

Memo

Date 12/06/17

To: Phill Reid, Auckland-wide Manager
From: Gurv Singh, Principal Planner

Subject: **Plan Modification: Clause 20A Amendment to Chapters B, D, E, H, I, J, L and M of the Auckland Unitary Plan (AUP) Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

Rule or Section of Unitary Plan	Chapters B, D, E, H, I, J, L, and M (see Attachments 1 and 2 on the specific sub-sections).
Subject Site (if applicable)	N/A
Legal Description (if applicable)	N/A
Nature of change	<p>There are a number of changes required to the text and diagram provisions of Chapters B, D, E, H, I, J, L and M to the Operative in Part version.</p> <p>Discussion These changes are to correct:</p> <ul style="list-style-type: none"> - Spelling mistakes - Duplication of words - Grammatical errors - Cross-references - Formatting errors, - Incorrect labelling, - Precinct boundaries, - Diagram errors, - Numbering errors, and - Inconsistencies in the tagging of provisions to the Regional Coastal Plan and Regional Plan that was recommended by the Independent Hearings Panel as part of their recommendations. <p>See Attachment 1 on the nature of change to the specific sub-sections and text provisions to the Operative in Part version.</p> <p>See Attachment 2 on the nature of change to the specific diagram provisions to the Operative in Part version.</p>
Effect of change	These changes are all minor in nature. The amendments do not change the application or intent of the provisions.

Changes required to be made

See Attachments 1 and 2 on the changes required to be made to the specific sub-sections and provisions to the Operative in Part version.

Prepared by:
Gurv Singh
Principal Planner

Signature:



Approved by:
Phill Reid
Auckland-wide Manager

Signature:



Attachment 1

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter B: Regional policy statement	B1 Ngā take matua ā-rohe – Issues of regional significance	B1.6.1.	Numbering error Change numbering to: Table B1.6.1.4-Summary of methods to implement the regional policy statement.
Chapter B: Regional policy statement	B6 Mana Whenua	B6.2.1.	Numbering error Change numbering to: B6.2.1. Objectives (1) The principles of the Treaty of Waitangi/Te Tiriti o Waitangi are recognised... (4) The development and use of... (e) (a) cultural redress is intended to meet the cultural interests of Mana Whenua; and (f) (b) commercial redress is intended to contribute to the social and economic development of Mana Whenua.
Chapter D: Overlays	D11 Outstanding Natural Character and High Natural Character Overlay	D11.4.1 Activity Table	Grammatical error Change to: Table D11.4.1 Activity (A11) A11 – Buildings and structures, including any additions that do not meet Standard D11.6.2
Chapter D: Overlays	D11 Outstanding Natural Character and High Natural Character Overlay	D11.4.1.(A10)	Grammatical error Change to: Table D11.4.1(A10) Buildings and structures existing at 30 September 2013, and additions to existing existing buildings or structures, provided the addition is limited to one addition that meets Standard D11.6.2
Chapter D: Overlays	D12 Waitākere Ranges Heritage Area Overlay	D12.8.2(8) Waitakere Ranges Heritage Area Overlay	Formatting error Change to: D12.8.2 (8) subdivision at 32 Christian Road, Swanson (Lot 1 DP 53766): (a) the assessment criteria in D12.8.2(3)(a)-(f); and (a) (b) the extent to which the required 20m-wide planted strip is established along the northern boundary of the site, and will create a buffer between the site and the adjoining land to the north
Chapter D: Overlays	D12 Waitākere Ranges Heritage Area Overlay	Table D12.4.2 Activity table (A66)	Referencing error Change to: Table D12.4.2 Activity table(A66) Subdivision of the following site in accordance with the subdivision scheme plan and that complies with Standard D12.6.4.23: • 7-11 Christian Road, Henderson Valley (Part Allot 124 PSH OF Waipareira)
Chapter D: Overlays	D14 Volcanic Viewshafts and Height Sensitive Areas Overlay	D14.4	Referencing error Change to: D14.4. Activity table [rcp/dp] Table D14.4.1 specifies the activity status of land use and development activities in the Volcanic Viewshafts and Height Sensitive Areas Overlay pursuant to sections 9(3) and 12 of the Resource Management Act 1991.
Chapter D: Overlays	D14 Volcanic Viewshafts and Height Sensitive Areas Overlay	Table D14.4.1 (A7).	Numbering error Change to: Table D14.4.1 Activity table (A7) – “Buildings up to 9m in height except as specified in Standard D14.6.3.3”
Chapter D: Overlays	D17 Historic Heritage Overlay	D17.1 Background Archaeological sites or features	Grammatical error Change to: The accidental discovery rule in E12 Land disturbance – District apply applies in order to protect presently unknown archaeological values that may be discovered when works or development is undertaken.
Chapter D: Overlays	D17 Historic Heritage Overlay	D17.1 Background 4th bullet point (about HHAs)	Grammatical error Change to: Following Before the map for each Historic Heritage Area in Schedule 14.2.1, Historic Heritage Areas – Maps and statements of significance there is a statement of significance which summarised the heritage values of each Historic Heritage Area and the relative importance of the values.
Chapter D: Overlays	D17 Historic Heritage Overlay	D17.1 Background Extent of place of scheduled historic heritage places	Grammatical error Change to: Schedule 14.3.Historic Heritage Place maps clarifies the extent of place that apply applies to some historic heritage places
Chapter D: Overlays	D17 Historic Heritage Overlay	D17.1 Background Third paragraph, second sentence	Grammatical error Change to: D17.1. Background (3 paragraph) A historic heritage place may include: cultural landscapes, buildings, structures, monuments, gardens and plantings.
Chapter D: Overlays	D17 Historic Heritage Overlay	D17.1.	Grammatical error Change to: D17.1. Background District apply applies in order to protect presently unknown archaeological values that may be discovered when works or development is undertaken
Chapter D: Overlays	D17 Historic Heritage Overlay	D17.4.1 - (A9)	Missing wording in table Change to: D17.4.1 - (A9) Modifications to, or restoration of, buildings, structures, fabric or features of a scheduled historic heritage place, except where provided for as a permitted, controlled or restricted discretionary activity in another rule in this overlay.
Chapter D: Overlays	D17 Historic Heritage Overlay	D17.5	Numbering error Change to: D17.5. Notification (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1-14(4) Rule C1.13(4).

