in the company of her sister, Reitu, who was seeking the hand of a leading northern chief Ueoneone. Unusually Reipae and Reitū travelled on the back of a large pouākai or eagle. On their journey they alighted at Taurere ō Reipae at Pākiri and then at Tohitohi ō Reipae, before finally arriving at Whānga ā Reipae (Whāngarei). Here Reipae married the leading Ngāi Tāhuhu rangatira Tāhuhupōtiki. Ngāti Manuhiri are descendants of this union. The mountain continues to be a significant landmark to Ngāti Manuhiri and is valued for its ecology including the Waiwhiu kauri grove.

Cultural, Spiritual, Historical and Traditional Association of Ngāti Manuhiri with Pohuehue Scenic Reserve

This prominent scenic reserve located beside State Highway 1 is particularly valued by Ngāti Manuhiri as a visible and accessible remnant of the lush native forest that once covered the district. It takes its name from a native climber, the pohuehue that was valued for its tenacity.

The name of the reserve is also valued as a reminder of the Ngāti Manuhiri ancestor Pōhuehue who was the father of the twentieth century Ngāti Manuhiri leader Tenetahi Te Riringa.

Cultural, Spiritual, Historical and Traditional Association of Ngāti Manuhiri with Te Kawau Tūmārō ō Toi, also known as Kawau Island

Te Kawau Tūmārō ō Toi – the sentinel cormorant of Toi – is of major cultural, spiritual, and historical significance to Ngāti Manuhiri. The island is one of several iconic landmarks in the Ngāti Manuhiri rohe, including Te Hauturu-o-Toi / Little Barrier Island, that were named after the illustrious ancestor Toi Te Huatahi. Together, they form Ngā Poitō ō Te Kupenga ō Toi Te Huatahi – the floats of the fishing net of Toi – or the islands that stand in Te Moana Nui ō Toi – the great sea of Toi (the northern Hauraki Gulf).

Through ancient whakapapa, Ngāti Manuhiri are direct descendants of Toi Te Huatahi. The relationship of Ngāti Manuhiri with the island extends back through descent from Manaia, not only to Toi Te Huatahi but also to the ancestor and atua, Maui. Ngāti Manuhiri came to occupy the island in the late seventeenth century after they and their Te Kawerau relatives defeated the local people at the battle of Huruhuruwaea on the adjoining mainland. Ngāti Manuhiri occupied Kawau Island mainly for the purpose of fishing, as its soils were infertile and there was a shortage of fresh water in summer. Occupation by Ngāti Manuhiri continued until the disruption of Te Pakanga ā Te Pū - the musket wars of the 1820s and 1830s. After the alienation of the island without the participation of Ngāti Manuhiri in the 1840s, the iwi continued to maintain kāinga on the mainland immediately adjoining Kawau Island at Mangatāwhiri (Jones Bay), Tāwharanui, and Waikauri, which was occupied until 1912. Ngāti Manuhiri sailing vessels, operated by rangatira such as Tenetahi Te Riringa, provided a trading service for the copper mine on the island until the 1850s, and later for Sir George Grey who purchased Kawau Island in 1862. This shipping service was maintained by Tenetahi's sons Wi Taiawa Paraone and Kiri Paraone until the early twentieth century. The Ngāti Manuhiri rangatira Te Kiri Kaiparaoa visited Grey regularly on the island during the 1860s and, according to Ngāti Manuhiri tradition, was presented with a sword at Mansion House at around 1864. Since the 1980s Ngāti Manuhiri has assisted the Hauraki Gulf Marine Park Board, and its successor the Department of Conservation, in planning for the management of the historic reserve.

Statement of Association for the Ngāti Manuhiri Coastal Statutory Acknowledgement Area
The coastal marine area and the coastal environment adjoining are central to the origins, mana and identity of Ngāti Manuhiri as an iwi, and as part of the ocean-focused tribal grouping Ngāti Wai ki te Moana.
Ngāti Manuhiri have an important ancestral relationship with the coastal marine area extending from Mangawhai (the Mangawhai Harbour) to Matakanakana (the Matakana Estuary). Broader and shared ancestral interests are also maintained within a coastal area covering the seaway known as Te Moana Nui ō Toi – the great sea of Toi (the central and northern Hauraki Gulf). In the north, Ngāti Manuhiri share ancestral relationships and interests from Paepae ō Tū (Bream Tail) on the eastern coastline, out to the islands of Tūturu (Sail Rock) and Pokohinu (the Motuhinau Islands group).

The Ngāti Manuhiri coastal statutory acknowledgement area encompasses the islands of Hauturu-o-Toi / Little Barrier Island, and Aotea (Great Barrier Island), where Ngāti Manuhiri have shared ancestral interests, including on Rangiahua (Flat Island), Motu Mahuki, Motu Taiko, and their marine environs. Ngāti Manuhiri accept that their relatives Ngāti Rehua act as primary kaitiaki of these interests at Aotea.

The southern boundary of the Ngāti Manuhiri coastal statutory acknowledgement area extends from the south western extremity of Aotea (Great Barrier Island) through the seas known traditionally as Taitūmata and Te Awanui ō Hei, to Takapou (Channel Island). It then runs westward through the seaway known as Moana Te Rapu, to the south of the Whāngaparāoa Peninsula, to reach the eastern coastline of the Auckland region at Ōkura. There are places of spiritual, historical, cultural and economic importance to Ngāti Manuhiri along the entire coastline between Ōkura and Paepae ō Tū (Bream Tail). Seaways of particular significance to Ngāti Manuhiri include Waimiha (Ōmaha Bay) which was associated with the annual whale migrations described below, Moanauriuri (Kawau Bay), and Waihi (the North Channel of Kawau Bay). This latter area is a place of particular mana associated with the landmarks and ritually important areas of Karangatuoro, Matatūahu, Tangaroa and Tokatū.

Te Moana Nui ō Toi Te Huatahi – The Great Sea of Toi Te Huatahi

Ngāti Manuhiri trace descent from the famous early Māori ancestor and voyager Toi Te Huatahi, after whom Te Moana Nui ō Toi (the central and northern Hauraki Gulf) is named. This ocean area, and its mauri or spiritual essence, kaitiaki or spiritual guardians, biodiversity, seaways, islands, and traditions, lie at the heart of the identity of Ngāti Manuhiri. Te Moana Nui ō Toi, and its islands and coastal margins are also associated with the earliest ancestral origins of Ngāti Manuhiri, through descent from the ancestors Maui Pae, Manaia, and Tahuhunuiorangi. This seaway was also associated with the arrival of the Tainui and Aotea waka in the region, and the renowned ancestors Rakataura and Turi from whom the eponymous ancestor Manuhiri descends.

The importance of the coastal area to Ngāti Manuhiri over many generations is reflected by ancient whakataukī and waiata, traditions associated with the ocean, the sailing and navigational skills of the tribe, and the adornment of Ōmaha Marae as the present day focal point of the iwi today. Tradition tells us that Te Moana Nui ō Toi was a place of arrival for famous ancestral voyaging canoes, a place intimately associated with the early ancestors of Ngāti Manuhiri, a place that is watched over by kaitiaki or spiritual guardians, and a vast economic resource that was jealously guarded and coveted over many generations.

Ngā Pōito ō Te Kupenga ō Toi Te Huatahi – The Floats of the Fishing Net of Toi Te Huatahi
The motu (islands), motu nohinohi (islets) and kōhatu (rocks) that lie within the coastal area of significance to Ngāti Manuhiri are known collectively as Ngā Pōito ō Te Kupenga ō Toi Te Huatahi – —the floats of the fishing net of Toi Te Huatahiǁ. Several of them are particularly significant as they carry the name of the ancestor Toi, with examples being Ngā Taratara ō Toi (—the Needles at the northern tip of Aoteaǁ), Te Kawau Tūmārō ō Toi (Kawau Island), and Te Hauturu-o-Toi / Little Barrier Island. The following waiata oriori (lullaby) illustrates the collective spiritual unity of these islands, and their importance to Ngāti Manuhiri, who occupied Hauturu-o-Toi / Little Barrier Island until 1896.

Me piki taua ki
te tihi ō Hauturu
muia ao.
Ka matakitaki taua
ki ngā pōito ō te
kupenga ō Toi Te
Huatahi.
E tama tangi kine, ē!
Let us climb to the summit
of Hauturu wreathed in cloud.
Here we can view
the floats of the fishing net of Toi Te
Huatahi. Oh child crying distressfully, e!

The larger islands were occupied permanently, provided a wide range of food and were protected by fortified pā. Of particular importance were the manu oi (mutton bird species) that were harvested in early summer and preserved in their own fat. This delicacy was traditionally offered to distinguished guests and was central to the identity of Ngāti Manuhiri. The widespread introduction of pests such as the ship rat, and the alienation of the islands in the nineteenth century, made it difficult for Ngāti Manuhiri and others to obtain manu oi. Ngāti Manuhiri continued to accompany their relatives to harvest tītī from Pokohinu (the Mokohinau Island Group) until wartime restrictions were introduced around 1940.

Ngā Tohorā Kaitiaki ā Manaia – "the Guardian Whales of Manaia"
Several of the islands located within Te Moana nui ō Toi hold significance to Ngāti Manuhiri as descendants of the renowned northern ancestor Manaia I. Ngāti Manuhiri tradition explains that the ancestor Manaia I communed with the vast numbers of whales that migrated though the seas off the eastern coast of the region. A retinue of whales always accompanied him on his voyages and became his mōkaikai (pets). Prior to his death, Manaia I turned several of these whales into stone and placed them throughout his ancestral domain as markers of the area over which he held mana, and as kaitiaki (guardians) for his descendants. The kaitiaki

that are associated with Ngāti Manuhiri and their close relatives include: Te Tohorā ā Manaia (an islet of the south western end of Aotea), and Te Mau Tohorā ā Manaia (Motuora Island) located to the north of the Mahurangi Harbour entrance.

The annual whale migrations through Te Moana nui ō Toi were of major significance to Ngāti Manuhiri, and remain so. They symbolise ancestral associations, the changing of the seasons, and the rich marine biodiversity contained within this vast ocean area. The coastal seaways between Whāngaparāoa, ‗the bay of the sperm whales', and Tokatū Point, provided a resting place for migrating whales and their calves. The seaway lying to the north of Tāwharanui, and extending towards Hauturu-o-Toi / Little Barrier Island, was known traditionally as Waimiha or Te Aumiha. This name has layers of meaning relating to the whale calves that rested in the coastal waters, the ambergris cast ashore by the whales, and the heavy seas that arise in this area. Whales often stranded on this part of the coast, in particular on the northern side of the Tokatū Peninsula, bringing a rich bounty for Ngāti Manuhiri. On occasions whales were also caught by the young men of the tribe, both as a symbol of manhood and as a resource.

The name of the nineteenth century Ngāti Manuhiri leader Te Kiri Kaiparaoa symbolises this activity and the exercise of rangatiratanga:

> He reirei ngā niho parāoa, he parāoa ngā kauae.
> If you wear a necklace of sperm whale teeth, you need the jaws of a sperm whale to carry them.

Te Ao ō Tangaroa - The Realm of Tangaroa

The seas of Te Moana Nui ō Toi provided a vast source of food for Ngāti Manuhiri over the generations, including sea mammals, a great variety of fish, shellfish, seaweed and sea birds. Knowledge relating to the location and resources of individually named tauranga ika (fishing grounds) was handed down over the generations until this practice was disrupted by the introduction of modern sonar devices. Of particular importance to Ngāti Manuhiri were tauranga ika associated with whāpuku (groper), tarakihi, tawatawa (mackerel), tāmure (snapper), kahawai, and haku (kingfish). The tauranga mango (shark fishing grounds) of Kawau Bay were used by Ngāti Manuhiri and others to catch the school shark species known locally as muri. This important winter food source was coveted by iwi and became the cause of significant conflict in the eighteenth century. Ngāti Manuhiri continued to harvest muri from this area regularly until the establishment of a shark oil processing factory at Sandspit in the late nineteenth century, and periodically until the 1920s.

Te Takutaimoana – the Coastline

The coastline extending between the Whāngaparāoa Peninsula and Paepae ō Tū (Bream Tail) includes a wide range of rocky, sandy and estuarine marine habitats, once rich in a variety of inshore fish species, koura and shellfish. Ngāti Manuhiri were traditionally reliant on this kaimoana resource, which was harvested seasonally according to strict customary practices until the alienation of most of the Ngāti Manuhiri tribal domain by the late nineteenth century. In spite of this, the Ngāti Manuhiri rangatira Te Kiri Kaiparaoa continued to assert rights over the resources of the coastline between Tokatū and Pākiri until his death in 1873. Prior to the introduction of animal pest species, deforestation and land clearance in the mid nineteenth century, the coastal environment also contained seal colonies, for example Te Pūrei Kekeno at Hāwera (Tī Point). There were also large seabird breeding colonies on most of the larger coastal headlands from which birds and eggs were harvested. Settlement was focused around sheltered bays, harbours and river mouths, with fortified pā protecting the resources of each of these communities. Places of special significance to Ngāti Manuhiri on this coastline include: Tiritiri Mātangi Island, named after the Waikato birthplace of the eponymous ancestor Manuhiri, Whangaparāoa, ―the bay of the sperm whales‖, Motu Mahurangi (Mahurangi Island), Awa Waiwerawera (the Waiwera River), Te Awa Pūhoi (the Pūhoi River), Te Muri ō Tararikí, Waihē (the Mahurangi River), Te Korotangi (a fortified pā), Ōpahi, Motu Kororā (Saddle Island), Matakanakana (a fortified pā), Awa Matakanakana (Matakana Harbour and River), Purahurawai (Scandrett's Bay/Mullet Point), and the islands of Te Mau Tohorā ā Manaia (Motuora), Moturekareka, Motumanu, Motuketekete, Taungamārō, Takangaroa, Ruakoura, Tangaroa, and Te Kawau Tūmārō ō Toi (Kawau Island). The coastline extending from Matakanakana northward around the Tokatū Peninsula to Whāngateau contains numerous areas of significance to Ngāti

Manuhiri. These include traditional inshore fishing grounds, netting and kaimoana gathering areas, pā, kāinga, wāhi tapu, tūahu, and navigational and historical landmarks. Examples are provided by: Waimarumaru, Wai ihe, Pākaraka, Karangatuoro, Te Ngaere, Waikauri, Matatūahu, Ōponui (a fortified pā), Mangatāwhiri, Pāhī (a fortified pā), Tokatū, Waikōkōwai, Pukeruhiruhi (a fortified pā), Waimaru, Waitapu, Te Kiekie, Te Wairenga and Te Taumutu (Ōmaha Spit), Whāngateau, Waikōkopu, Uruhau, Pātito (a fortified pā), Koekoea (a fortified pā), Hāwera, Te Pūrei Kekeno, Piupiu (a fortified pā), Kohuroa (Matheson Bay), Whānga ō maha (Leigh Harbour), Panetiki, Motururu, Wakatūwhenua, Motu Hāwere, Ōkākari (a fortified pā), Pitokuku, Taumata (a fortified pā), Ngā One Haea (Pākiri Beach), Te Ārai ō Tāhuhu (a fortified pā), Mangawhai, and Paepae ō Tū (Bream Tail). Several of these coastal sites, including the main harbours and the region‘s longest east coast beach, are of particular significance to Ngāti Manuhiri as outlined below.

Mangawhai Harbour

Mangawhai – —the estuary of the whaill (stingray) – is of major historical, cultural and spiritual importance to Ngāti Manuhiri. Mangawhai was one of the homes of Kahikatearoa, the son of Manuhiri. The estuary provided shelter for those travelling by canoe from Mahurangi to Whāngarei. An overland pathway also linked the head of the harbour at Ōawatea with the Ōruāwharo area on the Kaipara Harbour. A variety of fish were netted from the harbour, although this did not include the whai which is a kaitiaki to Ngāti Manuhiri. Following the battle of Ika ā Ranganui fought against a combined northern force near Kaiwaka in 1825, heavy losses were sustained by Ngāti Manuhiri at Mangawhai and Te Ārai. As a result the area became tapu and was not permanently occupied at the time of early European settlement.

Ngā One Haea – Pākiri Beach

The coastline adjoining Ngā One Haea (Pākiri Beach) has long been renowned for its high quality _glistening white sand‘, which is the origin of its traditional name. The beach provided an important coastal pathway until the mid nineteenth century and remains emblematic to the identity of Ngāti Manuhiri. Settlements were located right along the beach, with a focus on the stream mouths and the dune-impounded freshwater lakes. These settlements were protected by fortified pā, including: Ōkakari, Pākiri and Taurere o Rei in the south, Whetūmākurukuru, Ōpuāwanga and Putukākā in the central area, and Te Ārai ō Tāhuhu in the north.

Kaimoana taken from the seas adjoining Ngā One Haea sustained Ngāti Manuhiri over the generations, and continues to enable the provision of hospitality at Ōmaha Marae. A particular feature were tuatua harvested from the beach, as well as paua and kūtai (mussels) taken from Pitokuku, Wakatūwhenua and Motururu. Pākiri was famed for the snapper run that took place in September, with thousands of fish being dried and smoked. Kanae (mullet) were netted in large numbers along the beach and in the Pākiri River, and kahawai were caught around the river and stream mouths. Makawhiti (herrings) and inanga (whitebait) were also prolific in the Pākiri River.

The coastline adjoining the southern end of Ngā One Haea is associated with the largest remaining Ngāti Manuhiri community at Pākiri, and is of symbolic importance as the last piece of coastal land on the east coast remaining in Māori ownership between Auckland and Whāngarei. The Ngāti Manuhiri relationship with Pākiri-Mangawhai coastal sand resource was recognised by the Planning Tribunal in 1993.

Whānga ō Maha – Leigh Harbour

Whānga ō Maha is the traditional name for Leigh Harbour. This name refers to the importance of the harbour and the wide variety of natural resources that it offered. It gives its name to Ōmaha Marae and the Ōmaha Block located on the northern side of the harbour. This name of major significance to Ngāti Manuhiri became mis-located to the Whāngateau area in the late nineteenth century. The harbour offered a wide variety of kaimoana resources. It provided a sheltered anchorage and hauling out place for waka, and later for sailing vessels and fishing launches operated by Ngāti Manuhiri. The islet of Panetiki at the harbour entrance remains in the ownership of Ngāti Manuhiri, as does a coastal landing place providing access to Ōmaha Marae and Urupā.

Whāngateau Harbour

Whāngateau, _the harbour of the strong tidal current‘, is a place of considerable historical and cultural

significance. The traditional importance of this large harbour is illustrated by the fact that its resources were protected by six fortified pā. The sandbanks of the lower harbour and the Waikōkopu Inlet provided the most important source of pipi and tuangi (cockle) shellfish within the Ngāti Manuhiri rohe. A wide variety of fish could be caught around the harbour entrance and koura (crayfish) were taken from the rocky coastline surrounding Hāwera (Tī Point). A special delicacy traditionally associated with Whāngateau was the kūaka (godwit) that was harvested in summer. The coastal land surrounding Whāngateau was part of the controversial ‗Dacre's Claim'. Ngāti Manuhiri occupied Whāngateau until the late nineteenth century, and continue to harvest resources there today.

Waihē – Mahurangi Harbour

Ngāti Manuhiri have a shared ancestral interest in Waihē (the Mahurangi Harbour) as descendants of Maki and his wife Rotu who occupied Te Korotangi Pā at the southern harbour entrance. Places of particular significance to Ngāti Manuhiri include: the island pā of Maunganui (Casnell Island), Motu Kauri (Grant's Island), Puhinui (the waterfalls at Warkworth), and Pukapuka Cemetery which remains in use at the head of the harbour. The traditional name for the harbour originates from the fact that its resources were jealously guarded and fought over down the generations. Kō te iti ō Waihē, he puta kino nui – —Even though Waihē (the disputed harbour) is not large, it has been the cause of great trouble.

Ongoing Association with the Coastal Area

Following the alienation of most of their coastal land in the nineteenth century, Ngāti Manuhiri continued to utilise the resources of the coastal marine area. The Ngāti Manuhiri rangatira Te Kiri Kaiparaoa operated the coastal trading vessel Industry from 1858. His son in law Tenetahi Te Riringa was a renowned sailing captain, operating such vessels as the Rangatira, and his sons Wi Taiawa and Kiri Paraone ran a trading service and commercial fishing operation out of Whānga ō Maha (Leigh Harbour) for many years. Ngāti Manuhiri were involved in commercial fishing operations in the area until recently, and continue to hold significant commercial fishing interests through the Ngāti Wai Trust Board. Ngāti Manuhiri were associated with the establishment and operation of the Hauraki Gulf Maritime Park in 1967, and have more recently played an active role on the Hauraki Gulf Forum established under the provisions of the Hauraki Gulf Marine Park Act (2000). In their role as kaitiaki, Ngāti Manuhiri continue to play an active role in coastal planning, monitoring and management processes administered by the council and the Department of Conservation. Ngāti Manuhiri has also played an active partnership role with the council in the establishment and management of the Tāwharanui Open Sanctuary ecological restoration project, and its associated Marine Protection Area. As the iwi develops further capacity it looks forward to being fully engaged in exercising kaitaikitanga in partnership with other iwi, the Crown and the wider community, within its coastal acknowledgement area.

Cultural, Spiritual, Historic and Traditional Association of Ngāti Manuhiri with the Hōteo River.

Kō Hōteo te awa
Kō Mangatū te pā
Kō Manuhiri te tangata
Kō Ngāti Manuhiri te iwi

Te Awa Hōteo (the Hōteo River) was an important traditional resource of Ngāti Manuhiri, and it remains a water body of major cultural, spiritual and historic significance to the iwi. The river has particular importance as the home of the eponymous ancestor Manuhiri who occupied pā at Tūtā, Umukuri and Mangatū where he lived until his death. The lower reaches of the river were also an important boundary marker between Ngāti Manuhiri and other groups. Until the late 1860s the lower river was the focal point of settlement for Uri ō Katea, a hapū of Ngāti Manuhiri who descended from Tūwhakaeketia, the second son of Manuhiri. Of special importance are Taihāmau and Iriwata, the sons of Tūwhakaeketia, who stand as stones in the river. They are located just above the Tarakihi rapids which marked the navigable upper reaches of the river.

From the time Ngāti Manuhiri settled the area in the late seventeenth century, kāinga and cultivations were maintained beside many parts of the river including at Hōteo, Te Awapū, Mangakura, Mangatū, Awa Matangao and Kawakawa. The Hōteo River provided a wide range of fish, eels, kākahi and water fowl. Kāinga on the

lower part of the river were renowned for their karaka groves from which ripe kernels were harvested in autumn. As the river extended many kilometres inland to Tomarata and Whāngaripo it provided a traditionally important east-west transport route.

Cultural, Spiritual, Historic and Traditional Association of Ngāti Manuhiri with Te Awa Pūhoi, also known as the Pūhoi River

Te Awa Pūhoi, also known as the Pūhoi River, and its tributaries Manga Hikauae and Manga Mihirau are of significance to Ngāti Manuhiri. Manuhiri, the eponymous ancestor of Ngāti Manuhiri, and his brothers Ngāwhetū and Maeaeariki lived beside the river in the late seventeenth century. The river provided an important inland route and food source. The river and its environs are also associated with several events of considerable importance in the traditions of Ngāti Manuhiri. At Mihirau on the upper reaches of Te Awa Pūhoi a major peacemaking meeting was convened by Ngāti Manuhiri and their Te Kawerau relatives with another iwi. The grand-daughter of Manuhiri, Te Kupe, was betrothed to a chief of this other iwi. The union was not successful and further conflict took place. When the land around the upper reaches of the river was sold to the Crown in 1862, the Ngāti Manuhiri rangatira Te Kiri Kaiparaoa sought the protection of a major wāhi tapu at Pūhoi because of its association with his ancestors.

Cultural, Spiritual, Historic and Traditional Association of Ngāti Manuhiri with the Pākiri River

Te Awa Pākiri (the Pākiri River) has been an important resource and landmark for Ngāti Manuhiri from the earliest period of settlement until the present. The river takes its name from Pākiri, the headland pā which has guarded its mouth from the time of Kahikatearoa, son of Manuhiri. The river was navigable for several kilometres and provided a sheltered anchorage for both river and ocean going canoes. It also provided an important source of food which included tuna (eels), kanae (mullet), and waterfowl. Weaving and building materials were gathered from the lower reaches of the river at Raupōroa. The river also marked the southern boundary of the Pākiri Block which was the largest area of land retained by Ngāti Manuhiri after Crown purchases of the mid nineteenth century. The river remains central to the identity of Ngāti Manuhiri today.

Cultural, Spiritual, Historic and Traditional Association of Ngāti Manuhiri with the Poutawa Steam

Wai Poutawa, also known as the Poutawa Stream, and its associated wetland was a focal point for Ngāti Manuhiri settlement on the coastline between Pākiri and Te Ārai ō Tāhuhu (Te Ārai Point) until the mid nineteenth century. Wai Poutawa formed part of an old sub-tribal boundary, and marked the northern edge of the Pākiri Block which Ngāti Manuhiri retained after the first round of Crown land purchases were completed in the 1850s and 1860s. The outlet to the Poutawa Stream provided a permanent source of fresh water on an otherwise dry stretch of coastline. Its wetlands provided an important source of food such as eels, inanga (whitebait), kākahi (fresh water mussels), koura (fresh water crayfish) and water fowl, as well as weaving materials. Taro was cultivated on the stream and wetland margins.

The lower reaches of the stream have major historical significance as they were re-directed through a drain dug by the Ngāti Manuhiri ancestor Wera in the mid eighteenth century. This feature, known as Te Waikeri ā Wera, was the source of the name for the wider surrounding area. The area around the stream is also of particular significance as it was occupied by Kahikatearoa, the son of Manuhiri, and his descendants until the 1870s. The stream marked the eastern end of an overland pathway extending west to the head of the Hōteo River catchment. Because of its strategic importance, Wai Poutawa and its environs were protected by two fortified pā named Ōpuawhango and Ngā Whetū Mākurukuru.

Cultural, Spiritual, Historic and Traditional Association of Ngāti Manuhiri with Te Awa Matakanakana - the Matakana River

Te Awa Matakanakana (also known as the Matakana River) is of major significance to Ngāti Manuhiri as a sub- regional boundary marker. In 1853 the Crown identified the area north of the river as ‗Parihoro's Claim', with Parihoro then being the oldest Ngāti Manuhiri rangatira in occupation of the district. The river provided an important inland route to kāinga and cultivations located on the fertile country located at the navigable head of the river. It also provided a wide range of food taken from both the fresh and salt-water sections of the river. Beyond the river mouth was one of the most valued tauranga mango (shark fishing grounds) in the region. Here over many generations, down to the late nineteenth century, Ngāti Manuhiri

and their relatives gathered large quantities of school sharks known locally as muri. The upper reaches of the Matakana River were protected by several pā, including Pukematekeo, while the lower reaches and the adjoining harbour were protected by the headland pā known as Matakanakana – the glowering eyes'. This pā, which is of considerable significance to Ngāti Manuhiri, gives its name to the river and the surrounding district.

Cultural, Spiritual, Historic and Traditional Association of Ngāti Manuhiri with Awa Waiwerawera

Awa Waiwerawera (the Waiwera River) is a water body of cultural, spiritual and historical significance to Ngāti Manuhiri. This ancestral relationship with the river and its environs, including Waiwerawera (the Waiwera Hot Springs), is shared with other iwi. Motu Mahurangi, the island at the mouth of the river is important in Ngāti Manuhiri tradition. The river mouth area is also important as it was here that Ngāti Manuhiri fought with Ngāti Manaia. In a subsequent peace making agreement, Tukituki of Ngāti Manuhiri was betrothed to the Ngāti Manaia rangatira Rangihokaia. A place of particular importance at the head of the river is the island wāhi tapu known as Motutere (Te Kōroto). The river and its margins are also of significance to Ngāti Manuhiri because of their high ecological values in a coastal environment that has been the subject of ongoing development pressure.

Appendix 21.4 Ngāti Whātua o Kaipara

The following text is relevant to Auckland Council from Ngāti Whātua o Kaipara Claims Settlement Act 2013. The numbering below is from the Act.

65 Recording statutory acknowledgement on statutory plans

1. On and from the effective date, a relevant consent authority must attach information recording the statutory acknowledgement to all statutory plans that wholly or partly cover a statutory area.

2. The information attached to a statutory plan must include—
   a. the relevant provisions of sections 60 to 64, 66, and 67 in full; and
   b. the description of statutory areas; and
   c. the statements of association.

3. The attachment of information to a statutory plan under this section is for the purpose of public information and, unless adopted by the relevant consent authority as part of the statutory plan, the information is not
   a. part of the statutory plan; or
   b. subject to the provisions of Schedule 1 of the Resource Management Act 1991.

59 Interpretation

In this subpart, unless the context otherwise requires,—

affected person has the meaning given in section 2AA(2) of the Resource Management Act 1991

relevant consent authority, in relation to a statutory area, means each consent authority of the region or district that contains, or is adjacent to, the statutory area

statement of association, for a statutory area, means the statement—

a. that is made by Ngāti Whātua o Kaipara of their particular cultural, spiritual, historical, and traditional association with the statutory area; and

b. that is in the form set out in part 2 of the documents schedule

statutory acknowledgement means the acknowledgement made by the Crown in section 60 in respect of each statutory area, on the terms set out in this subpart

statutory area means an area that is specified in Schedule 3 and whose general location is indicated on the deed plan referred to in relation to that area

statutory plan—

a. means a district plan, regional coastal plan, regional plan, regional policy statement, or proposed policy statement as those terms are defined in section 43AA of the Resource Management Act 1991; and

b. includes a proposed plan as defined in section 43AAC of that Act.

60 Statutory acknowledgement by the Crown

The Crown acknowledges the statements of association.

61 Purposes of statutory acknowledgement

The only purposes of the statutory acknowledgement are to—

a. require relevant consent authorities, the Environment Court, and the Historic Places Trust to have regard to the statutory acknowledgement, in accordance with sections 62 to 64; and

b. require relevant consent authorities to provide summaries of resource consent applications or, as the case requires, copies of notices of applications to the trustees in accordance with section 66; and

c. enable the trustees or any member of Ngāti Whātua o Kaipara to cite the statutory

acknowledgement as evidence of the association of Ngāti Whātua o Kaipara with the relevant statutory area, as provided for in section 67.

62 Relevant consent authorities to have regard to statutory acknowledgement

1. This section applies in relation to an application for a resource consent for an activity within, adjacent to, or directly affecting a statutory area.

2. On and from the effective date, a relevant consent authority must have regard to the statutory acknowledgement relating to the statutory area in deciding, under section 95E of the Resource Management Act 1991, whether the trustees are affected persons in relation to the activity.

3. Subsection (2) does not limit the obligations of a relevant consent authority under the Resource Management Act 1991.

63 Environment Court to have regard to statutory acknowledgement

1. This section applies to proceedings in the Environment Court in respect of an application for a resource consent for an activity within, adjacent to, or directly affecting a statutory area.

2. On and from the effective date, the Environment Court must have regard to the statutory acknowledgement relating to the statutory area in deciding, under section 274 of the Resource Management Act 1991, whether the trustees are persons with an interest in the proceedings greater than that of the general public.

3. Subsection (2) does not limit the obligations of the Environment Court under the Resource Management Act 1991.

64 Historic Places Trust and Environment Court to have regard to statutory acknowledgement

1. This section applies if, on or after the effective date, an application is made under section 11 or 12 of the Historic Places Act 1993 for an authority to destroy, damage, or modify an archaeological site within a statutory area.

2. The Historic Places Trust must have regard to the statutory acknowledgement relating to the statutory area—
   a. in exercising its powers under section 14 of the Historic Places Act 1993 in relation to the application; and
   b. in determining whether the trustees are persons directly affected by an extension of time.

3. The Environment Court must have regard to the statutory acknowledgement relating to the statutory area—
   a. when it determines, under section 20 of the Historic Places Act 1993, an appeal against a decision of the Historic Places Trust in relation to an application; and
   b. when it determines whether the trustees are persons directly affected by the decision.

4. In this section, archaeological site has the meaning given in section 2 of the Historic Places Act 1993.

66 Provision of summaries or notices of certain applications

1. Each relevant consent authority must, for a period of 20 years on and from the effective date, provide the following to the trustees for each resource consent application for an activity within, adjacent to, or directly affecting a statutory area:
   a. a summary of the application, if the application is received by the consent authority; or
   b. a copy of the notice, if the application is served on the consent authority under section 145(10) of the Resource Management Act 1991.

2. A summary provided under subsection (1)(a) must be the same as would be given to an

affected person under section 95B of the Resource Management Act 1991, or as may be agreed between the trustees and the relevant consent authority.

3. The summary must be provided—
   a. as soon as is reasonably practicable after an application is received by the relevant consent authority; but
   b. before the relevant consent authority decides under section 95 of the Resource Management Act 1991 whether to notify the application.
4. A copy of a notice must be provided under subsection (1)(b) not later than 10 working days after the day on which the relevant consent authority receives the notice.
5. The trustees may, by notice in writing to a relevant consent authority,—
   a. waive the rights to be notified under this section; and
   b. state the scope of that waiver and the period it applies for.
6. An obligation under this section does not apply to the extent that the corresponding right has been waived.
7. This section does not affect the obligation of a relevant consent authority to decide,—
   a. under section 95 of the Resource Management Act 1991, whether to notify an application:
   b. under section 95E of that Act, whether the trustees are affected persons in relation to an activity.

67 Use of statutory acknowledgement

1. The trustees and any member of Ngāti Whātua o Kaipara may, as evidence of the association of Ngāti Whātua o Kaipara with a statutory area, cite the statutory acknowledgement relating to that area in submissions concerning activities within, adjacent to, or directly affecting the statutory area that are made to or before—
   a. the relevant consent authorities; or
   b. the Environment Court; or
   c. the Historic Places Trust; or
   d. the Environmental Protection Authority or a board of inquiry under Part 6AA of the Resource Management Act 1991.
2. The content of a statement of association is not, by virtue of the statutory acknowledgement, binding as fact on—
   a. the bodies referred to in subsection (1); or
   b. parties to proceedings before those bodies; or
   c. any other person who is entitled to participate in those proceedings.
3. However, those bodies and persons may take the statutory acknowledgement into account.
4. To avoid doubt,—
   a. neither the trustees nor members of Ngāti Whātua o Kaipara are precluded from stating that Ngāti Whātua o Kaipara has an association with a statutory area that is not described in the statutory acknowledgement; and
   b. the content and existence of the statutory acknowledgement do not limit any statement made.

68 Application of statutory acknowledgement to river, stream, and harbour

In relation to the statutory acknowledgement,—
harbour includes the bed of the harbour and everything above
the bed river or stream—

a. means—
   i. a continuously or intermittently flowing body of fresh water, including a modified watercourse; and
   ii. the bed of the river or stream; but

b. does not include—
   i. a part of the bed of the river or stream that is not owned by the Crown; or
   ii. land that the waters of the river or stream do not cover at their fullest flow without overlapping its banks; or
   iii. an artificial watercourse; or
   iv. (iv) a tributary flowing into the river or stream.

69 Exercise of powers and performance of functions and duties

1. The statutory acknowledgement does not affect, and may not be taken into account by, a person exercising a power or performing a function or duty under legislation or a bylaw.

2. No person, in considering a matter or making a decision or recommendation under legislation or a bylaw, may give greater or lesser weight to the association of Ngāti Whātua o Kaipara with a statutory area
than that person would give if there were no statutory acknowledgement for the statutory area.

3. Subsection (2) does not affect the operation of subsection (1).

4. This section is subject to the other provisions of this subpart.

70 Rights not affected

1. The statutory acknowledgement does not—
   a. affect the lawful rights or interests of any person who is not a party to the deed of settlement; or

   b. have the effect of granting, creating, or providing evidence of an estate or interest in, or rights relating to, a statutory area.

2. This section is subject to the other provisions of this subpart.

Description of the statutory acknowledgement areas:

Statutory acknowledgements within Auckland under Ngāti Whātua o Kaipara Claims Settlement Act 2013, location name (deed plan reference):
Papakanui Conservation Area and Papakanui Spit Wildlife Refuge (OTS-674-11)
Rototoa Conservation Area and Lake Rototoa Scenic Reserve (OTS-674-15)
Motutara Settlement Scenic Reserve and Goldie Bush Scenic Reserve (OTS-674-12)
Coastal Statutory Acknowledgement Area (OTS-674-10)

Statements of Association

Ngāti Whātua o Kaipara statements of association are set out below. These are statements by Ngāti Whātua o Kaipara of their particular cultural, spiritual, historical, and traditional association with identified areas.

Papakanui Conservation Area and Papakanui Spit Wildlife Refuge (as shown on deed plan OTS-674-11) Papakanui Spit is a remnant of a sand plain that once extended far seaward of where it can be seen today. The associated Waionui Inlet was, and remains, an important fishing ground, seafood and bird gathering area, and tauranga waka (waka landing area). Humuhumu, a taniwha with the form of a log, is also often seen from this location.

Papakanui Spit cannot be viewed in isolation, but should be viewed as a traditional site and resource hub in a Kaipara landscape of connected kāinga (villages), pā (e.g. nearby Ngitū Pā) and use sites. The Kaipara landscape was intimately understood by our ancestors, who practiced an economic cycle that made use of all the resources of the region in different seasons at different places – as is attested to by the prevalence of archaeological sites (including those associated with the Papakanui Spit).

Nā Kawharu mā te whenua nei i takahi (Kawharu and others tramped this land). This statement alludes to the conquest of the Kaipara by Kawharu and the Ngāti Whātua ope tauā (war party) in the 17th Century. It reflects the cultural history of the Ngāti Whātua occupation in the South Kaipara. It was through the actions of Ngāti Whātua warriors, led by Kawharu and others, that Ngāti Whātua came to dwell in the region.

Ngāti Whātua o Kaipara have continued to be active participants in the society and development of Kaipara,

and are entwined inextricably in the history of the post-Treaty of Waitangi era of this region. During this time, the Papakanui Spit has remained a significant site for Ngāti Whātua o Kaipara. Ngāti Whātua o Kaipara have struggled over time to preserve their resources and their intrinsic and spiritual values, and although developments have sometimes occurred around Papakanui Spit without the support of Ngāti Whātua (e.g. roading, reserves, (military) construction
and use, and landscaping) this does not negate the importance of the Spit to Ngāti Whātua o Kaipara. This said, the condition of the area, its mauri, reflects our ability as ngā kaitiaki and predicts our own wellbeing. The iwi has never ceased visiting this location or appreciating its cultural significance and we continue to maintain an unbroken
interest in the ongoing sustainable management of the area.

Traditional resources in the area include or have included: Parāoa and Tohorā (Whales), Kekeno (Seals), Kororā me Hoihō (Blue and Yellow eyed Penguin), Mango (Shark), Tamure (Snapper), Pātiki (Flounder), Kanae (Mullet), Toheroa, Tio (Oyster), Tipa (Scallops), Pupu (Periwinkles), Pipi, Kuaka (Godwit), Tiitii (Shearwater), Tōrea (Oystercatchers), Taraiti (Terns) as well as other fish, seafoods and birds, when in season and abundance, as well as Pingao, Momo Harakeke (Various Flaxes) and other natural resources.

Rototoa Conservation Area and Lake Rototoa Scenic Reserve (as shown on deed plan OTS-674-15) Rototoa is one of Ngā Tapuwaewae ō Kawharu – The Footsteps of Kawharu the giant, the famed 17th Century warrior leader who led the Ngāti Whātua warriors in the conquest of the Kaipara.

He taumata rau te toa o Kawharu (Kawharu the warrior has many places). This statement reflects the widespread area and many significant sites where Ngāti Whātua stand in South Kaipara.