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter D: Overlays	D17 Historic Heritage Overlay	D17.6.2	Grammatical error Change to: D17.6.2 ... must not result in any of the following c) the affixing of scaffolding being to the building or structure;
Chapter D: Overlays	D18 Special Character Areas Overlay – Residential and Business	D18.6.1.6	Table heading error Change to: Table D18.6.1.6.1 Maximum paved area in the Special Character Areas Overlay – Residential Landscaped Paved area.
Chapter D: Overlays	D18 Special Character Areas Overlay – Residential and Business	D18.8.2.1(2)(j).1	Spelling error Change to: Figure D18.8.2.1(2)(i) 1 Threshold limits for additions and alterations alterations
Chapter D: Overlays	D18 Special Character Areas Overlay – Residential and Business		Missing wording in table Change to: * “Special Character Areas Overlay – Residential : Pukehana Avenue” is missing from the first table on pages 1-3 of D18.
Chapter D: Overlays	D18 Special Character Overlay – Residential and Business & Schedule 15 Special Character Schedule, Statements and Maps		Grammatical error Change to: “Early Links Road” should be changed to “Early Road Links” throughout the plan. It occurs several times, including in the character statements in Schedule 15.
Chapter D: Overlays	D19 Auckland War Memorial Museum Viewshaft Overlay	D19.6.1.	Numbering error Change to: D19.6.1. Building coverage (1) (1) For sites where the view protection height limit surface is lower than the height limit in the zone, the maximum building coverage is 40 per cent, unless a greater building coverage is allowed in the zone.
Chapter D: Overlays	D21 Sites and Places of Significance to Mana Whenua Overlay	D21.2, D21.3, D21.4	Missing heading reference Change to: D21.2 Objective [rcp/dp] D21.3 Policies [rcp/dp] D21.4 Activity Table [rcp/dp]
Chapter D: Overlays	D21 Sites and Places of Significance to Mana Whenua Overlay	D21.3	Grammatical error Change to: D21.3. Policies (1) Avoid the physical destruction... (3) Require subdivision, use and development, where adverse effects on sites and places of significance cannot practicably be avoided, to remedy or mitigate those adverse effects by: ... (c) recognising and providing for the outcomes articulated by Mana Whenua through consultation an assessment of environmental effects with Mana Whenua and within iwi planning documents
Chapter D: Overlays	D26 National Grid Corridor Overlay	D26.8.2 (f) and (g)	Deletion of duplication Change to: D26.8.2 (f) the assessment criteria set out in E38 Subdivision — Urban under E38.14.2, where the land under subdivision is within an urban zone and provided the matters are not inconsistent with matters listed as (a) to (e) above; and (g) the assessment criteria set out in E39 Subdivision — Rural under E39.14.2 where the land under subdivision is within a rural zone, and provided the matters are not inconsistent with matters listed as (a) to (e) above.
Chapter D: Overlays	D27 Quarry Buffer Area Overlay	D27.7.2(c) Noise	Spelling error Change to: D27.7.2. Assessment criteria The Council will consider the relevant assessment criteria below for controlled activities: (1) dwellings:... (c) whether the building design demonstrates sufficient acoustic insulation measures to ensure an internal noise environment in habitable rooms that does not exceed 40dB LAeq (15min).
Chapter D: Overlays	D7 Water Supply Management Areas Overlay	D7.1.	Referencing error Change to: D7.1. Background The areas comprise the catchments that... The rules for this overlay are located in E3 Lakes, rivers, streams and wetlands, E7 Taking, using, damming and diversion of water and drilling, E42-E11 Land disturbance – District Regional and E15 Vegetation management and biodiversity.
Chapter D: Overlays	D9 Significant Ecological Areas Overlay	D9 SEA overlay, and possibly E15 vegetation management	Missing reference Change to: D9.1.1 Significant Ecological Areas - Terrestrial (SEA-T) (paragraph 3) The management of vegetation and biodiversity outside of identified significant ecological areas is subject to the provisions in E15 Vegetation management and biodiversity. The management of fresh waterbodies and riparian margins are subject to the provisions of Chapter E3 Lakes, rivers, streams and wetlands. D9.1.3 Rules for significant ecological areas. The rules that apply to Significant Ecological Areas – Terrestrial are contained in: • E3 Lakes, rivers, streams and wetlands (overlay rules). • E15 Vegetation management and biodiversity (overlay rules);