Nā Kawharu mā te whenua nei i takahi (Kawharu and others tramped this land). In this statement Ngāti Whātua of the Kaipara honour their tūpuna who claimed Kaipara for their descendants.

These whakataukī (aphorisms) reflect the cultural history of the Ngāti Whātua occupation in the South Kaipara and the reason Ngāti Whātua o Kaipara have continued to be active participants in the society and development of Kaipara in the post-Treaty era.

Rototoa is part of the movement and transport routes throughout the Kaipara region, a tauranga waka, a place of recovery from war, and a fresh water resource. Rototoa is of significant spiritual value to the iwi; kōrero (oral knowledge) is held testifying to its importance to the spiritual and cultural life and wellbeing of Ngāti Whātua.

Rototoa cannot be seen in isolation, but should be viewed as a traditional site and resource hub in a Kaipara landscape of connected kāinga (villages), pā (e.g. nearby Waioneke) and sites used by the tūpuna. The Kaipara landscape was intimately understood by our ancestors, whose lives traced an economic cycle that made use of all the resources of the region in different seasons at different places – as is attested to by the prevalence of archaeological sites (including those associated with Rototoa).

As above, Ngāti Whātua o Kaipara have continued to be active participants in the society and development of Kaipara in the post-Treaty era, and we share in the history of the past one hundred and seventy years of this region. During this time Rototoa has remained a significant site for Ngāti Whātua o Kaipara, who have struggled to preserve its resources, ecology and spiritual and cultural values. Yet, although developments around Rototoa have sometimes occurred without the support of Ngāti Whātua (e.g. roading, reserves, water infrastructure, buildings, construction, landscaping, and the introduction of foreign species) this does not negate the importance of Rototoa to Ngāti Whātua o Kaipara. This said, the condition of the water and surrounding land and their mauri, reflect our ability as kaitiaki and predict our own wellbeing. The iwi has never ceased visiting this location or appreciating its cultural significance, and shares an ongoing interest in its sustainable management for the benefit of all.

Traditional resources in the area include or have included: Tuna (eels), Kanae (Freshwater Mullet), Kewai (Freshwater Crayfish), Momo Kōkopu (Galaxias, Grayling), Kūkupa (Pigeon), Kiwi, Kāka, Raupō, Toetoe,

Momo Harakeke (Various flax varieties), Karaka, Rākau (assorted timber species) and other natural resources.

Motutara Settlement Scenic Reserve and Goldie Bush Scenic Reserve (as shown on deed plan OTS-674-12) This area of regenerating bush and its associated waterway is on the 'border' established between Ngāti Whātua o Kaipara and Te Kawerau ā Maki through the peacemaking celebrated in the name Taupaki. Nā Kawharu mā te whenua nei i takahi (Kawharu and others tramped this land). In this statement Ngāti Whātua of the Kaipara honour their tūpuna who spread throughout the area.

For Ngāti Whātua o Kaipara the Mokoroa Falls (named for the taniwha there) was a tāmoko site. The area is of significant spiritual value to the iwi, kōrero (oral knowledge) is held by members of the iwi alluding to its importance to the spiritual and cultural life and wellbeing of Ngāti Whātua.

Goldie Bush / Mokoroa cannot be seen in isolation, but should be viewed as a traditional site and resource hub in a Kaipara landscape of connected kāinga (villages), pā and use sites. The Kaipara landscape was intimately understood by our ancestors, who practised an economic cycle that was attuned to cosmological rhythms and made use of all the resources of the region in different seasons at different places – as is attested to by the prevalence of archaeological sites (such as the pā found within the reserves area).

Ngāti Whātua o Kaipara have continued to be active participants in the society and development of Kaipara in the post-Treaty era, and thus we share in the history of the past one hundred and seventy years of this region. During this time, the Goldie Bush / Mokoroa area has remained a location of great significance for Ngāti Whātua o Kaipara, who have struggled to preserve its resources, ecology, and spiritual and cultural values. Although developments have sometimes occurred around Goldie Bush / Mokoroa without the support of Ngāti Whātua (e.g. roading and tracks, reserves, logging and dam building, construction, landscaping) this does not negate the importance of Goldie Bush / Mokoroa to Ngāti Whātua o Kaipara. This said, the condition of the land reflects its mauri and our ability as kaitiaki and predicts our own wellbeing. The iwi has never ceased visiting this area or lost an appreciation of its spiritual and cultural significance or its importance to Ngāti Whātua. We share an interest in its ongoing sustainable management and the long term direction for the whole Waitakere area, as mana whenua.

Traditional resources in the area include or have included: Tuna (eels), Kewai (Freshwater Crayfish), Momo Kōkopu (Galaxias, Grayling), Kūkupa (Pigeon), Kiwi, Kāka, Raupō, Toetoe, Momo Harakeke (Various flax varieties), Karaka, Tōtara, Kauri, me ētahi atu Rākau (assorted timber species) and other natural resources.

The coastal statutory acknowledgement area (as shown on deed plan OTS-674-10)
Ngāti Whātua o Kaipara look to the ancestral waka that brought our tūpuna to the southern shores of the Kaipara - Māhūhū ki te Rangi, Te Wharau and Te Pōtae o Wahieroa. The iwi holds kōrero (oral history), haka, waiata me pātere (traditional haka, songs and chants), that give embodiment to the cultural and spiritual importance of the Kaipara to the iwi. Ko āna takutai, moana hoki ō Kaipara he ipu kai (Kaipara - the harbour, its shores and its hinterland is the foodbowl). This statement reflects the importance that the Kaipara held and continues to hold in the fabric of Ngāti Whātua life.

The harbour cannot be seen in isolation but should be viewed as part of a Kaipara landscape of connected kāinga (villages), pā, and resource and use sites. The Kaipara landscape was intimately understood by our tūpuna, who practiced an economic cycle that utilised all the resources of the region in different seasons at different places – as is attested to by the prevalence of archaeological sites (many concentrated along the extensive coastline).

Nā Kawharu mā te whenua nei i takahi (Kawharu leading Ngāti Whātua tramped this land). This statement explains the reason Ngāti Whātua o Kaipara have continued to be active participants in the society and development of Kaipara in the post-Treaty era. As Ngāti Whātua, we share in the history of the past one hundred and seventy years of this region. During this time, the harbour and the coast have remained of utmost importance for Ngāti Whātua o Kaipara, who have fought over time to preserve its resources, its significant sites, and its cultural and spiritual values. Although developments have occurred around the

coastline, sometimes without the support of Ngāti Whātua (e.g. roading; tracks; reserves; construction; landscaping; forest clearance; land reclamation; sand mining; dredging; commercial fishing and aquaculture), this does not detract from the significance of the coast and harbour to Ngāti Whātua o Kaipara. This said, the condition of the land, the harbour and the sea and their mauri, reflect our ability as kaitiaki and predict our own wellbeing. In the post-Treaty era, the bounty of kai moana and other coastal resources have been depleted, as has the quality of the associated water itself. Ngāti Whātua have never ceased caring for or using our takutai moana however, nor have we ever stopped appreciating its cultural and spiritual significance, and we look forward to being a partner in its ongoing sustainable management.

The significance of the harbour is reflected in the pepeha of all Ngāti Whātua of South Kaipara who state Ko Kaipara te moana, irrespective of which maunga (mountain), awa (river) or marae, they stand on. Although Ngāti Whātua see the entire coastline of Kaipara as significant and interconnected, mention will be made of a few specific locations of note:

- Maukatia – the traditional name for what became commonly known as ´Māori Bay´. A settlement area (including the Ōtakamiro Pā) rich in marine and volcanic rock resources (used for tools etc). The rock stack Motutara is a prominent feature off the northern end of the bay.
- Te Oneone Rangatira – the long beach stretching from Ōkiritoto Stream northwards up to Kaipara South Head. This is a pathway for the spirits on their long journey to Te Reinga.
- Papakanui Spit.
- Manunutahi – the beach where the Ngāti Whātua tupuna Haumoewaarangi and his daughter were killed.
- Te Au Kahanga o Aotea – the landing place of the Aotea waka and the site of one of the Ngāti Whātua parliaments.
- Puatahi and Kākānui – locations of Ngāti Whātua o Kaipara coastal marae. Cultural bases for our people in the maintenance of mana whenua / ahi kā.

Traditional resources from the harbour area include or have included: Parāoa and Tohorā (Whales), Aihe (Dolphin), Kekeno (Seals), Kororā me Hoihō (Blue and Yellow eyed Penguin), Mango (Shark), Tamure (Snapper), Pātiki (Flounder), Kanae (Mullet), Toheroa, Tipa (Scallops), Tio (Oyster), Kuharu, Pupu (Periwinkles), Pipi, Kuaka (Godwit), Tiitii (Shearwater), Tōrea (Oystercatchers), Taraiti (Terns), Tuna (eels), Kewai (Freshwater Crayfish), Momo Kōkopu (Galaxias, Grayling), Kūkupa (Pigeon), Kiwi, Kāka, as well as other fish, seafoods and birds, when in season and abundance, and Raupō, Toetoe, Momo Harakeke (Various flax varieties), Karaka, Tōtara, Kauri, me ētahi atu Rākau (assorted timber species), Pingao, and other natural resources.

Appendix 21.5 Te Kawerau ā Maki

The following text is relevant to Auckland Council from Te Kawerau ā Maki Claims Settlement Act 2015. The numbering below is from the Act.

33 Recording statutory acknowledgement on statutory plans

1. On and from the effective date, each relevant consent authority must attach information recording the statutory acknowledgement to all statutory plans that wholly or partly cover a statutory area.

2. The information attached to a statutory plan must include—
   a. a copy of sections 28 to 32, 34, and 35; and

   b. descriptions of the statutory areas wholly or partly covered by the plan; and

   c. the statement of association for each statutory area.

3. The attachment of information to a statutory plan under this section is for the purpose of public information only and, unless adopted by the relevant consent authority as part of the statutory plan, the information
   is not—
   a. part of the statutory plan; or

   b. subject to the provisions of Schedule 1 of the Resource Management Act 1991.

27 Interpretation

In this subpart,—

relevant consent authority, for a statutory area, means a consent authority of a region or district that contains, or is adjacent to, the statutory area

statement of association, for a statutory area, means the statement—

a. made by Te Kawerau ā Maki of their particular cultural, historical, spiritual, and traditional association with the statutory area; and

b. set out in part 4 of the documents schedule

statutory acknowledgement means the acknowledgement made by the Crown in section 28 in respect of the statutory areas, on the terms set out in this subpart

statutory area means an area described in Schedule 1, the general location of which is indicated on the deed plan for that area

statutory plan—

a. means a district plan, regional coastal plan, regional plan, regional policy statement, or proposed policy statement as defined in section 43AA of the Resource Management Act 1991; and

b. includes a proposed plan, as defined in section 43AAC of that Act.

28 Statutory acknowledgement by the Crown

The Crown acknowledges the statements of association for the statutory areas.

29 Purposes of statutory acknowledgement

The only purposes of the statutory acknowledgement are—

a. to require relevant consent authorities, the Environment Court, and Heritage New Zealand Pouhere Taonga to have regard to the statutory acknowledgement, in accordance with sections 30 to 32; and

b. to require relevant consent authorities to record the statutory acknowledgement on statutory plans that relate to the statutory areas and to provide summaries of resource consent applications or copies of notices of applications to the trustees, in accordance with sections 33 and 34; and

c. to enable the trustees and any member of Te Kawerau ā Maki to cite the statutory acknowledgement as evidence of the association of Te Kawerau ā Maki with a statutory area, in accordance with section 35.

30 Relevant consent authorities to have regard to statutory acknowledgement

1. This section applies in relation to an application for a resource consent for an activity within, adjacent to, or directly affecting a statutory area.

2. On and from the effective date, a relevant consent authority must have regard to the statutory acknowledgement relating to the statutory area in deciding, under section 95E of the Resource Management Act 1991, whether the trustees are affected persons in relation to the activity.

3. Subsection (2) does not limit the obligations of a relevant consent authority under the Resource Management Act 1991.

31 Environment Court to have regard to statutory acknowledgement

1. This section applies to proceedings in the Environment Court in relation to an application for a resource consent for an activity within, adjacent to, or directly affecting a statutory area.

2. On and from the effective date, the Environment Court must have regard to the statutory acknowledgement relating to the statutory area in deciding, under section 274 of the Resource Management Act 1991, whether the trustees are persons with an interest in the proceedings greater than that of the general public.

3. Subsection (2) does not limit the obligations of the Environment Court under the Resource Management Act 1991.

32 Heritage New Zealand Pouhere Taonga and Environment Court to have regard to statutory acknowledgement

1. This section applies to an application made under section 44, 56, or 61 of the Heritage New Zealand Pouhere Taonga Act 2014 for an authority to undertake an activity that will or may modify or destroy an archaeological site within a statutory area.

2. On and from the effective date, Heritage New Zealand Pouhere Taonga must have regard to the statutory acknowledgement relating to the statutory area in exercising its powers under section 48, 56, or 62 of the Heritage New Zealand Pouhere Taonga Act 2014 in relation to the application.

3. On and from the effective date, the Environment Court must have regard to the statutory acknowledgement relating to the statutory area—
   a. in determining whether the trustees are persons directly affected by the decision; and
   b. in determining, under section 59(1) or 64(1) of the Heritage New Zealand Pouhere Taonga Act 2014, an appeal against a decision of Heritage New Zealand Pouhere Taonga in relation to the application.

4. In this section, archaeological site has the meaning given in section 6 of the Heritage New Zealand Pouhere Taonga Act 2014.

34 Provision of summary or notice to trustees

1. Each relevant consent authority must, for a period of 20 years on and from the effective date, provide the following to the trustees for each resource consent application for an activity within, adjacent to, or directly affecting a statutory area:
   a. if the application is received by the consent authority, a summary of the application; or

b. if notice of the application is served on the consent authority under section 145(10) of the Resource Management Act 1991, a copy of the notice.

2. A summary provided under subsection (1)(a) must be the same as would be given to an affected person by limited notification under section 95B of the Resource Management Act 1991 or as may be agreed between the trustees and the relevant consent authority.

3. The summary must be provided—
   a. as soon as is reasonably practicable after the relevant consent authority receives the application; but
   b. before the relevant consent authority decides under section 95 of the Resource Management Act 1991 whether to notify the application.

4. A copy of a notice must be provided under subsection (1)(b) not later than 10 working days after the day on which the consent authority receives the notice.

5. The trustees may, by written notice to a relevant consent authority,—
   a. waive the right to be provided with a summary or copy of a notice under this section; and
   b. state the scope of that waiver and the period it applies for.

6. This section does not affect the obligation of a relevant consent authority to decide,—
   a. under section 95 of the Resource Management Act 1991, whether to notify an application:
   b. under section 95E of that Act, whether the trustees are affected persons in relation to an activity.

35 Use of statutory acknowledgement

1. The trustees and any member of Te Kawerau ā Maki may, as evidence of the association of Te Kawerau ā Maki with a statutory area, cite the statutory acknowledgement that relates to that area in submissions concerning activities within, adjacent to, or directly affecting the statutory area that are made to or before
   —
   a. the relevant consent authorities; or
   b. the Environment Court; or
   c. Heritage New Zealand Pouhere Taonga; or
   d. the Environmental Protection Authority or a board of inquiry under Part 6AA of the Resource Management Act 1991.

2. The content of a statement of association is not, by virtue of the statutory acknowledgement, binding as fact on—
   a. the bodies referred to in subsection (1); or
   b. parties to proceedings before those bodies; or
   c. any other person who is entitled to participate in those proceedings.

3. However, the bodies and persons specified in subsection (2) may take the statutory acknowledgement into account.

4. To avoid doubt,—
   a. neither the trustees nor members of Te Kawerau ā Maki are precluded from stating that Te Kawerau ā Maki has an association with a statutory area that is not described in the statutory
   acknowledgement; and
   b. the content and existence of the statutory acknowledgement do not limit any statement made.

General provisions relating to statutory acknowledgement

37 Application of statutory acknowledgement to river or stream

If any part of the statutory acknowledgement applies to a river or stream, including a tributary, that part of the acknowledgement—

a. applies only to—

i. the continuously or intermittently flowing body of fresh water, including a modified watercourse, that comprises the river or stream; and

ii. the bed of the river or stream, which is the land that the waters of the river or stream cover at their fullest flow without flowing over the banks of the river or stream; but

b. does not apply to—

i. a part of the bed of the river or stream that is not owned by the Crown; or

ii. an artificial watercourse.

Description of the statutory acknowledgement areas:

Statutory acknowledgements within Auckland under Te Kawerau ā Maki Act Claims Settlement Act 2015, location name (deed plan reference):
Taumaihi (part of Te Henga Recreation Reserve) (OTS-106-04)
Motutara Settlement Scenic Reserve and Goldie Bush Scenic Reserve (OTS-106-10)
Swanson Conservation Area (OTS-106-08)
Henderson Valley Scenic Reserve (OTS-106-09)
Motutara Domain (part Muriwai Beach Domain Recreation Reserve) (OTS-106-20)
Whatipu Scientific Reserve (OTS-106-21)
Coastal statutory acknowledgement (OTS-106-14)
Waitakere River and its tributaries (OTS-106-13)
Kumeu River and its tributaries (OTS-106-11)
Rangitopuni Stream and its tributaries (OTS-106-12)
Te Wai-o-Pareira / Henderson Creek and its tributaries (OTS-106-21)

Statements of Association
Te Kawerau ā Maki statements of association are set out below. These are statements by Te Kawerau ā Maki of their particular cultural, spiritual, historical, and traditional association with identified areas.

Motutara Domain (Part Muriwai Beach Domain Recreation Reserve): Cultural, Spiritual, Historic and Traditional Association of Te Kawerau ā Maki with Motutara Domain
The area to which this Statutory Acknowledgement applies is the area known as Motutara Domain, part Muriwai Beach Domain Recreation Reserve, as shown on deed plan OTS-106-20.

Motutara Domain (renamed Muriwai Beach Domain Recreation Reserve) is managed by the Auckland Council as part of Muriwai Regional Park. The Domain includes a number of landmarks of considerable spiritual, cultural and historical significance to Te Kawerau ā Maki. At the southern end of the Domain is Maukātia (Māori Bay) which is significant as it was a landmark named by the Tainui ancestor Rakataura. In Te Kawerau ā Maki tradition Rakataura also named the long beach (presently Muriwai Beach) that extends to the north of the Domain “Te One Rangatira” when he journeyed along it. Maukātia was also a place known for the manufacture of stone tools, which were fashioned from basalt taken from the cliffs behind the bay. This process is remembered by the name of a feature on the foreshore, Te Hōangatai. Maukātia and the sea caves at its northern end hold special significance as an ancestral burial place.

To the north of Maukātia is the headland and pā named Ōtakamiro, “the dwelling place of Takamiro”, so named after an early Tūrehu ancestor of Te Kawerau ā Maki. Standing immediately to the west of Ōtakamiro Point is the large rock stack known as Motutara, “the island of the seabirds”. This landscape feature is of importance to Te Kawerau ā

Maki as part of the spiritual pathway to Te Reinga. It is now the focal point of a nationally significant tākapu (Australasian Gannet) breeding colony. Below the headland are the sea caves known as Ngā Ana which are wāhi tapu. At the northern end of the headland is the large rock shelf known to Te Kawerau ā Maki as Te Tokaraerae. It was, and still is, a place renowned for fishing during calm easterly weather. The valley behind Ōtakamiro was occupied by the Te Kawerau ā Maki rangatira Te Utika Te Aroha until the 1870s. The resources of the area were guarded by two inland fortified pā known to Te Kawerau ā Maki as Matuakore and Tūkautū.

Te Kawerau ā Maki have maintained an ongoing interested in the Domain and were involved in the establishment and opening of the visitor facility at the ‘Tākapu Refuge’ Australasian Gannet colony in 1979. They also hosted the Waitangi Tribunal at the site in March 2000.

Whatipu Scientific Reserve: Cultural, Spiritual, Historic and Traditional Association of Te Kawerau ā Maki with Whatipu Scientific Reserve

The area to which this Statutory Acknowledgement applies is the Whatipu Scientific Reserve, as shown on deed plan OTS-106-21.

The 820 hectare sand accretion known as the Whatipu Scientific Reserve is an area of considerable spiritual, historical and cultural significance to Te Kawerau ā Maki. The area is associated with the earliest period of human settlement in the region, and with early ancestors of Te Kawerau a Maki, including Tiriwa, Takamiro, Kupe-mai- Tawhiti, and several Ngāoho (Tainui) ancestors.

In Te Kawerau ā Maki tradition Whatipu is associated with guardian taniwha and ancient purakau (legends) that relate to the formation of the land. Whatipu also marks the south-western edge of the Te Kawerau ā Maki tribal rohe. Over many generations down to the present Whatipu has been a place famed for its kaimoana resources and has long been a stranding place of whales. In more recent years Te Kawerau ā Maki has played a ceremonial role in dealing with these strandings and helps manage the prized skeletal remains and teeth of the whales.

The Whatipu Scientific Reserve is a large sand accretion that has changed size and shape significantly over many centuries. It has particular significance to Te Kawerau ā Maki as a remaining portion of the once vast sand accretion known as Paorae. This sandy land contained settlements and a large area of cultivations known as Papakiekie, until most of it was eroded by the sea in the late eighteenth century.

Located within the scientific reserve are a group of islets and rocks that are known collectively as Te Kupenga ā Taramainuku, ‘the fishing net of Taramainuku’. They include Motu Paratūtai (Paratūtai Island), Te Toka Tapu ā Kupe
/ Ninepin Rock and Te Marotiri ō Takamiro (Cutter Rock).

Te Kawerau ā Maki continued to occupy Whatipu until well after the arrival of Europeans in the early 1850s, with Apiata Te Aitu living on the accretion until around 1880. The Kura Track at Whatipu recalls the Te Kawerau ā Maki kuia, Te Ipu Kura a Maki Taua, who in customary terms was a guardian of the area until her death in 1968.

The Crown gazetted the Whatipu sand accretion as a Scientific Reserve in 2002. Te Kawerau ā Maki have continued to play an active role in the interpretation of the area. Two carved pou, Tiriwa and Taramainuku, stand at the
entrance to the reserve symbolising Te Kawerau ā Maki kaitiakitanga over Whatipu.

Goldie Bush Scenic Reserve and Motutara Settlement Scenic Reserve: Cultural, Spiritual, Historic and Traditional Association of Te Kawerau ā Maki Te Taiapa.

The areas to which this Statutory Acknowledgement applies are known as Goldie Bush Scenic Reserve and Motutara Settlement Scenic Reserve, or to Te Kawerau ā Maki as “Te Taiapa,” as shown on deed plan OTS-106-10.

Te Taiapa is a place of considerable cultural, spiritual and historical significance to Te Kawerau ā Maki. The reserve is named after a fortified pā located at the western edge of the reserve on a promontory overlooking the Mokoroa Stream. The pā was distinguished by the fact that it was defended by “taiapa” (wooden palisades) rather than defensive ditches. Te Taiapa was essentially a defended food store for kūmara grown on the nearby river terraces in the locality known as Motu. It also is also a wāhi tapu and includes rakau tapu, or trees of ritual importance.

On the western edge of the reserve is the large waterfall known as Wairere. The Mokoroa Stream which flows from the falls is named after the taniwha Te Mokoroa who was the guardian of the surrounding area in ancient times. One of the homes of Te Mokoroa was the pool at the base of the falls. It is known as Te Rua ō Te Mokoroa, or “the lair of Te Mokoroa”. This part of the reserve is known as Te Patunga ō Te Mokoroa, or “the place where Te Mokoroa was killed,” by the ancestor Taiaoroa. Te Taiapa is also valued for its

biodiversity, and in particular for its kōwhai groves which flower profusely at the onset of Kōanga or springtime.

Adjoining the Mokoroa Stream to the north is an area of land known as Te Rua o Te Moko/Motutara Settlement Scenic Reserve. This area was formerly a cultivation and papakāinga area occupied by Te Kawerau ā Maki until the mid nineteenth century. Here they provided shelter to the tribes of Tāmāki Makaurau during attacks by musket armed taua (war parties) in 1821. From Te Rua o Te Moko a pathway extended west to Parihoa, Te Waharoa, Tirikōhua and the coastal area known as Te Ara Kānohi.

Henderson Valley Scenic Reserve: Cultural, Spiritual, Historic and Traditional Association of Te Kawerau ā Maki with Ōpareira

The area to which this Statutory Acknowledgement applies is the area known as Henderson Valley Scenic Reserve, or to Te Kawerau ā Maki as Ōpareira, as shown on deed plan OTS-106-09.

Ōpareira is a place of considerable spiritual and historical significance to Te Kawerau ā Maki. It is part of the wider locality known as Ōpareira, “the dwelling place of Pareira”. This ancestress was the niece of the famed early Māori voyager Toi Te Huatahi who visited the Auckland region over six centuries ago. When Toi Te Huatahi and his people explored the Waitematā Harbour, Pareira decided to settle at Wai o Pareira near the mouth of what is now the Henderson Creek. She and her people also occupied the Henderson Valley area seasonally to harvest the resources of the forest. Their settlement in this area was named Ōpareira. The area is therefore regarded and being of considerable historical importance because it is one of oldest settled areas in the district.

The scenic reserve and the catchment area adjoining it to the west are also of major significance as the upper part of the valley was an old burial place of Te Kawerau ā Maki for many generations. The Opanuku Stream, which borders the reserve, is named after the ancestress Panuku, and is associated with one of the oldest traditions of Te Kawerau ā Maki. The reserve is also valued for its biodiversity as an area of regenerating riparian forest.

Swanson Conservation Area: Cultural, Spiritual, Historic and Traditional Association of Te Kawerau ā Maki with Waiwhauwhaupaku

The area to which this Statutory Acknowledgement applies is the area known as the Swanson Conservation Area, or to Te Kawerau ā Maki as Waiwhauwhaupaku, as shown on deed plan OTS-106-08.

Waiwhauwhaupaku is the traditional name applying to the Swanson Stream and its margins. The area takes its name from the whauwhaupaku, or five finger shrub which once grew in profusion in the area. The stream and its margins provided a wide range of food resources, tuna (eels), and harakeke (flax) used for weaving and the production of cordage. In drier weather the valley was an important walking route between the tidal head of Wai Huruhuru Manawa (known locally as Huruhuru Creek), the inland pathways leading west to the Waitakere Valley, and east along the Pukewhakataratara ridge to the many settlements beside the upper Waitematā Harbour. The reserve is also valued by Te Kawerau a Maki for its remnant biodiversity and as an area of open space in an area that is coming under increasing urban pressure.

Te Henga Recreation Reserve: Cultural, Spiritual, Historic and Traditional Association of Te Kawerau ā Maki with Taumaihi

The area to which this Statutory Acknowledgement applies is the area known as Te Henga Recreation Reserve, or to Te Kawerau ā Maki as “Taumaihi”, as shown on deed plan OTS-106-4.

Taumaihi is an area of major spiritual, cultural and historical importance to Te Kawerau ā Maki. The area’s mauri or spiritual essence, and its traditional history, are of central importance to the mana and identity of Te Kawerau ā Maki.

Located at the northern end of Te Henga (Bethells Beach), the reserve extends from the iconic high point and former lookout of Taumaihi above the Waitākere River mouth, past Waitākere Bay and Awa Kauwahaia (O’Neill Bay), to Raetāhinga Point. The reserve contains iconic landmarks that feature in the traditions and

waiata of Te Kawerau ā Maki, as well as former kāinga, cultivations, pā, wahi tapu, and places of historical and cultural significance. The present day public walkway through the reserve follows an old coastal walkway known in Te Kawerau ā Maki tradition as Te Ara Kanohi – 'the pathway of the eye' – so named because of its panoramic coastal views.

Taumaihi was originally part of the Waitākere Native Reserve. It was owned and occupied by Te Kawerau ā Maki until the early 1900s. Seasonal kainga and gardens were maintained behind Awa Kauwahaia (O'Neill Bay). A wide variety of kaimoana (sea food) was harvested from the adjoining coastline, and until the 1940s tītī (muttonbirds) were harvested from Kauwahaia Island and Ōpakahā at the northern end of the reserve. The resources of the area were formerly protected by fortified pā located at Motu Ihumoana, Motu Kauwahaia and Tangihau, which is located within the reserve. The reserve and its immediate coastal environs contain places of major historical significance to Te Kawerau ā Maki as they are associated with the Ngāoho ancestress Erangi, and with the Te Kawerau ā Maki ancestor Taratūwhenua.

The reserve contains several wahi tapu, or burial places, and a site known as Te Tokaraerae which was, and remains, an important place of ritual for Te Kawerau ā Maki. Te Kawerau ā Maki also recognise the significant landscape and ecological values of the reserve and support their conservation and enhancement.

Rangitopuni Stream: Cultural, Spiritual, Historic and Traditional Association of Te Kawerau ā Maki with Manga Rangitōpuni.

The area to which this Statutory Acknowledgement applies is the area known as Rangitōpuni Stream, or to Te Kawerau ā Maki as Manga Rangitōpuni, as shown on deed plan OTS-106-12.

Te Kawerau ā Maki hold significant historical, cultural and spiritual associations with Manga Rangitōpuni and its catchment. The Rangitōpuni Stream extends inland for approximately 15 kilometres from the head of the Waitematā Harbour at Riverhead to the extensive land block known as Pukeatua. Its large catchment is enclosed in the north- west by part of what is now Riverhead Forest and the high point of Te Ahu. In the north east the catchment covers the areas known as Pukekauere and Paeraorao, from which flows the tributary stream known as Huruhuru. On the east the catchment is enclosed by the sacred hill Pukeatua and the long ridgeline known as Heruroa. The main sub- catchment in this area is the Mahoenui Stream, which extends over the area now known as Coatesville. Within this catchment is located the wāhi tapu area known as Onehungahunga. At the south western edge of the catchment is the sacred hill known as Te Pane ō Poataniwha, named after the Te Kawerau ā Maki ancestor Poataniwha.

Within the southern portion of the stream catchment is the locality which gives the Rangitōpuni Stream its name. Here, in the early eighteenth century, Te Kawerau ā Maki concluded a series of peace making meetings with another tribe, in an event known as "Rangi tōpuni", "the day of the (gifting of) the dog skin cloaks".

Traditionally occupation was concentrated in the southern area of the catchment around the strategically important area of Rangitōpuni, now known as Riverhead. At the falls marking the outlet of the Rangitōpuni Stream were two kāinga (settlements) known as Taurangatira and Ōrangikānohi. The latter settlement was named after a Te Kawerau ā Maki ancestress. On the south-western edge of the lower catchment is the locality known as Papakoura, which is a reminder of the harvesting of the fresh water crayfish, and the wide array of food that was traditionally taken from the steam and its margins. Also located within this area of the Rangitōpuni Stream catchment are several localities of considerable historical importance, including Te Wā Tira, Rakau Tūrua, Kaiakeake and Moaruku. These places are of particular significance to Te Kawerau ā Maki as they are linked with the tradition "Ruarangi haerere", associated with the ancestor Ruarangi and his eventful journey from Tāmaki Makaurau to Kaipara.

Waitākere River: Cultural, Spiritual, Historic and Traditional Association of Te Kawerau ā Maki with Te Awa Waitākere

The area to which this Statutory Acknowledgement applies is the area known as the Waitākere River, or to Te Kawerau ā Maki as Te Awa Waitākere, as shown on deed plan OTS-106-13.

Te Awa Waitākere is of central importance to the identity of Te Kawerau ā Maki, as illustrated by the

whakataukī: Ko Puketōtara te maunga
Ko Waitākere te awa
Ko Te Au o Te Whenua te tangata
Ko Te Kawerau ā Maki te iwi

Puketōtara is the mountain
Waitākere is the river
Te Au o Te Whenua is the man
Te Kawerau ā Maki are the people

The Waitākere River is approximately 15.5 km long with an overall catchment area of 7140 hectares. It includes two tributary sub catchments – the Mokoroa Stream (2100 ha), and Waitī Stream (972 ha). Te Kawerau ā Maki view the Waitākere River and its catchment in a holistic manner as a living entity, with its physical form, biodiversity, and historical and cultural values seen as inextricably linked. The waterways, wetlands and lakes within the catchment are seen as having their own mauri, or spiritual essence and qualities. These vary from places where water and food are taken, to places to bathe, and places of ritual. There are also places within the river and its catchment that are tapu and restricted.

Although the Waitākere River is seen as one entity, it has many names. The name Wai-tākere comes from a wave- swept rock in Waitākere Bay located between Ihumoana Island and Kōtau Point. In former times the river turned north when it reached the coast and flowed out through this bay. The river now enters the sea to the south of Ihumoana Island.

For generations the Kawerau people have referred to the river as Waitākere. However, its more ancient name was "Te Awa Kōtuku", or "the river of the white heron's (Egretta alba modesta) plume." This name came from the most distinctive feature of the river, the 100-metre-high Waitākere Falls, which stand out like a white plume against the green background of the forest. The river also had many specific locality names. The upper section of the river was known as "Waikirikiri", or "the stream with the stony bed". At Waikirikiri the river is joined by the "Waitipu", literally "the stream that rises quickly in flood", and the "Waitoru", or "the stream of the toru tree" (Toronia toru). A short distance downstream is "Te Awa mutu", literally "the end of the river". It really means the point to which the river was navigable by canoe. Below that again is "Hūkerewai", where the river "curls about and meanders". Further on it is joined by the "Waihoroi" (Brissenden Stream), or literally "the stream where washing was done". This was a name given in the late nineteenth century, when the Kawerau ā Maki people established a camp there while they worked in Burton's flaxmill. At the junction of the Wairere Stream and the Waitākere River was the large lagoon known as "Te Roto", "the lake", and also "Te Rua ō Te Mokoroa", "the lair of Te Mokoroa", the guardian taniwha of the river. Te Mokoroa has another lair at the foot of the Mokoroa Falls, which were called "Wairere", "the waterfall". Below Te Roto is another section of the river known as "Pā-harakeke", or the "clump of flax" (Phormium tenax). This was formerly the site of an artificially constructed fortified pā, located in the middle of the river. Here the Waitākere River slows as it reaches the shallows between Waitī and the river mouth. This section of the river is known as "Turingoi", or where the river "crawls along and flows slowly". The rocky ledge on the northern side of the river mouth is known as "Tauranga kawau", or "the roosting place of the shags", which are spiritual guardians to Te Kawerau ā Maki.

The Waitī Stream sub catchment is fed by Roto Wainamu (Lake Wainamu) which means "the lake of the sandfly or mosquito". The lake is fed by three streams at it southern end. Firstly there is "Waitohi", "the stream where baptismal rites were carried out". This is also the name of the waterfalls at the mouth of the stream. The next stream to the west is "Waikūkū", "the stream where the kūkupa or native pigeon (Hemiphaga novaeseelandiae) proliferated". To the north of Waikūkū is the stream valley known as "Toetoeroa", a name which refers to the expanse of toetoe (Cortaderia fulvida) which once grew there. The stream that provides the outlet to Roto Waimanu is also known as Wainamu. It flows north until it joins two

other streams. The first is Wai ō Parekura. This is the “stream of Parekura”. “Wai ō Pare” is also the name of the (naturally) in-filled lake or swamp from which the stream drains. The main stream that flows from the junction of Wainamu and Wai ō Pare to the Waitākere River is known as “Waitī”, “the stream of the cabbage tree” (Cordyline species), which grows in profusion on its banks. From the stream comes the name of the Te Kawerau ā Maki village that was located at its mouth until the 1950s.

Many kāinga (settlements) and māra (cultivations) were located beside the Waitākere River. They included Ōhutukawa beside Lake Waimanu, Motu and Ōkaihau within the Mokoroa sub catchment, and Raumati, Pihāriki, Parawai, and Waitī beside the lower reaches of the river. The river provided a rich source of food, including pihariki (lamprey), kanae (mullet), tuna (eels), kokopu, inanga (whitebait), koura (fresh water crayfish) and range of waterfowl. Its margins also provided a major source of weaving materials, including harakeke (flax), ti (cabbage tree), raupo and kuta (sedges).

The resources of the river and its catchment were protected by fortified pā, including: Puketōtara, Te Tuahiwi ō Te Rangi, Te Taiapa, Koropōtiki, Te Pae Kākā, Poutūterangi and Pā Kōhatu. Burial places, and places associated with important historical events, are located throughout the Waitākere River catchment.

Today the Waitākere River wetland is seen as being of great natural and spiritual importance to Te Kawerau ā Maki. It is a home for “the children of Tane”, including fish, eels, and birds such as the mātuku (bittern) and the mātātā (fernbird). These animals are seen as important links, both with the ancestral occupants, and as part of the ancient natural world which survives only in small remnant areas today.

The construction of the Waitākere Dam at the head of the catchment in 1910 (raised in height in 1927), impacted on river flows and raised the river bed several metres. This, combined with a major kauri timber milling operation 1925- 1926, led to major and more regular flooding of the river, which in turn impacted on the old Te Kawerau ā Maki kāinga of Waitī. It also created the Te Henga wetland which is now seen as one of the Auckland region’s most important wetland habitats. Te Kawerau ā Maki have been involved with local government in the planning for, and management of, the Waitākere River and its catchment since 1988.

Te Wai o Pareira/Henderson Creek: Cultural, Spiritual, Historic and Traditional Association of Te Kawerau ā Maki with Wai o Pareira.
The area to which this Statutory Acknowledgement applies is the area known as Wai o Pareira / Henderson Creek and tributaries, as shown on SO Plan [OTS-106-18].

Wai o Pareira / Henderson Creek, its tributary streams and catchment, are of considerable spiritual, historical, traditional and cultural value to Te Kawerau ā Maki, who hold an ancestral relationship with the river dating back over centuries. The main tributaries of Wai o Pareira drain from Hikurangi, or the central Waitākere Ranges. The upper catchment extends for approximately fifteen kilometres from Pukematekeo in the north to Tītīrangi and Ōkaurirahi (Kaurilands) in the south east. It contains three sub catchments and tributaries, including: Wai Whauwhaupaku (Swanson Stream), Wai ō Panuku (Panuku Stream) and Wai Horotiu (Oratia Stream).

Wai Whauwhaupaku is a stream of considerable significance to Te Kawerau ā Maki. It and its tributary stream, Waimoko, flow from the eastern slopes of the sacred hill and tribal identifier Pukematekeo. In pre-European times the whole sub catchment was clothed in dense native forest and was renowned for its natural resources. Wai Whauwhaupaku was so named because of the whauwhaupaku or five finger shrub which grew in large numbers along its margins. The Waimoko tributary was named after the numerous native geckoes found in the area, and the Paremuka tributary after the fine quality muka, or weaving variety of flax, that grew in that stream valley. Over many generations the Wai Whauwhaupaku Stream valley was used as an inland walkway. Canoes would be left at the head of the Wai Huruhuru Manawa (Huruhuru Creek) tidal inlet and travellers would then walk inland to the pā above Swanson known as Pukearuhe, or further on via the northern Pukewhakataratara ridge to the Waitākere River valley and Te Henga.

The southern-most sub catchment of Wai o Pareira is Waihorotiu (the Oratia Stream). The stream was

named after horotiu (landslips) that often occurred at the head of its catchment. It, and the middle and lower part of the sub catchment, also take the name “Ora tia “ from the Te Kawerau ā Maki pā and kāinga of that name located in the Holden’s Road area of Oratia. In pre-Euopean times the upper part of this sub catchment was distinguished by its mature kauri forest, as remembered in the locality name Ōkaurirahi – “the place of the huge kauri trees”.