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Chapter D: Overlays	D14 Volcanic Viewshafts and Height Sensitive Areas Overlay		Referencing error Change to: Table D14.4.1 Activity table (A6) – "Buildings not otherwise provided for or that do not comply with the standards under D14.6
Chapter E: Auckland-wide	E10 Stormwater management area – Flow 1 and Flow 2	E10.6.1.	Grammatical error Change to: E10.6.1 General standards All activities listed in Table E10.4.1 Activity table, other than (A1): Development of new or redevelopment of existing impervious areas within Stormwater management area control – Flow 1 or Stormwater management area control – Flow 2 that are not directed to a stream or are discharged below RL 2m, must meet the following standards unless otherwise specified.'
Chapter E: Auckland-wide	E11 Land disturbance – Regional	E11 Land disturbance - Regional AND E12 Land disturbance - District AND E26 Infrastructure	Numbering error Change to: E11.6.1.(3)(f) (vi) where the site is of Māori origin and an authority from Heritage New Zealand Pouhere Taonga is not required the Council will confirm, in consultation with Mana Whenua, that: • any kōiwi have either been retained where discovered or removed in accordance with the appropriate tikanga; and • any agreed revisions to the planned works to be/have been made in order to address adverse effects on Māori cultural values ; and • that there are no requirements in the case of archaeological sites that are not of Māori origin and are not covered by Heritage New Zealand Pouhere Taonga Act 2014. E11.6.1.(3)(f) (viii) that there are no requirements in the case of archaeological sites that are not of Māori origin and are not covered by Heritage New Zealand Pouhere Taonga Act 2014.
Chapter E: Auckland-wide	E11 Land disturbance – Regional	E11.3. (3)	Grammatical error Change to: E11.3. Policies [rp] (3) Manage the impact on Mana Whenua cultural heritage that are is discovered undertaking land disturbance by:
Chapter E: Auckland-wide	E11 Land disturbance – Regional	E11.6.3(3)	Spelling error Change to: E11.6.3(3) (3) For cultivation other than for vegetable production, where cultivated land is bounded on one or more down-slope sides by the coastal marine area, a river, lake or stream, a minimum separation distance as set out in Table E11.6.3.1 must be maintained in a vegetated condition at all times, except as required for the installation of sediment and erosion protection measures.
Chapter E: Auckland-wide	E12 Land disturbance – District	E12.3. Policies(4)	Grammatical error Change to: E12.3(4) (4) Manage the impact on Mana Whenua cultural heritage that are is discovered.
Chapter E: Auckland-wide	E12 Land disturbance – District	E12.4.2. Table	Spelling error Change to: Table E12.4.2 (Heading of table) Sites and Places of Significance to Mana Whenua
Chapter E: Auckland-wide	E12 Land disturbance – District	E12.6.1(3)(f)	Numbering error Change to: E12.6.1(3)(f) (vi) where the site is of Māori origin and an authority from Heritage New Zealand Pouhere Taonga is not required the Council will confirm, in consultation with Mana Whenua, that: • any kōiwi have either been retained where discovered or removed in accordance with the appropriate tikanga; and • any agreed revisions to the planned works to be/have been made in order to address adverse effects on Māori cultural values ; and • that there are no requirements in the case of archaeological sites that are not of Māori origin and are not covered by Heritage New Zealand Pouhere Taonga Act 2014. E12.6.1(3)(f) (viii) Council has confirmed that there are no requirements in the case of archaeological sites that are not of Māori origin and are not covered by Heritage New Zealand Pouhere Taonga Act 2014.
Chapter E: Auckland-wide	E12 Land disturbance – District	E12.7.1 & E12.7.2	Numbering error and referencing error Change to: E12.7.1. Matters of control The Council will reserve its control to all of the following matters when assessing a controlled activity resource consent application:.... (2) additional matter of control for land disturbance within the Historic Heritage Overlay: (a) measures to avoid, remedy or mitigate adverse effects on the scheduled Historic Heritage Place, having regard to functional needs, technical requirements and operational constraints; (3) (2) additional matter of control for earthworks that exceed 1m in depth below ground level within the limited earthworks corridor measured 5m either side of the centre line which is shown on Figure E12.10.1 Limited earthworks corridor... E12.7.2. Assessment criteria The Council will consider the relevant assessment criteria below for controlled activities:.... (2) additional assessment criteria for land disturbance within the Historic Heritage Overlay: (a) the extent to which the location and depth of the land disturbance avoids, remedies or mitigates any adverse effects on the scheduled Historic Heritage Place, taking into account the functional need, technical requirements and operational constraints of the works; (3) (2) additional assessment criteria for earthworks that exceeds 1m in depth below ground level within the limited earthworks corridor measured 5m either side of the centre line which is shown on Figure E12.10.1 Limited earthworks corridor...
Chapter E: Auckland-wide	E16 Trees in open space zones	E16.4.1 (A6) and (A8)	Cross referencing error Change to: Table E16.4.1 (A6) Tree trimming or alteration that does not comply with Standard E16.6.21 (A8) Works within the protected root zone that do not comply with Standard E16.6.32