The central sub catchment is Wai ō Panuku (the Ōpanuku Stream). It rises on the sacred slopes of the hill known as Rua ō Te Whenua and the equally significant hill Parekura. Both places are inextricably linked in one of the oldest traditions of Te Kawerau ā Maki. Parekura and his wife Panuku were both of chiefly birth, and are said to have remained deeply in love throughout their lives. After his death Parekura became the hill of that name, which stands at the head of Henderson Valley. From Parekura forever flows the stream Wai-ō-Panuku which embodies the spiritual essence of Panuku. At the head of this catchment is a sacred area, formerly one of the main burial places of Te Kawerau ā Maki. In the mid catchment is an old settlement area known as Ōpareira, “the dwelling place of Pareira”. The occupation of the lower part of the catchment is reflected in the name of a small tributary stream, Waitaro, “the stream of the taro cultivations”.

Wai o Pareira and Wai Horotiu meet at Te Kōpua (Falls Park, Henderson). This place, at the head of the tidal reaches of Wai o Pareira, was of strategic importance to Te Kawerau ā Maki – it was located at the head of navigation of the tidal river and was the beginning point for a number of inland pathways. As a result Te Kōpua was defended by a small pā, now destroyed by urban development.

The whole tidal section of what is now commonly known as Henderson Creek is also known by the traditional name Wai-ō-Pareira, “the river of Pareira”. (The name also applied to the bay that now contains the West Harbour Marina). This treasured name commemorates the ancestress Pareira, who was the niece of the renowned ancestor and voyager Toi Te Huatahi. When Toi and his people visited the Waitematā harbour centuries ago Pareira decided to make her home at the mouth of Wai-ō-Pareira.

Te Kawerau ā Maki formerly occupied kāinga around the river mouth at Ōrukuwai on the Te Atatū Peninsula, and at Kōpūpāka and Mānutewhau in the Massey and West Harbour area. Mānutewhau was so named because it was a favourite place within the river for netting fish; the name literally means “the floats (of the nets) made from whau wood”. This area around the river mouth was also a favourite place from which to harvest tūangi (Cockles), pipi, and tio (oysters).

The stretch of water running inland to the junction with Wai Huruhuru Manawa (Huruhuru Creek) was known traditionally as Taimatā, after its broad, “glistening waters”. The Wai Huruhuru Manawa inlet was frequently used to travel inland, and was named after the aerial roots of the manawa (mangroves) which are a distinctive feature of the river at low tide. Further upstream was an area that was treasured as the roosting place of the kōtuku, white heron, during its annual northern migration. Up river of the North Western motorway was an area known as Te Tāhuna after the sandbanks which were once there. This area was also a favoured netting area where fish were caught in shallow water on the outgoing tide. It was also a well known area in former times for catching tamure (snapper). In the vicinity of what is now Waitākere Stadium, shell middens indicate the presence of former kāinga. The river margins were once famed for their flowering kōwhai groves, the remnants of these which are still treasured. Between this point and Te Kōpua are several wāhi tapu, or sacred areas.

Kumeu River: Cultural, Spiritual, Historic and Traditional Association of Te Kawerau ā Maki with Te Awa Kumeū

The area to which this Statutory Acknowledgement applies is the area known as the Kumeū River, or to Te Kawerau ā Maki as “Te Awa Kumeū”, as shown on deed plan OTS-106-11.

Te Kawerau ā Maki have a significant ancestral and customary relationship with Te Awa Kumeū, which is the main waterway in the upper Kaipara River catchment. The mātāpuna, or source of the Kumeū River, is formed by the northern slopes of Pukematekeo, a hill of spiritual significance to Te Kawerau ā Maki. The main tributary stream in the area is the Mangatoetoe, so named because of the profusion of toetoe

(Cortaderia fulvida) which once grew along its margins. A number of small tributary streams also join the head of the Kumeū River from the west. These
streams are important as they flow from the line of hills known as “Ngā Rau Pou Tā Maki”, “the many posts of Maki”, so named after the Te Kawerau ā Maki ancestor Maki. These hills include Huranui, Maungakarikari, Te Heke, Papatāwhara and Te Pou ā Maki.

The upper reaches of the Kumeū River provided a significant source of harakeke (flax) and toetoe used for weaving purposes. The catchment was formerly clothed in kahikatea forest and was therefore an ideal place for hunting kūkupa (native pigeons). An important west-east walkway crossed the southern extremity of the catchment between the Waitākere River valley and Mānutewhau, Wai o Pareira and Ngongetepara (Brigham’s Creek) on the Waitematā Harbour. The ridgeline of Ngā Rau Pou Tā Maki, marking the western edge of the catchment, provided an important north-south walkway between the Waitākere River valley and the Muriwai valley.

Near the present day Taupaki village, the Kumeū River is joined by the large tributary, the Pakinui Stream. This stream is named after a peace agreement that was reached in the area many generations ago by the early ancestors of Te Kawerau ā Maki. This historical event was associated with the earliest known battle fought in the district by an ancestor known as Te Kauea, who was of Ngā Tini ō Toi. From an incident in the battle comes the name Kume-ū. This area, located to the north-east of Taupaki village, gives its name to the Kumeū River.

From its junction with the Pakinui Stream, the Kumeū River flows past a sacred locality known as Te Ahi Pekapeka. It then reaches Te Tōangaroa, the Kaipara portage, at the southern end of what is now the village called Kumeu.
This area was known traditionally as Wai-paki-i-rape. In preEuropean times the area was of considerable strategic importance as it was located at the western end of a canoe portage and walking track that extended east to Maraeroa and Pītotoi at Riverhead. Beyond Wai-paki-i-rape the Kumeū River flows to Tūraki-awatea, which is now known by the modern name Huapai. The traditional place names Tūraki-awatea, Wai-paki-ī-rape and Waikoukou are a reminder of the journey that the Te Kawerau ā Maki ancestor Ruarangi, made into the district from Tāmaki Makaurau, likely in the sixteenth century. The Kumeū River then flows west for three kilometres across an area known as Te Ihumātao. At Kāhukuri the Kumeu River is joined by the Ahukuramu Stream (or Ahukāramuramu) from the south, and the Waikoukou Stream from the north. Both streams are important in the history of Te Kawerau ā Maki as they were the locations of important peace-making meetings, known as Kāhukuri and Kāhutōpuni. Just west of the junction of these streams is the low-lying area known as Waimauku. It was so named as when the river was in flood only the tops of the Tī mauku (cabbage trees) were visible above the water.

After passing beyond the high point known as Taumata, the Kumeū River becomes the Kaipara River. Te Kawerau ā Maki have a shared ancestral association with the river beyond this point north to Kōpironui, where members of Te Kawerau ā Maki still own land, and on to the outlet of the Kaipara River at Kaikai (Mount Rex), a pā built by the ancestor Maki and his sons. Nearby at Mimihānui is the birthplace of Te Kawerau ā Maki (also known as Tawhiakiterangi), the eponymous ancestor of the iwi. Upstream of Te Awaroa (Helensville) is the locality known as “Te Pūtōrino ā Tangihua” which is a reminder of Tangihua, the taniwha kaitiaki, or spiritual guardian, who protects the Kaipara and Kumeū Rivers and their tributary streams in their entirety.

Te Kawerau ā Maki Coastal Statutory Acknowledgement Area: Statement of Association
The area to which this Statutory Acknowledgement applies is the Te Kawerau ā Maki Coastal Acknowledgement Area, as shown on the deed plan OTS-106-14. This statutory acknowledgement should be considered alongside the Te Kawerau ā Maki statutory acknowledgements for the adjoining coastal environment and rivers of significance.

The coastal marine area and the coastline adjoining it are of central importance to the identity of Te Kawerau ā
Maki, particularly in relation to the area adjoining the heartland of the iwi in West Auckland. Te Kawerau ā

Maki hold a long and enduring ancestral and customary relationship with the coastal marine area bordering the northern shores of the Manukau Harbour, the west coast of the Waitākere Ranges and the upper Waitematā Harbour. Broader and shared ancestral interests are also held with a more extensive coastal area of interest covering Te One Rangatira (Muriwai Beach), the lower Waitematā Harbour, the coastline adjoining the North Shore – Mahurangi districts, and parts of Te Moana nui ō Toi (the Hauraki Gulf).

Ngā Tai a Rakataura – "the tidal currents of Rakataura"
Ngā Tai a Rakataura is one of the traditional names by which Te Kawerau ā Maki know the Manukau Harbour. This evocative name is associated with Rakataura, also known as Hape, who was the leading tohunga on the Tainui canoe. The name symbolises the 600 or so year relationship Te Kawerau ā Maki have held with the Manukau Harbour as descendants of Rakataura and his fellow rangatira, Poutukeka and Hoturoa. This relationship is reflected in numerous other place names applying to the harbour and its northern shores that adjoin the Te Kawerau ā Maki heartland of Hikurangi (the Waitākere Ranges). These landmarks extend from Ngā Pūranga Kupenga ā Maki, "the heaped up fishing nets of Maki", in the east, to Motu Paratūtai (Paratūtai Island) at the harbour entrance.

Te Motu ā Hiaroa (Puketūtū Island) is the largest island within the Manukau Harbour and a place of considerable significance to Te Kawerau ā Maki. Tradition associates this sacred island with the early ancestor and voyager Toi Te Huatahi, with the arrival of the Tainui canoe, with the ancestor Maki, and with many subsequent centuries of occupation. Flowing down the harbour from Te Motu ā Hiaroa to Te Pūponga (Pūponga Point) are the two main channels of Wairopa and Pūrākau. Adjoining them are the extensive mud and sand banks known as Kārore, Te Tau and Motukaraka. This upper harbour area was traditionally an abundant foodstore, providing a wide range of fish species and shellfish, including tipa (scallops), pūpū (whelks), kūtai (mussels) and tio (oysters).

Extending along the northern shores of the harbour are numerous places of historical, cultural, spiritual, and customary economic significance to Te Kawerau ā Maki. These include Te Whau, a fortified pā that protected the Whau canoe portage to the Waitematā Harbour, and the canoe building area of Te Kōtuitanga. Adjoining the portage to the west was a kāinga (settlement) named Motukaraka, after its once prolific karaka groves which were harvested in autumn. The coastal area extending west from Motukaraka to Waikūmete (Little Muddy Creek) is known collectively as Tītīrangi, having been named by Rakataura in commemoration of a hill in the Pacific homeland. Along these shores are places of historical importance to Te Kawerau ā Maki including: Te Kai ō Poutūkeka, Ōtītore, Ōkewa, Paturoa, and Taumatarearea, (the headland overlooking the entrance of Waikūmete). The latter inlet was strategically important as it was located at the southern end of a major inland walk way that ran north-south, and also as the embarkation point for canoe travel on the Manukau Harbour. The importance of Waikūmete and its catchment as a canoe building area, until the 1860s, is reflected in the place names Te-Tō-o-Parahiku, "the dragging place of the semifinished canoe hulls", and Maramara Tōtara, "the chips of totara wood". This locality was protected by a fortified pā known as Te Tokaroa.

Further to the west is the extensive tidal inlet known as Paruroa (Big Muddy Creek), an important place for netting pātiki (flounder), and the location of two important Te Kawerau ā Maki kāinga – Nihotupu (Armour Bay) and Ngāmoko (Lower Nihotupu Dam). Beyond Paruroa is the extensive sandy beach, and the kāinga and fortified pā, known as Karanga-ā-Hape (Cornwallis). This place has considerable significance in Te Kawerau ā Maki tradition from the time of its occupation by Rakataura to the present. Karanga-ā-Hape was treasured for the sandy shore shellfish species that were and still are gathered there, including pipi and tipa (scallops).

At the western end of Karanga-ā-Hape is the headland known as Te Pūponga (Pūponga Point). A clump of ponga trees on this landmark was traditionally used to guide canoes through the difficult channels of the harbour entrance. The locality is also an important wāhi tapu for Te Kawerau ā Maki. Beyond Te Pūponga is the extensive tidal bay Kakamātua, which was an important Te Kawerau ā Maki kāinga until after European settlement. At the eastern entrance to the bay is a locality known as Pī-kāroro, "the black-backed gull breeding colony". This name provides an example of the many place names in the coastal environment that reflect the once much richer biodiversity that existed prior to the late nineteenth century.

Beyond Kakamātua is Rau- ō-Te Huia (Huia Bay) which is a coastal area of particular significance to Te Kawerau ā Maki as reflected by its name "the plumes of the huia bird". This bay included four kāinga, cultivations, and wāhi tapu, and was renowned for the abundance and diversity of its natural resources. This is reflected in the names for the headlands at either end of the bay, Kaitieke and Kaitarakihi. These traditional names symbolise the resources of the forest (tieke, the saddleback bird) and of the sea (the fish tarakihi). Rau-ō-Te Huia was associated for many generations, until 1910, with the annual catching and processing of large quantities of pioke shark. The resources of the bay were protected by a fortified pā known as Te-Pā-ā-Maki, so named by the Te Kawerau ancestor Maki. Between Rau-ō-Te Huia and the Manukau Harbour entrance is a precipitous and rocky stretch of coastline overlooked by the fortified pā Ōmanawanui. This coastal area was renowned for the harvest of koura (crayfish), paua and kūtai. It is still used for this purpose, and is valued as the site of one of the region's few permanent fur seal colonies.

Te Mānukanuka ā Hoturoa – "the anxiety of Hoturoa"
The Manukau Harbour entrance is a place of immense natural beauty and an area that personifies the power of nature. It is a place of particular spiritual, historical and cultural significance to Te Kawerau ā Maki. Te Mānukanuka- ā- Hoturoa (the Manukau Harbour entrance and sand bar) was named by the ancestor Hoturoa because of his "anxiety" in piloting the ancestral voyaging canoe Tainui through this dangerous seaway.

Adjoining the coastline at the northern entrance to the harbour are a group of islands, islets and rocks of major spiritual and historical significance. They include: the island pā of Paratūtai, Te Toka Tapu ā Kupe (Ninepin Rock), and Mārotiri (Cutter Rock). Collectively they are known as Te Kupenga ō Taramainuku, "the fishing net of Taramainuku", named after an ancestor and a taniwha. The small bay inside Paratūtai is known as Waitīpua, or "the bay of the spiritual guardians". In the traditions of Te Kawerau ā Maki it was the meeting place for the taniwha known as Whatipu, Taramainuku, Paikea, Ureia and Kaiwhare, who watched over the Manukau Harbour, its entrance and the coastline to the north.

In pre-European times the appearance of the Manukau Harbour entrance and the adjoining coastal area was very different to what is seen today. In local tradition a vast sand accretion known as "Paorae" once extended well out to sea and to the south of the present harbour entrance. This expansive area of duneland and wetland contained villages, cultivations and lagoons that were a rich source of food. Over time much of this land was destroyed by storms and natural coastal erosion, with result that only the Manukau Bar and the sand accretion between Whatipu and Karekare remain. Ngā Tai Whakatū ā Kupe – "the upraised seas of Kupe" In the vicinity of Whatipu are a group of landmarks that commemorate a visit to this coastal area by the famous ancestor voyager Kupe-mai-Tawhiti. In order to commemorate his visit Kupe made a mark on Paratūtai Island known as Te Hoe ā Kupe, "the paddle of Kupe". Kupe then said karakia (prayers or incantations) at Te Toka tapu ā Kupe, "the sacred rock of Kupe", in order to safeguard himself and his people who were being pursued. Kupe's powerful incantations raised up the seas behind his canoe as it journeyed north, thus forcing those pursuing him to seek shelter and to call of the pursuit. From that time the rough seas off the western coastline became known as Ngā Tai Whakatū a Kupe, "the upraised seas of Kupe". In the traditions of Te Kawerau ā Maki these seas are also known as Ngā Tai Tamatane, "the manly seas", which contrast the calmer seas off the eastern coastline of the region, known as Ngā Tai Tamawahine, "the feminine seas". The coastline lying to the north of Whatipu, extending as far as Te Henga (Bethells Beach) is known collectively as Hikurangi, after the sacred mountain of that name located between Karekare and Piha. This coastal area provided a wide range of fish and seafood associated with both the sandy and rock shoreline. Of particular significance to Te Kawerau ā Maki was the fact that the Whatipu-Pārāraha coastline was the site of major whale strandings, providing a significant bounty for the iwi. Te Kawerau ā Maki dealt with this natural tragedy with appropriate ritual and distributed whale teeth to the iwi of the region. Te Kawa Rimurapa, the reef at the northern end of Karekare beach , holds natural and cultural significance as it marks the northern-most limit of the rimurapa (bull kelp), which was used by Te Kawerau ā Maki for a wide variety of purposes. The coastal cliffs, islands and islets off this coastline were also treasured as a source of birds and bird eggs in particular tītī (mutton birds), which were harvested by Te Kawerau ā Maki until the 1950s. Important kāinga were located in all of the main valleys along this coastline and the resources of the area were protected by numerous fortified pā. Places of particular significance to Te Kawerau ā Maki in the coastal

environment between Whatipu and Piha include: Taranaki, Pārāraha (a fortified pā), Ōtiriwa, Te Kawakawa, Te Toka Pāoke (Paratahi Island), Waikarekare (also known as Karekare), Te Kākā Whakāra (a fortified pā), Tāhoro / Union Bay, Te Kawa Rimurapa, and Te Āhua ō Hinerangi (Te Āhua Point). This later place is both a fortified pā and a site of immense spiritual significance. It dates back to the early period of human settlement in the area and has traditions associated with the dangerous activity of rock fishing. Just south of Te Āhua ō Hinerangi is a large bay known as Te Unuhanga-ō-Rangitoto, "the drawing out of Rangitoto" (Mercer Bay). In the traditions of Te Kawerau ā Maki this bay was originally the site of the volcano Rangitoto, which now stands off the entrance to the Waitematā Harbour as Rangitoto Island. The mountain was removed from the western coastline by the ancestor and tohunga Tiriwa, as it blocked the view from Hikurangi to the Manukau Harbour entrance. Tiriwa then carried Rangitoto to the east and placed on the eastern coastline. This ancient coastal tradition is particularly important to Te Kawerau ā Maki as it links them to the formation of the landmarks on both coasts.

To the north of Karekare is Piha, a place of considerable significance to Te Kawerau ā Maki. The area takes its name from Te Piha (Lion Rock), the prominent landmark and island pā standing in the middle of the bay. At the southern end of the beach is the small rocky island pā, Taitomo, so named because of the sea cave which passes through its base. It is of considerable historic and symbolic importance to Te Kawerau ā Maki as it is the only piece of land in the coastal marine area that remains in their ownership today. Taitomo Island is located in a coastal area of major spiritual significance associated with the primary guardian taniwha of the Waitākere coastline, Paikea. The bay inside Taitomo is known as Te Pua ō Te Tai, "the foam of the sea", and the rock shelf at its southern outlet is Te Okenga ō Kaiwhare (The Gap), "the writhings of Kaiwhare". The entire coastal environment including Waitetura (North Piha Beach) and adjoining Kohunui Bay, was well known as an in-shore fishery where large quantities of tāmure (snapper) and pākirikiri (rock cod) where caught, along with a range of rocky shore shellfish species.

The rocky coastline immediately to the north of Piha was also an area noted for fishing and the gathering of kaimoana. Landmarks of significance to Te Kawerau ā Maki include Te Wahangū (a fortified pā), Arerorua (Whites Beach), Mauāharanui, Anawhata, Pārera (a fortified pā) and Puketai. The rugged coastline between Anawhata and Te Henga includes places of historical significance such as Whakatū, associated with the ancestor Kupe-mai- Tawhiti, and Wai-ō-Paikea. This latter bay is said to be one of the homes of Paikea, the taniwha who is the primary guardian of the Waitākere coastline.

Beyond this area is the large sandy embayment known collectively as Waitākere, taking its name from a wave- swept rock in Waitākere Bay at the northern end of Te Henga (Bethells Beach). Since the mid nineteenth century this coastal area has been the heartland of Te Kawerau ā Maki, as the focal point of the Waitākere and Puketōtara Native Reserve established in 1853. Ōtāwēwē at the southern end of Te Henga was noted as place for netting kanae (mullet) and a range of other fin fish. The rocky reefs at either end of the beach have long been valued as a source of kūtai (mussels), karengo (a type of seaweed), and in former times koura (crayfish). At the northern end of Te Henga (Bethells Beach) is the landmark island pā Te Ihumoana (Ihumoana Island), and beyond at Awa Kauwahaia (O'Neill Bay) stands the small island and pā known as Motu Kauwahaia. The coastline and seaway of Awa Kauwhaia are of considerable significance to Te Kawerau ā Maki as they are associated with waiata and traditions concerning to the ancestress Erangi. From these traditions come the names of the coastal landmarks, Erangi Point, Te Waharoa and Te Wahatahi.

Between Raetahinga, at the northern end of Awa Kauwahaia (O'Neill Bay), and Te Toheriri (Collins Bay) is a five kilometre stretch of rocky coastline bordered by high coastal cliffs. A coastal pathway known as Te Ara Kanohi, literally "the pathway of the eye" (expansive views), extended along the cliff-top as far as Tirikōhua Pā. Over many generations Te Kawerau ā Maki have accessed this rugged coastline from Parihoa (Constable Māori Reserve). This locality has long been renowned for the harvest of paua, kina and koura. The cliffs running south from Parihoa to Raetāhinga were also used by Te Kawerau ā Maki until the 1950s for the annual harvest of tītī (mutton birds), including a variety known as Pakahā. The resources of this area, which included karamea (ochre), were protected by fortified pā at Te Wahatahi and Tirikōhua.

At the northern end of this rocky stretch of coastline is Maukātia (formerly Maori Bay), where for generations

Te Kawerau ā Maki used local basalt to manufacture stone weapons and implements. Adze “roughouts” were manufactured using basalt eroded from pillow lava at Maukātia. Grinding and polishing stones or hōanga were then used to finish adzes in nearby rock pools. One such place is found on a large rock in the inter-tidal zone at the southern end of the bay. Maukātia was also a seasonal kāinga, and the location of important Te Kawerau ā Maki wāhi tapu. At the northern end of Maukātia, and the southern end of Te One Rangatira (Muriwai Beach), is the important headland pā Ōtakamiro, so named after the ancestor Takamiro, who is credited with the formation of parts of the coastal landscape extending south to Whatipu. The headland, and the Ngā-ana sea caves below it, are important wāhi tapu to Te Kawerau ā Maki.

Standing just off Ōtakamiro Point is the rock stack known as Motutara, “the island of the sea birds”. Over the last forty years this bird colony has developed into one of New Zealand’s most important tākapu (Australasian gannet) breeding colonies. Motutara was a kāinga occupied by Te Kawerau ā Maki until the 1870s. It was an important place for fishing, in particular at Te Tokaraerae (Flat Rock). Pekakuku Reef off Motutara was accessed in calm weather as a treasured source of kūtai and koura. Standing off Motutara is the island Motu-ō-Haea (Oaia Island), so named because of the highly visible guano deposits created by its teeming bird colony. Motu-ō-haea was also accessed in calm weather to gather bird eggs, birds and kekeno (fur seals) which were once plentiful along the entire coastal area to the south. The Motutara area was protected by fortified pā, including Ōtakamiro, Mātuakore and Tūkautū.

Te One Rangatira

Te Kawerau ā Maki hold an important shared ancestral relationship with Te One Rangatira, literally “the chiefly beach”, now generally known as Muriwai Beach. In Te Kawerau ā Maki tradition this 48 km long beach holds the name Te One Rangatira as it is the longest beach in the Auckland region, but more particularly as it was named by the ancestor Rakataura. After exploring the Manukau Harbour and the Waitākere coastline, Rakataura journeyed along Te One Rangatira. Several place-names adjoining the beach commemorate his visit. At a spot well north of Waimanu (Muriwai Stream), Rakataura’s eyes became irritated by wind-blown sand, hence the place name Ngā Mataparu. Rakataura and his party finally arrived at the entrance to the Kaipara Harbour. Here Rakataura conducted karakia, and erected a cairn to show that he had visited the district, and to claim mana over it. Because there was no wood or rock available among the extensive sand dunes, Rakataura ordered his people to catch sharks which were plentiful at the harbour entrance. The sharks were heaped into a cairn named Oeha. The locality became known as Rā putu mango, “ the day of the heaping up of the sharks”. Inside the harbour entrance is an area of shoals and a whirlpool known as Pokopoko ō Rotu, named after the Te Kawerau ā Maki ancestress Rotu who was the wife of Maki.

The southern end of Te One Rangatira is known traditionally as Paenga Tohorā, “the stranding place of the whales”. This locality, as with the Whatipu coastline, has seen many whale strandings over the years, which provided an important bounty for generations of Te Kawerau ā Maki. A treasure that was harvested from the beach was the large bi-valve shellfish, the toheroa. Te Kawerau ā Maki oral tradition tells how vast quantities of toheroa were dried by the ancestor Te Au o Te Whenua, who occupied Te Korekore, the large headland pā overlooking the southern end of the beach. These dried toheroa were traded for delicacies from the Waitematā, such as dried pātiki (flounder) and dried tuna kiri parauri (a variety of eels). The Waimanu (Muriwai Stream) lagoon was used as a hauling out place for waka used by the occupants of Te Muriwai, a kāinga located inland of the stream.

Te One Rangatira and the adjoining coastal environment also have collective spiritual significance to Te Kawerau ā Maki. The beach and its associated landmarks are seen as being part of Te Rerenga Wairua, “the pathway of the souls of the dead,” as they journey north from Hikurangi and Pukemōmore, at Te Henga, to Te Reinga, the departing place of the spirits.

Te Wairoa-ō-Kahu – “the long tidal channel of Kahu”

Te Kawerau ā Maki have a long and enduring relationship with the coastal environment of the upper Waitematā Harbour, known traditionally as Te Wairoa ō Kahu. This sheltered seaway provided an important route between the lower harbour and the overland portages to the Kaipara Harbour. These portages began at Pītoitoi and Taurangatira in what is now the settlement of Riverhead. Kāinga were

located on both sides of Te Wairoa ō Kahu. On the west, by way of example, were Taurangatira, Maraeroa, Ngongetepara, Te Rarawaru, Onekiritea and Tahingamanu. On the eastern side of the channel were Ōrangikanohi, Panepane Kōkōwai, Pāremoremo, Te Ōkinga ā Toroa, and Ōpaketai. In mid channel was the important seasonal kāinga of Te Pahi ō Te Poataniwha on Motu Pākihi (Herald Island).

The upper harbour area was well known for its diversity of fish resources, shellfish, eels found in its muddy estuaries like Waikōtukutuku, and as a place from which to harvest sea birds. Tahingamanu, an extensive area of tidal flats near present day Hobsonville, was particularly valued by Te Kawerau ā Maki until well into the twentieth century as a place to catch the kūaka (godwit) which flocked there in large numbers during late summer. Another coastal bird that was caught on the shores of Te Wairoa ō Kahu was the kororā (little blue penguin). It was caught during the brief period in autumn when its low oil content made the bird palatable. A favourite spot for catching the penguin was Ana Kororā, near present day Greenhithe.

Places of particular spiritual and historical importance to Te Kawerau ā Maki in this coastal environment are the fortified pā, Panepane Kōkōwai and Tauhinu. Another landmark of significance is Te Ure tū ā Hape, a rock standing off the entrance to the Ōruāmō Creek. It is a treasured reminder of the ancestor Rakataura (Hape) and his association with Te Wairoa ō Kahu and the surrounding area. This area of the harbour is especially significant as one of the homes of Mōkai ō Kahu, the guardian taniwha associated with the mid and upper Waitematā Harbour. His lair at the mouth of the Ōruāmō Creek is known in the traditions of Te Kawerau ā Maki as Ō-rua-ā- Mōkai-ō-Kahu.

Wai-te-matā-ō-Kahu

Te Kawerau ā Maki have an important shared ancestral and customary relationship with Wai-tematā-ō-Kahu (the Waitematā Harbour). This relationship applies in particular to the western shores of the harbour from Wai o Pareira (Henderson Creek) to Te Auanga (Oakley Creek), and the eastern and northern shores of the harbour. The Waitematā Harbour takes its name from a mauri stone, “Te Mata,” placed on the rock of that name (Boat Rock) by the Te Arawa ancestor Kahumatamomoe. As descendants of the crew of the Arawa canoe, Te Kawerau ā Maki in time became guardians of this mauri, and retain the karakia associated with it to this day.

Places of particular significance to Te Kawerau ā Maki on the western side of the harbour include: Wai o Pareira, Kopupāka, Mānutewhau in the West Harbour-Massey area, Ōrukuwai and Ōrangihina on the Te Atatū Peninsula, Te Awa Whau (the Whau River) and Rangi Matariki, Motu Manawa, Te Kou and Te Auanga (Motumānawa / Pollen Island Marine Reserve). These kāinga were all associated with the seasonal harvest of the rich marine resources of the area. A place of considerable traditional importance to Te Kawerau ā Maki is Te Ara Whakapekapeka ā Ruarangi, “the diversion of Ruarangi” (Meola Reef). This reef was once a valued source of kūtai (mussels) before water quality issues began to arise in the harbour as a result of rapid urban growth in the catchment in the 1960s.

The historical focal point of Te Kawerau ā Maki associations with the lower Waitematā Harbour is Te Matarae ō Mana (Kauri Point). This fortified pā, named after the Te Kawerau ancestor Manaoterangi, and the adjacent kāinga of Rongohau (Kendall Bay), were occupied by Te Kawerau ā Maki, with others, until the early 1840s. Te Matarae ō Mana was strategically important as it controlled access to the upper harbour and overlooked a renowned Tauranga mango (shark fishery). Other places of historical and cultural significance on this coastline include: Kaiwhānake, Te Wā iti ō Toroa, and Onetaunga. Through descent from both Tawhiakiterangi and his wife Marukiterangi, Te Kawerau ā Maki have ancestral and customary interests in the Oneoneroa (Shoal Bay) area, with the kāinga of Awataha having been occupied by members of the tribe, with others until around 1920. The many coastal places of significance in this area include Te Onewa (Northcote Point), a fortified pā, Te Kōpua ō Matakerepo (Onepoto Basin), Te Kōpua ō Matakamokamo (Tuff Crater), Wakatatere, Waitītiko and Ngau te ringaringa (Ngataringa Bay).

Te Whenua roa ō Kahu – “the extensive landholding of Kahu”

Te Kawerau ā Maki have an important shared ancestral and customary relationship with Te Whenua roa ō

Kahu (the North Shore) extending from Maunga ā Uika (North Head) to the Whāngaparāoa Peninsula, and including the adjoining seaways of Te Awanui ō Peretu (Rangitoto Channel) and Moana Te Rapu. This relationship also applies to the adjoining offshore islands extending from Rangitoto to Tiritiri Mātangi. The Devonport area is of historical importance to Te Kawerau ā Maki as the place at which the Tainui canoe first made landfall in the Waitematā Harbour, at Te Haukapua (Torpedo Bay). Several places on the eastern coastline of the North Shore are of particular importance to Te Kawerau ā Maki as they are directly associated with the ancestor Maki, his warrior sons, and their descendant the ancestress Kahu. These places include: Takapuna, Te Oneroa ō Kahu (Long Bay), Whakarewatoto (a battle site at Long Bay), Ōkura, Ōtaimaro, Te Ringa Kaha ā Manu and Karepiro (a battle site at Karepiro Bay, Weiti). The latter three sites are of significance as they are associated with the Te Kawerau ā Maki ancestor Taimaro (Manu).

The coastal environment of the Whāngaparāoa Peninsula contains a number of sites of historical and cultural significance to Te Kawerau ā Maki. They include: Rarohara (a fortified pā), Matakātia, Kotanui, Ōkoromai and Te Hāruhi (Shakespear Bay). Standing off the eastern end of the peninsula is the island of Tiritiri Mātangi, where Te Kawerau ā Maki have enduring associations including at the fortified pā Te Kawerau Pā (also known as Tiritiri Mātangi Pā. The seaways to the south and north of the Whāngaparāoa Peninsula are known respectively as Moana Te Rapu and Whānga-paraoa, because of their traditional association with the annual whale migration that took place through Te Moana nui ō Toi (the Hauraki Gulf).

Mahurangi

The wider coastal environment lying between Ōrewa and the Mahurangi River is known traditionally as Mahurangi. It takes its name from the small island pā located off the mouth of Awa Waiwerawera (the Waiwera River). Te Kawerau ā Maki have a shared ancestral and customary interest in this locality, which was named by the ancestor Rakataura, and which was occupied by Maki and his descendants. The customary relationship held by Te Kawerau ā Maki with the adjoining land block of Maungatauhoro was recognised by Te Kawerau rangatira and the Native Land Court when title to the Mahurangi reserve was investigated in 1866. The enduring Te Kawerau ā Maki relationship with this area, and its hot springs, was reflected by the fact that the late nineteenth and early twentieth century tribal leader, Te Utika Te Aroha, named one of his daughters Waiwera. This name has continued to be passed down within the iwi to commemorate the ancestral and customary association with Mahurangi.

Through descent from Maki and all four of his sons, Te Kawerau ā Maki have shared ancestral interests in the coastline extending to the north of Mahurangi. Places with which Te Kawerau ā Maki hold a special ancestral association include: Te Korotangi (a fortified pā at the mouth of Waihē, the Mahurangi River), Ōpāheke ō Rotu (Ōpāheke Point), Pukeruhiruhi (a fortified pā at Tāwharanui), and Te Hāwere ā Maki / Goat Island. Te Kawerau ā Maki ancestral and customary relationships with the coastal area north of Matakana were recognised by related Te Kawerau rangatira when they were placed on the title to the Mangatāwhiri Block (Tāwharanui–Ōmaha) with other Te Kawerau people in 1873.

Te Kawerau ā Maki also have a shared ancestral association with the main islands standing off this coastline, in particular Te Kawau-tūmārō-ō-Toi (Kawau Island) and Te Hauturu-ō-Toi / Little Barrier Island. This association is claimed through the conquest of Hauturu by Maki and his brother Mataahu, and the subsequent occupation of the island by their descendants until the early 1840s. It was at this time that the Te Kawerau ā Maki rangatira Te Ngerengere is documented to have visited his Ngāti Manuhiri relative Taurekura on Hauturu. Te Kawerau ā Maki continue to treasure their ancestral relationship with Hauturu and the wider coastal environment that surrounds it, while also recognising the enduring kaitiaki role that their Ngāti Manuhiri whanaunga play.

Appendix 22 Consented existing high risk industrial or trade activities

Consent Number	File	Consent Holder	Address	Purpose and Description	Treatment Type	Expiry Date
25429	15666	A C I Operations New Zealand Ltd TA O-I New Zealand	752 Great South Road, Penrose	To authorise the diversion and discharge of stormwater	Sand filter	31/12/2021
2072	771362	Allied Concrete Limited	204 Wiri Station Road, Manukau	Discharge stormwater only from roofs and sealed areas from proposed new concrete batching plant	Ponds	31/12/2014
27992	16783	Allied Concrete Limited	77 Leonard Road, Penrose	To authorise the diversion and discharge of stormwater from a 2ha industrial site	Sand filter	31/12/2037
28049	16783	Allied Concrete Limited	4 Reliable Way, Mount Wellington	Sand filter application for the discharge of contaminants from a concrete batching site	Sand filter and ponds	31/12/2037
30624	18178	Alloy Yachts International Limited	10-12 The Concourse, Henderson	To authorise the diversion and discharge of stormwater	Storm filter	31/12/2039
27809	16695	Atlas Concrete Limited	25-29 Morrin Road, Panmure	Discharge of contaminated stormwater from a concrete batching plant via detention tanks to reticulated system and eventually Tamaki River	Stormwater discharge	31/12/2037
21351	9048	Auckland International Airport Ltd	George Bolt Memorial Drive, Auckland Airport	A catchment wide programme of works required to manage the discharge of stormwater from existing future development of Auckland International	Stormwater Treatment pond, permeable	31/12/2029

Consent Number	File	Consent Holder	Address	Purpose and Description	Treatment Type	Expiry Date
				Airport	bund across re-entrant channel and wetland	
28575	17050	Auckland International Airport Ltd	George Bolt Memorial Drive, Auckland Airport	To authorise the diversion and discharge of stormwater	Filter strips and wetlands	31/12/2029
29530	17627	Auckland International Airport Ltd	400 George Bolt Memorial Drive, Auckland Airport	To authorise the diversion and discharge of stormwater from the Live Fire Training ground	Reuse and detention	31/12/2038
2360	BR781727	Auckland International Airport Ltd	400 George Bolt Memorial Drive, Auckland Airport	To discharge stormwater from a 14.5ha catchment, including proposed incinerator and fumigations complex, into the Pukaki Creek	None	18/10/2013
28575	17050	Auckland International Airport Ltd	400 George Bolt Memorial Drive, Auckland Airport	To authorise the diversion and discharge of stormwater		31/12/2029

21351	9048	Auckland International Airport Ltd	400 George Bolt Memorial Drive, Auckland Airport	A catchment side programme of works required to manage the discharge of stormwater from existing future development of the Auckland International Airport	Ponds, Other and none	31/12/2029
31967	18802	Auckland Regional Transport Authority	Seymour Road, Howick	To authorise the diversion and discharge of stormwater	Sand filter	31/12/2040
31028	9048	Auckland Joint Users Hydrant Installation	400 George Bolt Memorial Drive, Auckland Airport	To authorise the discharge of contaminants onto or into land from an industrial or trade process (bulk fuel storage and handling)	Oil and water separator	31/12/2029
31498	18652	Balance AgriNutrients Ltd	34 Hart Road, Pukekohe	To discharge contaminants from an industrial or trade premise that operates a fertiliser storage depot	Wetland	31/12/2026
33491	18941	BP Oil New Zealand Limited	4 Canning Crescent, Mangere	To authorise the diversion and discharge of stormwater from an existing service station	Oil separators	31/12/2040
8052		BP Oil New Zealand Limited	476 Great South Road, Greenlane	To divert and discharge stormwater to ground soakage from a service station site	Stormwater discharge	31/12/2027
9780		BP Oil New Zealand Limited	1380 Great North Road, Waterview	Construction of oil separator and stormwater detention pond facilities, and stormwater discharge outfall structure	Stormwater discharge	31/12/2027

11752		BP Oil New Zealand Limited	216 Mill Road, Bombay	To divert and discharge stormwater from a motorway service area via stormwater quality treatment devices into a tributary of the Ngakaroa stream	Stormwater discharge	31/12/2038
34084		BP Oil New Zealand limited	60 Westney Road, Mangere	To discharge stormwater from a truck stop		31/12/2041
36904	21313	BP Oil New Zealand Limited	538 State Highway 16, Kumeu	To discharge stormwater from a service station		31/5/2044
9611515		BP Oil New Zealand Limited	102 Great South Road, Greenlane	To discharge stormwater from a truck stop		31/12/2031
14102		BP Oil New Zealand Limited	975 New North Road, Mt Albert	To divert and discharge stormwater from a redeveloped service station into the ground	Stormwater discharge	31/12/2031
14103		BP Oil New Zealand Limited	Kerrs Road, Manukau	To divert and discharge stormwater from a redeveloped service station into a council stormwater sewer	Stormwater discharge	31/12/2030
14874		BP Oil New Zealand Limited	132 Ridge Road, Howick	To divert and discharge stormwater from a redeveloped service station into the stormwater piped systems.	Stormwater discharge	31/12/2031

15158		BP Oil New Zealand Limited	152 Coronation Road, Mangere	To divert and discharge stormwater from a redeveloped of an existing service station with stormwater from the forecourt being discharged via stormwater treatment device into an existing Council stormwater piped system	Stormwater discharge	31/12/2031
15240		BP Oil New Zealand Limited	790-804 Remuera Road, Meadowbank	To divert and discharge stormwater from a redeveloped of an existing service station and adjacent properties, with stormwater from the forefront being discharged via a stormwater treatment device into a stormwater piped system	Stormwater discharge	31/12/2031
15394		BP Oil New Zealand Limited	40-42 Portage Road, New Lynn	To divert and discharge stormwater from a stormwater treatment device into a piped stormwater system	Stormwater discharge	31/12/2031
15809		BP Oil New Zealand Limited	500 Ti Rakau Drive, Pakuranga	To divert and discharge stormwater from a new service station, with stormwater from the forefront being discharged via a stormwater treatment device into a piped stormwater system	Stormwater discharge	31/12/2031
15813		BP Oil New Zealand Limited	4 Manuia Road, Takanini	To divert and discharge stormwater from a new service station, with stormwater from the forefront being discharged via a stormwater treatment device prior to being discharged into an existing stormwater system	Stormwater discharge and none	31/12/2031