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Chapter E: Auckland-wide	E16 Trees in open space zones	E16.6.2 (2)(a)	Wording error Change to: E16.6.2. (2) (2) For roots greater than 60mm but less than 80mm: (a) excavation undertaken by hand digging or air spade or hydro vac or machine excavator within the protected root zone with direction and/or supervision of a suitably qualified arborist
Chapter E: Auckland-wide	E2 Water quantity, allocation and use	E2.3 policy 6 (a)	Wording error Change to: E.2.3 Policy 6 (a) (a) the taking of surface water from any river or stream is within the guideline in Table 1 Aquifer water availabilities River and stream minimum flow and availability in Appendix 2 River and stream minimum flow and availability, except in accordance with Policy E2.3(11);
Chapter E: Auckland-wide	E21 Treaty Settlement Land	E21.2.	Numbering error Change to: E21.2. Objectives (4)(1) Mana Whenua have flexibility to use and develop Treaty settlement land in accordance with mātauranga and tikanga while ensuring appropriate health, safety and amenity standards are met. (6)(2) Mana Whenua use and develop land acquired as commercial redress to support their social and economic development. (6)(3) Mana Whenua can access, manage, use and develop land acquired as cultural redress. (7)(4) Mana Whenua use and develop Treaty settlement land in areas where there are natural and physical resources that have been scheduled in the Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character, provided that adverse effects on those values are avoided, remedied or mitigated. (8)(5) The occupation, development and use of Treaty settlement land is not adversely affected by the location of new infrastructure.
Chapter E: Auckland-wide	E23 Signs	E23 Signs	Formatting errors in E23 Change to: Table E23.4.2 Activity table Between (A50) and (A51) insert new row heading: <u>Existing lawfully established billboards</u> E23.8.2. Assessment criteria The Council will consider the relevant assessment criteria for restricted discretionary activities in Activity Table E23.4.1 Billboards in zones and Activity Table E23.4.2 Billboards on street furniture in road reserves, <u>existing lawfully established billboards</u> and comprehensive E23.6.2. (1) A billboard on existing <u>erst</u> street furniture in a road reserve, or the replacement of billboards on existing street furniture in a road reserve with a billboard of the same, or substantially similar, size and shape must comply with all of the following: E23.6.3. Billboards on new street furniture (1) Billboards on new street furniture must: (a) comply with Standards E23.6.2(1)(a) to (cd)(i), (ii), (iii); ... (2) If the billboard is a digital billboard it must include controls to ensure that the luminance does not exceed: (a) 5000cds/m² between sunrise and sunset (daytime) (b) 250cds/m² between sunset and sunrise (night time); and (c) 250cds/m² during twilight; (twilight means from astronomical dawn to sunrise and from sunset until astronomical dusk with the times for sunrise, sunset and astronomical dusk (night) being those specified in the US Naval Portal).
Chapter E: Auckland-wide	E23 Signs	E23.6.2. (1)	Grammatical error Change to: E23.6.2. (1) (b) the billboard must not be placed within a view shaft or within 30 metres of a scheduled historical heritage place;
Chapter E: Auckland-wide	E24 Lighting	E24.6.1.4. Table	Deletion of duplication and fixing numbering Change to: E24.6.1.4 Table (8) Where measurements of any illuminance above background levels from the use of artificial lighting cannot be made because the artificial lighting cannot be turned off, measurements may be made in areas of a similar nature that are not affected by the artificial lighting. The result of these measures may be used for determining the effect of the artificial lighting. (9) (8) The exterior lighting on any property adjacent to a road or adjacent to land on ... (40) (9) The average surface luminance measured in candelas per square metre (cd/m ²) f... (44) (10) The limits may be determined ...
Chapter E: Auckland-wide	E26 Infrastructure	E26.1.1. Introduction - First paragraph	Duplication of wording Change to: E26.1.1. Infrastructure is critical to the social, economic, and cultural well-being of people and communities and the quality of the environment. This section provides a framework for the development, operation, use, repair , maintenance, repair, upgrading and removal of infrastructure.
Chapter E: Auckland-wide	E26 Infrastructure	E26.11.3.1(A155)	spelling error Change to: Table E26.11.3.1 Activity table (A155) Minor upgrading of road network utilities activities .