16267		BP Oil New Zealand Limited	223-227 Swanson Road, Henderson	To divert and discharge stormwater from a redeveloped service station, with stormwater from refueling areas being discharged via a stormwater treatment device prior to being discharged from the site	Stormwater discharge	31/12/2032
20443		BP Oil New Zealand Limited	Side of Southern Motorway, Papakura	To divert surface water through a piped culvert, and under Section 15 of RMA to divert and discharge stormwater from a proposed 5Ha motorway service area comprising car parking, off and on ramps, a service station and truck stop	Stormwater discharge	31/12/2032
20638		BP Oil New Zealand Limited	23 Hibiscus Coast Highway, SH1, Silverdale	To divert and discharge stormwater from a redevelopment of an existing service station, with stormwater from the forefront being discharged via a stormwater treatment device	Stormwater discharge	31/12/2032
21812		BP Oil New Zealand Limited	264 Massey Road, Mangere East	To divert and discharge stormwater from a service station redevelopment with stormwater from refueling areas being discharged via a stormwater treatment device	Stormwater discharge	31/12/2033
21812		BP Oil New Zealand Limited	96 Station Road, Papatoetoe	To divert and discharge stormwater from a redevelop existing service station with stormwater from refueling areas being discharged via a stormwater treatment device	Stormwater discharge	31/12/2033

23057		BP Oil New Zealand Limited	108-118 Fanshawe Street, Auckland Central	To authorise the diversion and discharge of stormwater from a partial drainage upgrade at an existing service station with stormwater from refueling areas being discharged via a stormwater treatment device	Stormwater discharge	31/12/2034
24843		BP Oil New Zealand Limited	433 Khyber Pass Road, Newmarket	To authorise discharge of stormwater from a redeveloped refueling facility with stormwater from refueling areas being discharged via a stormwater treatment device	Stormwater discharge	31/12/2036
25195		BP Oil New Zealand Limited	152 Coronation Road, Mangere	To divert and discharge stormwater from the forecourt being discharged via a stormwater treatment device into an existing Council stormwater piped system	Stormwater discharge	31/12/2031
25647		BP Oil New Zealand Limited	216 Mill Road, Bombay	To divert and discharge stormwater from a motorway service area via stormwater quality treatment devices into a tributary of the Ngakaroa stream	Oil Separator, Vegetative Filter Strips, Soak hole	31/12/2028
25816		BP Oil New Zealand Limited	2-16 Te Atatu Road, Te Atatu South	To authorise the diversion and discharge of stormwater from a total redevelopment of an existing service station being discharged via a stormwater treatment device	Stormwater discharge and oil separators	31/12/2036

25817		BP Oil New Zealand Limited	8 Whitford-Maraetai Road, Whitford	To authorise the diversion and discharge of stormwater from partial redevelopment of an existing service station being discharged via a stormwater treatment	Stormwater discharge and oil separators	31/12/2036
25824		BP Oil New Zealand Limited	Eastern Side of Southern Motorway, Papakura	To divert surface water through a piped culvert, and to divert and discharge stormwater from a proposed 5HA motorway service area comprising car parking, off and on ramps, a service station, truck stop	Sand filter and oil separators	31/12/2032
25900		BP Oil New Zealand Limited	199 Weymouth Road, Manurewa	To authorise the diversion and discharge of stormwater from a total redevelopment of an existing service station being discharged via a stormwater treatment device	Stormwater discharge and oil separators	31/12/2036
26205		BP Oil New Zealand Limited	State Highway 1, Dairy Flat	To authorise the diversion and discharge of stormwater from the proposed BP motorway service centre with a total catchment area of 4HA	Stormwater discharge and ponds	31/12/2036
26258		BP Oil New Zealand Limited	Te Irirangi Drive, Flat Bush	To authorise the diversion and discharge of stormwater from a new service station being discharged via a stormwater treatment	Stormwater discharge and oil separators	31/12/2035
26598		BP Oil New Zealand Limited	Airfield Road, Ardmore Airport	To authorise the diversion and discharge of stormwater, from partial redevelopment of an existing aircraft refueling Apron and a locked overnight mini-tanker and trailer storage facility service station, being discharged via a stormwater treatment	Stormwater discharge and oil separators	31/12/2036

				device		
28099		BP Oil New Zealand Limited	925 Mount Eden Road, Three Kings	To authorise the diversion and discharge of stormwater from a partially redeveloped service station via a stormwater treatment	Stormwater discharge and oil separators	31/12/2037
28164		BP Oil New Zealand Limited	297 Lake Road, Takapuna	To authorise the diversion and discharge of stormwater from a partially redeveloped service station via a stormwater treatment	Stormwater discharge and oil separators	31/12/2037
28627		BP Oil New Zealand Limited	45 Neilson Street, Te Papapa	To authorise the diversion and discharge of stormwater	Stormwater discharge and oil separators	31/12/2038
28995		BP Oil New Zealand Limited	1-19 quay Street, Auckland Central	To authorise the diversion and discharge of stormwater	Stormwater discharge and oil separators	31/12/2038
29145		BP Oil New Zealand Limited	6 Richard Pearse Drive, Mangere	To authorise the diversion and discharge of stormwater	Stormwater discharge and oil separators	31/12/2038
29214		BP Oil New Zealand Limited	141 Pakuranga Road, Pakuranga	To authorise the diversion and discharge of stormwater	Stormwater discharge and oil separators	31/12/2038

29411		BP Oil New Zealand Limited	74 Edinburgh Street, Pukekohe	To authorise the diversion and discharge of treated stormwater from remote landfill and fuelling areas via an American petroleum institute (API) separator to the existing Franklin District Council stormwater reticulation system	Stormwater discharge and oil separators	31/12/2038
29863		BP Oil New Zealand Limited	2-16 Te Atatu Road, Te Atatu South	To authorise the diversion and discharge of stormwater	Stormwater discharge and oil separators	31/12/2024
30913		BP Oil New Zealand Limited	7 Heb Place, Takanini	To authorise the diversion and discharge of stormwater from a refueling area	Stormwater discharge and oil separators	31/12/2035
30940		BP Oil New Zealand Limited	10 Clemow Drive, Mount Wellington	To authorise the diversion and discharge of stormwater	Stormwater discharge and oil separators	31/12/2039
30959		BP Oil New Zealand Limited	1 Kerrs Road, Manukau Central	To authorise the diversion and discharge of stormwater from the remote landfill and fuelling areas via an American petroleum institute (API) separator	Stormwater discharge and oil separators	31/12/2039
31942		BP Oil New Zealand Limited	63 Hayr Road, Three Kings	To authorise the diversion and discharge of stormwater from the remote fill and fuelling areas via an American petroleum institute (API) separator	Stormwater discharge	31/12/2040
32682		BP Oil New Zealand Limited	58 Titi Street, Favona	To authorise the diversion and discharge of stormwater from a diesel stop within the Mainfreight terminal site	Stormwater discharge and oil separators	31/12/2038

28978	16696	Bridgeman Concrete Auckland Limited	59 Crooks Road, East Tamaki	Wetland Swale to discharge industrial waste from a ready mixed concrete production site. Change conditions 2, 5 & 6 (site increased by 100m2 / amended calculations / Wetlands built last)	Wetland swale	31/12/2022
28979	16696	Bridgeman Concrete Auckland Limited	43 Crooks Road, East Tamaki	To authorise the diversion and discharge of stormwater	Ponds	31/12/2022
27203	928380	Buckland's Beach Yacht Club Inc. General Manager	Granges point Hardstand, Half Moon Bay	To authorise the discharge of stormwater from the Granges Point hardstand	Sand filter	10/06/2038
8243		Caltex	682-686 Great South Road, Penrose	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater)	31/12/2027
8273		Caltex	195-201 Great South Road, Greenlane	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater)	31/12/2027
9020		Caltex	East Side Via Beaumont Street, Auckland City	To authorise the diversion discharge of service station runoff	Coastal Structure	20/12/2010

20371		Caltex	1433 SH 1	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2032
20394		Caltex	Cnr Mill Road and Great South Road, Bombay	To authorise the diversion discharge of service station runoff	Discharge permit of treated domestic wastewater	31/12/2005
20400		Caltex	Cn Mill Road and Great South Road, Bombay	To authorise the diversion discharge of service station runoff	Discharge permit	31/12/2032
20400		Caltex	Cn Mill Road and Great South Road, Bombay	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater)	31/12/2032
21392		Caltex	Lawrence Stevens Drive, Auckland Airport	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2033
21490		Caltex	586-592 Upland Road, Remuera	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2034
22114		Caltex	339 Great North Road, Grey Lynn	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater)	31/12/2033

					and oil separators	
22116		Caltex	215-227 Manukau Road	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater)	31/12/2033
22140		Caltex	378 Manukau Road, Epsom	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater)	
22191		Caltex	221 St Heliers Bay Road, St Heliers	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater) and oil separators	
22596		Caltex	Upper Harbour Drive, Mairangi Bay	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2033
22937		Caltex	313 Botany Road, Howick	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2034

23969		Caltex	Cnr Balmoral & Sandringham Road, Kingsland	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater), sandfilter, swales, oil separators and soak holes	31/12/2036
23972		Caltex	11 Mercari Way, Albany	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2035
24135		Caltex	19 Nandina Avenue, East Tamaki	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater)	31/12/2035
24328		Caltex	Cnr Rodney Road & Port Albert Road, Wellsford	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2035
24775		Caltex	548 East Coast Road, Windsor Park	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2035
24776		Caltex	Cnr Maire Road and Grand Drive, Orewa	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater)	31/12/2035

					and oil separators	
25483		Caltex	Morrison Drive, Warkworth	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2036
27285		Caltex	Mill Road & Great South Road, Bombay	To authorise the diversion discharge of service station runoff	Discharge permit (stormwater)	31/12/2032
30247		Caltex	30 Sandspit Road, Cockle Bay	To authorise the diversion discharge of service station runoff	Discharge permit	01/12/2014
8239		Caltex New Zealand Limited	682-686 Great South Road, Penrose	To discharge stormwater to ground soakage	Oil separators	31/12/2027
8309		Caltex New Zealand Limited	195-201 Great South Road, Greenlane	To discharge stormwater to ground soakage	Oil separators	31/12/2027
24094		Caltex New Zealand Limited	231 Manukau Road, Pukekohe	To divert and discharge stormwater from an upgraded existing truck stop facility with stormwater from refueling areas being discharged via a stormwater treatment device, together with stormwater from an additional petrol refueling facility being discharged via a new stormwater treatment device	Oil separators	31/12/2033

31037		Caltex New Zealand Limited	288-294 Te Atatu Road, Te Atatu South	To authorise the diversion and discharge of stormwater	Oil Separators	31/12/2039
31494		Caltex New Zealand Limited	324 Great South Road, Papatoetoe	To authorise the diversion and discharge of stormwater	Oil Separators	31/12/2039
31780		Caltex New Zealand Limited	SH 22, Karaka	To authorise the diversion and discharge of stormwater	Oil Separators	31/12/2039
32978		Caltex New Zealand Limited	SH 1, Dairy Flat	To authorise the diversion and discharge of stormwater from a wetland treatment system on site to roadside table drain and ultimately into an adjacent watercourse	Oil separators and wetlands	31/12/2032
24604	15198	Capet Holdings Limited C/- PR Healey	269 A Mt Smart Road, Ōnehunga	To authorise the diversion and discharge of stormwater from approximately 0.62ha of buildings and car park to ground (the porous basalt formation beneath the site)	Sand filter	31/01/2036
15385		Challenge	571 Te Atatu Road, Te Atatu Peninsula	To authorise the diversion and discharge of service station runoff	Discharge permit (stormwater) and oil separators	22/07/2005
21431		Challenge	788-802 Great North Road	To authorise the diversion and discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2033

21432		Challenge	571-575 Great South Road, Grey Lynn	To authorise the diversion and discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2033
21433		Challenge	11-15 Clark Street, New Lynn	To authorise the diversion and discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2033
21970		Challenge	19 Princess Street, Takanini	To authorise the diversion and discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2033
21986		Challenge	144-152 Triangle Road, Massey	To authorise the diversion and discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2033
22571		Challenge	167-169 Manukau Road	To authorise the diversion and discharge of service station runoff	Discharge permit (stormwater) and oil separators	31/12/2033
22908		Challenge	71 Jellicoe Road, Panmure	To authorise the diversion and discharge of service station runoff	Discharge permit (stormwater)	31/12/2034

23428		Challenge	720 Swanson Road, Swanson	To authorise the diversion and discharge of service station runoff	Discharge permit (stormwater)	31/12/2034
33534		Chevron New Zealand Limited	27-29 Saleyards Road, Ōtahuhu	To authorise the diversion and discharge of service station from a service station	None	31/12/2041
31587	18650	Coca-Cola Amatil (NZ) Limited	33 Waipuna Road, Mount Wellington	To authorise the diversion and discharge of stormwater	Storm filter, rain garden and roof materials	31/12/2025
31900	18763	Coca-Cola Amatil (NZ) Limited	33 Waipuna Road, Mount Wellington	To discharge of contaminants from an industrial or trade process – beverage manufacturing	Rain garden and stormwater filters	31/12/2025
30186		Contact Energy Limited	68A Bairds Road, Ōtara	To authorise the diversion and discharge of stormwater	Outfall structures and holding pond	31/12/2031
27639	16613	Danja Holdings Limited	20 Jarvis Way, Ōtara	Wetland swale high	Stormwater pipes and their inlets: down pipes, stormwater cesspits catchpits, soakage pits and manholes	31/12/2023

31338	17383	Enviro Waste Services Limited	116 Patiki Road, Avondale	To discharge Industrial or Trade Process contaminants for a waste transfer station	Filtration – rain garden	31/12/2024
28016	16793	Flint Ink Limited	57 Walls Road, Penrose	To discharge stormwater from an ink manufacturing plant under redevelopment	Sand filter to stormwater discharge and soak holes	31/12/2025
26318	15751	Fulton Hogan Limited	4 Reliable Way, Mount Wellington	To authorise the discharge of contaminants from an industrial trade process site (asphalt manufacturing and associated activities)	Filtration-Sand / other mixed media	31/12/2026

21765	12765	Golden Bay Cement	65-75 Jellicoe Street, Auckland Central	To divert and discharge stormwater from an existing port unloading facility	Coarse sediment traps	31/12/2033
22067		Gull New Zealand Limited	642-650 Rosebank Road, Avondale	To discharge stormwater from forecourt and paved area through an API Oil Separator	Oil separators	31/12/2033
22397		Gull New Zealand Limited	3 Reeves Road, Pakuranga	To divert and discharge stormwater from an upgraded existing service station facility with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2034
22522		Gull New Zealand Limited	441 New North Road, Kingsland	To divert and discharge stormwater from a new service station with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2033
22903		Gull New Zealand Limited	103 Roscommon Road, Wiri	To divert and discharge stormwater from a new service station with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2034
22929		Gull New Zealand Limited	200-210 Swanson Road, Henderson	To divert and discharge stormwater from a new service station with stormwater from refueling areas and from the bulk fuel tank slab, with a design impervious area off 118m2, being discharged via a stormwater treatment device	Oil separators	31/12/2034

23286		Gull New Zealand Limited	330 Great South Road, Ōtahuhu	To divert and discharge stormwater from a new service station with stormwater from refueling areas and from the bulk fuel tank slab, with a design impervious area off 117m2, being discharged via a stormwater treatment device	Oil separators	31/12/2034
23852		Gull New Zealand Limited	1-3 Forest Hill Road, Henderson	To authorise the diversion and discharge of stormwater from a service station redevelopment with stormwater from refueling areas and remote fill points being discharged via a stormwater treatment device	Oil separators	31/12/2035
24096		Gull New Zealand Limited	Greville Road, Pinehill	To divert and discharge stormwater from a service station with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2035
24097		Gull New Zealand Limited	183 Albany Highway, Albany	To divert and discharge stormwater from a service station with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2035
24190		Gull New Zealand Limited	455 East Tamaki Road, East Tamaki	To divert and discharge stormwater from a service station with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2035
24423		Gull New Zealand Limited	380 Ti Rakau Drive, Burswood	To divert and discharge stormwater from a proposed service station with stormwater from refueling areas being discharged via a stormwater treatment	Oil separators	31/12/2035

				device		
24423		Gull New Zealand Limited	380 Ti Rakau Drive, Burswood	To divert and discharge stormwater from a proposed service station with stormwater from refueling areas being discharged via a stormwater treatment device	Swales	31/12/2035
24809		Gull New Zealand Limited	44A Portage Road, New Lynn	To authorise the discharge of stormwater from the new service station redevelopment with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2035
27719		Gull New Zealand Limited	13 Sel Peacock Drive, Henderson	To authorise the diversion and discharge of stormwater from a service	Oil separators	31/12/2035
29172	17467	Heller Tasty Limited	8 Ha Crescent, Wiri	Discharge small meat goods operations	Swales and source control	31/12/2024
30709	18217	Higgins Contractors Limited T/A Higgins Contractors Auckland	20 Crooks Road, East Tamaki	To discharge contaminants from an industrial or Trade Process – asphalt plan, to ground	Filtration-Sand / other mixed media	31/12/2025

28631	17076	Industrial Textiles Limited	62 Patiki Road, Avondale	To authorise the diversion and discharge of stormwater from two commercial properties to the Whau River	Sand filter	31/12/2038
30742	17495	Laminex Group (NZ) Limited	5240 Hunua Road	Discharge of stormwater and contaminants from site manufacturing laminates	Reuse and Environpods	31/12/2024
9054	928586	Holcim (New Zealand) Limited	54 Patiki Road, Avondale	To divert and discharge treatment via a settling tank to the Whau Estuary	Settling tank and stormwater ponds	31/12/2027
28168		Lubrication Manufacturing Plant	6 Jellicoe Street, Auckland Central	To authorise the diversion discharge of service station runoff	Con site discharge	30/11/2011
30001	17886	Mainfreight Limited	58 Titi Street, Ōtahuhu	To authorise the diversion and discharge of stormwater associated with an industrial development	Rain gardens	31/12/2038
25655	15783	Manson Contracts (Warkworth) Ltd	76 Hudson Road, Warkworth	Discharge of washwater from a truck wash facility	Rain garden	31/12/2016
26797	16265	Metal Protection Limited	14 Ross Reid Place, East Tamaki	To authorise the discharge of contaminants into land (electro trade and activities) or the trade process within the premises	Swale, sand filter and sand-peat filter	31/12/2037

26507	16142	Mobil Oil New Zealand Limited	164 Beaumont Street, Auckland Central	Bulk Hydrocarbon Product Storage Facility	Storm discharge	31/05/2022
15382	BM9611222	Mobil Oil New Zealand Limited	2-18 West Coast Road, Glen Eden	To divert and discharge stormwater from a stormwater treatment device into a stormwater piped system	Oil separators	31/12/2031
25361	15642	Mobil Oil New Zealand Limited	2060 Great South Road, Avondale – Mobil	To authorise the diversion and discharge of stormwater from a partially redeveloped service station with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2036
25362	15643	Mobil Oil New Zealand Limited	286 Puhinui Road, Papatoetoe	To authorise the discharge of stormwater from a partially redeveloped service station with stormwater from refueling areas being discharged via a stormwater treatment	Oil separators	31/12/2036
26484	16136	Mobil Oil New Zealand Limited	348-364 St Heliers Bay Road, St Heliers	To authorise the diversion and discharge of stormwater from a partial redevelopment of an existing service station being discharged via a stormwater treatment device	Oil separators	31/12/2036

26784	16256	Mobil Oil New Zealand Limited	25 Lake Road, Devonport	To authorise the diversion and discharge of stormwater, from a partial redevelopment of an existing service station, being discharged via a stormwater treatment device	Oil separators	31/12/2036
29302	17526	Mobil Oil New Zealand Limited	351-347 Great South Road, Ellerslie	To authorise the diversion and discharge of stormwater	Oil separators	31/12/2038
29898	17848	Mobil Oil New Zealand Limited	145 Wairau Road, Wairau	To authorise the diversion and discharge of stormwater	Oil separators	31/12/2024
30471	11673	Mobil Oil New Zealand Limited	397 Don Buck Road, Massey	To authorise the diversion and discharge of stormwater	Oil separators	31/12/2025
30958	18415	Mobil Oil New Zealand Limited	26 Titirangi Road, New Lynn	To authorise the diversion and discharge of stormwater	Oil separators	31/12/2025
31259	18540	Mobil Oil New Zealand Limited	506-512 Parnell Road, Parnell	To authorise the diversion and discharge of stormwater	Oil separators and stormfilter	31/12/2039
31278	18546	Mobil Oil New Zealand Limited	296 Apirana Avenue, Glen Innes	To authorise the diversion and discharge of stormwater	Oil separators and stormfilter	31/12/2039
31281	18550	Mobil Oil New Zealand Limited	565 Karangahape Road, Auckland Central	To authorise the diversion and discharge of stormwater	Oil separators and stormfilter	31/12/2039

31866	18749	Mobil Oil New Zealand Limited	64 Green Lane East, Remuera	To authorise the diversion and discharge of stormwater	Oil separators	31/12/2040
32206	18892	Mobil Oil New Zealand Limited	494-506 Mount Eden Road, Mt Eden	To authorise the diversion and discharge of stormwater	Oil separators	31/12/2040
32567	19060	Mobil Oil New Zealand Limited	734-736 Dominion Road, Mt Eden	To authorise the diversion and discharge of stormwater	Oil separators	31/12/2040
33287	19384	Mobil Oil New Zealand Limited	15-19 Selwyn Street, Ōnehunga	To authorise the diversion and discharge of stormwater	Oil separators	31/12/2040
15345		Mobil Oil New Zealand Limited	95-99 Beaumont Street, Freemans Bay	To authorise the diversion and discharge of stormwater	Discharge permit – contaminated site discharge	31/12/2030
11551		Mobil Oil New Zealand Limited	Jellicoe Street & Packenham Street, Auckland Central	To authorise the diversion and discharge of stormwater	Coastal permit – industrial waste discharge	31/12/2001
11550		Mobil Oil New Zealand Limited	Jellicoe Street & Packenham Street, Auckland Central	To authorise the diversion and discharge of stormwater	Coastal permit – industrial waste discharge	31/12/2001
20177		Mobil Oil New Zealand Limited	51 St Lukes Road, Mount Albert	To authorise the diversion and discharge of stormwater	Discharge permit – stormwater	31/12/2032

					discharge	
14016		Mobil Oil New Zealand Limited	167 Beach Road, Parnell	To authorise the diversion and discharge of stormwater	Coastal permit – stormwater discharge	31/12/2029
9611166		Mobil Oil New Zealand Limited	242 Ti Rakau Drive, East Tamaki	To authorise the diversion and discharge of stormwater	Stormwater discharge	31/12/2031
13034	BR949817	Mobil Oil New Zealand Limited	1 Margan Avenue, New Lynn	To divert and discharge stormwater from a redeveloped and expanded service station	Oil separators	31/12/2040
13794	BR9510328	Mobil Oil New Zealand Limited	1 Sunnybrae Road, Northcote	To discharge stormwater from a new service station development	Oil separators	31/12/2028
13886	BR9510403	Mobil Oil New Zealand Limited	30 Verran Road, Birkdale	To discharge stormwater from a service station	Oil separators	31/12/2030
15329	BE9611166	Mobil Oil New Zealand Limited	242 Ti Rakau Drive. Burswood	To divert and discharge stormwater from a replacement stormwater treatment device into a stormwater piped system	Oil separators	31/12/2031

16108	BH9711715	Mobil Oil New Zealand Limited	8-14 Quay Street, Auckland Central	To divert and discharge stormwater from a new service station, with stormwater from the forecourt being discharged via a stormwater treatment device prior to being discharged into an existing stormwater system	Oil separators	31/12/2031
20660	12241	Mobil Oil New Zealand Limited	7 High Street, Ōtahuhu	To divert and discharge stormwater from a new service station, with stormwater from refueling areas via a stormwater treatment device prior to being discharged from the site	Oil separators	31/12/2032
21463	11914	Mobil Oil New Zealand Limited	51 St Lukes Road. Mt Albert	To divert and discharge stormwater from a new service station, with stormwater from the forecourt being discharged via a stormwater treatment device prior to being discharged to the ground	Oil separators	31/12/2032
21579	12662	Mobil Oil New Zealand Limited	548-550 West Coast Road, Oratia	To divert and discharge stormwater from an existing service station with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2033
21889	12823	Mobil Oil New Zealand Limited	51 Jellicoe Road, Auckland Central	To divert and discharge stormwater from a service station redevelopment, with stormwater from the refueling and remote fill points area being discharged via a stormwater treatment device, to a local public stormwater system	Oil separators	31/12/2033

26508	16143	Mobil Oil New Zealand Limited	164-188 Beaumont Street, Freemans Bay	To authorise the diversion and/ or discharge of stormwater and contaminated stormwater from an industrial or trade premise	Oil separators	31/5/2022
30939	18407	Mobil Oil New Zealand Limited	447 Roscommon Road. Clendon Park	To authorise the diversion and discharge of stormwater	Oil separators	31/12/2025
28968	15948	Mt Rex Shipping Limited	215 Kaipara Coast Highway SH16, Helensville	The diversion and discharge of stormwater to an unnamed tributary of the Kaipara River from an industrial site development with an area of approximately 5.0ha		31/12/2037
28956	17405	Mt Rex Shipping Limited c/- Atlas concrete	21 Kaipara Coast Highway SH16, Helensville	Storing and manufacturing sand	Stormwater pond	31/12/2035
27731	16665	N C I Packaging (NZ) Limited	80 Mount Wellington Highway, Mt Wellington	To authorise the diversion and discharge of stormwater	Sand filter	31/12/2037
30072	17910	Northern Waste	12 Langley Road, Wiri	Discharge stormwater from an industrial or trade process from a proposed waste transfer station	Swales, rain tanks, soak holes	31/12/2025
28089	4540	Nurfam Health and Services (A division of Nurfam NZ	8 Manu Street, Ōtahuhu	Discharge contaminants from an industrial process	Sand filter	01/02/2039

		Limited)				
24062		Om Petroleum (NZ) Limited T/A Challenge Milford	79 Kitchener Road, Milford	The diversion and discharge of stormwater from a partial drainage upgrade at an existing service station with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2035
30641	18202	Ōnehunga ITM trading as Umbraco Ltd	101 Neilson Street, Ōnehunga	To authorise the diversion and discharge of stormwater	Sand filter	31/12/2039
22822	12762	Orams Marine Limited	Westhaven Marina, Freemans Bay	To discharge stormwater containing contaminants from the Orams Marine site to the coastal marine area	Sand filter	10/07/2024
31867	18755	P J Hobbs Industries Limited	63 Hunua Road, Papakura	To authorise the discharge of stormwater	Swales	31/12/2040
15558	7494	Pacific Steel Limited	259 James Fletcher Drive, Ōtahuhu	To divert and discharge treated stormwater and contaminants from an industrial and trade premise via a treatment system	Ponds	31/12/2022
21476	12618	Pick a Part Limited	Alderman Place, Mangere East	To divert and discharge stormwater from a facility for the dismantling of wrecked vehicles, with stormwater from yard	Sand filter	31/12/2033

21972	12872	Ports of Auckland Ltd	French Street, Auckland	To discharge contaminated stormwater to water, following the first flush of wastewater being discharged to the sewer, for the purpose of disposing of highly diluted wastewater from a newly constructed vehicle cleaning facility	Dilution of wastewater	31/03/2034
15230	9611095	Ports of Auckland Ltd	Quay Street, Auckland	To divert and discharge stormwater from a replacement stormwater treatment device into a stormwater piped system	API tank	31/12/2031
25179	15613	Ports of Auckland Ltd	Quay Street, Auckland	To discharge contaminated water from industrial or trade processes into the central Waitemata Harbour	Various	30/07/2036
28384	10919	Ports of Auckland Ltd	Fergusson Container Terminal, Auckland	Discharging seawater and stormwater from the new reclamation during construction; and discharging stormwater from the extended terminal once construction completed	Sand filters	
23215	14403	Rohm & Haas NZ Ltd	26 Beach Road, Favona	To authorise the discharge of contaminants from an industrial trade process (Rohm and Haas NZ Ltd – manufacture of)	Ponds	31/12/2024
29218	14403	Rohm & Haas NZ Ltd	8 Beach Road, Favona	Run off from the site that produces acrylic emissions. Collected into a stormwater pond. Controlled release after testing into 15m open drain then into adjacent Mangere Inlet	Trade waste and pond	31/12/2024

22911		Shell New Zealand Limited	Hobbs Bay	To divert and discharge contaminants to water for the purpose of disposing of treated stormwater	Oil separators	01/09/2014
22996		Shell New Zealand Limited	88 Main Road, Kumeu	To divert and discharge stormwater from a partial service station redevelopment with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2034
23082		Shell New Zealand Limited	150 Beach Road, Parnell	To authorise the diversion and discharge of stormwater from a partial service station redevelopment with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2034
23151		Shell New Zealand Limited	423 Titirangi Road, Titirangi	To authorise the diversion and discharge of stormwater from a partial service station redevelopment with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2034
23152		Shell New Zealand Limited	303 Remuera Road, Remuera	To authorise the diversion and discharge of stormwater from a partial service station redevelopment with stormwater from refueling areas being discharged via a stormwater treatment	Oil separators	31/12/2034
23155		Shell New Zealand Limited	154 Kepa Road, Ōrākei	To authorise the diversion and discharge of stormwater from a partial service station redevelopment with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2034

23156		Shell New Zealand Limited	364 West Coast Road, Glen Eden	To authorise the diversion and discharge of stormwater from a partial service station redevelopment with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2034
23157		Shell New Zealand Limited	847 East Coast Road, Northcross	To authorise the diversion and discharge of stormwater from a partial service station redevelopment with stormwater from refueling areas being discharged via a stormwater treatment	Oil separators	31/12/2034
24142		Shell New Zealand Limited	100 Foundry Road, Silverdale	To divert and discharge stormwater from a truck stop facility with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2035
24417		Shell New Zealand Limited	Quarry Road	To divert and discharge stormwater from a proposed truck stop facility with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2035
24436		Shell New Zealand Limited	167 Neilson Street, Ōnehunga	To divert and discharge stormwater from a truck stop with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2035
24521		Shell New Zealand Limited	594 Corsair Lane, Ardmore	To divert and discharge stormwater from a new storage compound with stormwater from the storage compound subcatchment being discharged via a stormwater treatment device	Oil separators	31/12/2035

24656		Shell New Zealand Limited	14 Hudson Road, Warkworth	To authorise the discharge of stormwater from the redeveloped truck stop facility with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2035
24688		Shell New Zealand Limited	21-13 Sylvia Park Road, Mt Wellington	To divert and discharge treated stormwater from a truck stop facility into a stormwater reticulation system	Oil separators	30/01/2036
25066		Shell New Zealand Limited	25-27 Quay Street, Auckland Central	To authorise the discharge of stormwater from a redeveloped refueling facility with stormwater from refueling areas being discharged via a stormwater treatment device	Oil separators	31/12/2035
25414		Shell New Zealand Limited	Asti Lane & SH 16, Massey	To authorise the diversion and discharge of stormwater from an existing service station with stormwater from the bulk fuel unloading area being discharged via a stormwater treatment device	Oil separators	31/12/2036
25657		Shell New Zealand Limited	700 Mount Albert Road, Royal Oak	To authorise the diversion and discharge of stormwater, from an upgrade of the existing service station via a stormwater treatment device	Oil separators	31/12/2037
25669		Shell New Zealand Limited	36 Constellation Drive, Mairangi Bay	To authorise the diversion and discharge of stormwater from partial redevelopment of an existing service station being discharged via a stormwater treatment device	Oil separators	31/12/2036

26378		Shell New Zealand Limited	Main Road, Kumeu	To authorise the diversion and discharge of stormwater from partial redevelopment of an existing service station being discharged via a stormwater treatment device	Oil separators	31/12/2036
27936		Shell New Zealand Limited	50-60 Ash Street, Avondale	To authorise the diversion and discharge of stormwater, from an upgrade of the existing service station via a stormwater treatment device	Oil separators	31/12/2037
28155		Shell New Zealand Limited	574 Great South Road, Ellerslie	To authorise the diversion and discharge of stormwater	Oil separators	31/12/2024
29781		Shell New Zealand Limited	18 Clevedon Road, Papakura	To authorise the diversion and discharge of treated stormwater from remote fill and fuelling areas via an American Petroleum Institute (API) separator to the existing Papakura District Council stormwater reticulation system	Oil separators	3112/2038
30045		Shell New Zealand Limited	18 Queen Street, Pukekohe	To authorise the diversion and discharge of stormwater	Oil separators	31/12/2024
31311		Shell New Zealand Limited	413 Beach Road, Mairangi Bay	To authorise the diversion and discharge of stormwater from a service station	Oil separators	31/12/2039
31737		Shell New Zealand Limited	8 Ormiston Road, Ōtara	To authorise the diversion and discharge of stormwater from a new service station operation	Oil separators	31/12/2040

31737		Shell New Zealand Limited	8 Ormiston Road, Ōtara	To authorise the diversion and discharge of stormwater from a new service station operation	Filtration devices	31/12/2040
31747		Shell New Zealand Limited	120 Queen Street, Waiuku	To authorise the diversion and discharge of stormwater from a service station	Oil separators	31/12/2039
32189		Shell New Zealand Limited	151 East Coast Road, Milford	To authorise the diversion and discharge of stormwater	Oil separators	31/12/2040
32330		Shell New Zealand Limited	284 Ti Rakau Drive, Burswood	To authorise the diversion and discharge of stormwater from a service station	Oil separators	31/12/2040
32331		Shell New Zealand Limited	40-42 State Highway 16, Parnell	To authorise the diversion and discharge of stormwater from a service station	Oil separators	31/12/2040
32332		Shell New Zealand Limited	470 Pakuranga Road, Half Moon Bay	To authorise the diversion and discharge of stormwater from a service station	Oil separators	31/12/2040
32439		Shell New Zealand Limited	142 Harris Road, East Tamaki	To discharge stormwater in association with the redevelopment of an existing service station	Oil separators	31/12/2040
32440		Shell New Zealand Limited	301 Ellerslie-Panmure Highway, Mt Wellington	To authorise the diversion and discharge of stormwater from a service station redevelopment	Other	31/12/2040
32440		Shell New Zealand Limited	301 Ellerslie-Panmure Highway, Mt	To authorise the diversion and discharge of stormwater from a service station redevelopment	Coarse sediment traps	31/12/2040

			Wellington			
32441		Shell New Zealand Limited	345 Great South Road, Ellerslie	To authorise the diversion and discharge of stormwater from a service station	Oil separators	31/12/2040
32600		Shell New Zealand Limited	742 Great South Road, Penrose	To authorise the diversion and discharge of stormwater from a service station	Oil separators	31/12/2040
32767		Shell New Zealand Limited	236-222 Apirana Avenue, Glen Innes	To authorise the diversion and discharge of stormwater from a service station	Oil separators	31/12/2040
32773		Shell New Zealand Limited	36 Constellation Drive, Mairangi Bay	To authorise the diversion and discharge of stormwater from the refueling area of a service station	Gross Pollutant Trap	31/12/2040
33688		Shell New Zealand Limited	637-651 Whangaparaoa Road, Stanmore Bay	To authorise the diversion and discharge of stormwater from a service station	Oil separators	31/12/2041
26036		Shell New Zealand Limited	9-5 Williamson Avenue, Grey Lynn	To authorise the diversion and discharge of stormwater from partial redevelopment of an existing service station being discharged via a stormwater treatment device	Oil separators	31/12/2036
31844		Shell New Zealand Limited	307 Puhinui Road, Papatoetoe	To authorise the diversion and discharge of stormwater from a heavy machinery hiring facility	Oil separators	31/12/2040

32262		Shell New Zealand Limited	72 East Tamaki Road, East Tamaki	To authorise the diversion and discharge of stormwater from a service station	Oil separators	31/12/2040
29505	17598	Smith and Nephew Limited	621 Rosebank Road, Avondale	To divert and discharge stormwater from a 1.47ha commercial / industrial site to the Waitemata Harbour	Cesspit filter	31/12/2038
28244	16897	Southdown Cogeneration Limited C/- Mighty River Power Limited	164-220 Hugo Johnston Drive, Penrose	To authorise the discharge of stormwater from the Southdown Power Station and the discharge of contaminants from an industrial or trade process site (power generation and associated activities)	Stormwater pond	31/12/2023
24766	15302	Sovereign Yachts NZ Ltd	Buckley Avenue, Hobsonville	To authorise the diversion and discharge of stormwater, through a treatment pond, from a boat building facility	Ponds	31/12/2035
29100	17443	Tasti Products limited	35-37 Totara Road, Whenuapai	To authorise the diversion and discharge of stormwater	Sand filter	20/12/2038
29648	17703	Tegal Foods Ltd	1 Bruce Mclaren Road, Henderson	Industrial Trade of Process discharge from a poultry processing plant site	Pond-water quality	31/12/2025
27455	16566	The Laminex Group NZ C/- Fletcher Building Products Ltd	Access Road, Kumeu	To authorise the diversion and discharge of stormwater from Fletcher Wood Panels Limited – Kumeu site	Wetlands	31/12/2037
27519	16566	The Laminex Group NZ C/- Fletcher	Access Road, Kumeu	To authorise the diversion and discharge of contaminants from the Industrial and trade process (particle board	Ponds	1/12/2037

		Building Products Ltd		manufacturing)		
30271	17993	NZ Transport Agency (formerly Transit New Zealand)	51 Otanerua Road, Hatfields Beach	To authorise the discharge of contaminants from an industrial and trade process via an American Petroleum Institute (API) separator to the storm water detention pond, which is connected to the Otanerua Stream	Oil and water separators	31/12/2010
27424	16530	Transpower NZ Limited	83 Foundry Road, Silverdale	To authorise the diversion and discharge of stormwater	Swales	31/12/2037
11494	939025	Visy Recycling New Zealand Limited	McNab Street, Penrose	To discharge stormwater to groundwater soakage	Filtration devices	31/12/2027
30478	18100	W. Stevenson & Sons Ltd	475 Quarry Road, Drury	To authorise the discharge of contaminants onto or into land from an industrial or trade process (concrete tile plant) and discharge of contaminants onto or into land (soil waste and wastewater)	Swale discharge point	31/12/2025
13175	949926	Waste Management New Zealand Limited	15-27 Inlet Road, Takanini	To divert and discharge stormwater from a 1.34ha refuse transfer station and part of a 0.58ha access road through two outfalls into the Pahurehure inlet	Ponds	31/12/2029

32270	18916	WDP Investments Limited	57 Angle Street, Ōnehunga	To discharge from site that has car parts	Filtration-sand / other mixed media	31/12/2026
32707		Wiri Oil Services Ltd	149 Roscommon Road, Manukau City	Potential for discharges to stormwater	Wetland	31/08/2028

31173	17186	Works Infrastructure Limited	72 Lunn Avenue, Mt Wellington	Other – soak holes Discharge of potential contaminated stormwater from asphalt plant	Sand filters and an ingles	31/12/2024
				Any other resource consent that is the subject of a public notification process under Rule 5.5.15 of this Plan.		