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Chapter E: Auckland-wide	E26 Infrastructure	E26.11.5.1(2)	Numbering error Change to: E26.11.5.1 Permitted activity standards (1) Height must be measured using the rolling height method. (2) Minor infrastructure upgrading: (4)(a) maximum height no greater than 25m or 10 per cent in addition to the existing height of the structure whichever is the lesser; (e)(b) replacement pole diameter will be no greater than 20 per cent larger than that of the original pole; (f)(c) any new lines attached to existing poles shall be no higher than the maximum height of the existing lines; and (a)(d) must otherwise be in accordance with the permitted activity standards for minor infrastructure upgrading in E26.2.5.3(1)
Chapter E: Auckland-wide	E26 Infrastructure	E26.12.3.1(A178)	Spelling error Change to: Table E26.12.3.1 Activity table (A178) Minor upgrading of road network utilities activities .
Chapter E: Auckland-wide	E26 Infrastructure	E26.12.3.1(A187)	Spelling error Change to: Table E26.13.3.1 Activity table Network utilities activities and electricity generation facilities that do not comply with permitted activity standards RD* modified ridgelines NC* natural ridgelines
Chapter E: Auckland-wide	E26 Infrastructure	E26.14.7.1	Numbering error Change to: E26.14.7.1. Matters of discretion (4) (1) all restricted discretionary activities: (a) the nature, form and extent of proposed works; (b) the degree of existing geological modification; (c) the necessity of the works to provide for the functional and operational needs of infrastructure; (d) alternative methods and locations; (e) protection or enhancement of the feature; and (f) effects on Mana Whenua values.
Chapter E: Auckland-wide	E26 Infrastructure	E26.2.5.5 (2)(a)	Wording error Change to: Standard E26.2.5.5(2) (a) the substation building must comply with the development controls standards for the relevant zone; and
Chapter E: Auckland-wide	E26 Infrastructure	E26.4.5.2., E26.4.5.4.4. & E26.4.7.2.	Deletion of wording Change to: E26.4.5.2. (1) For roots under 60mm: (c) excavation undertaken by trenchless methods must not be undertaken at a depth less than 800mm below ground level, and does not require the direction or supervision of a suitably qualified arborist; (2) For roots greater than 60mm but less than 80mm: (a) excavation undertaken by hand digging or air spade or hydro vac or machine excavator within the protected root zone with direction and/or supervision of a suitably qualified arborist. E26.4.5.4. (7) All works must be undertaken under the direction of a suitably qualified arborist. E26.4.7.2. (1) trees in roads and open space zones: (f) whether there is a need for the direction and supervision of a suitably qualified arborist... (2) Notable Tree Overlay: (f) the need for the direction and supervision of a suitably -qualified arborist...
Chapter E: Auckland-wide	E26 Infrastructure	E26.4.5.4.2. (1)(d)	Wording error Change to: E26.4.5.4.2. (1) For roots under 60mm: (d) replacement of structures kerbs, and hard surfaces does not require the direction or supervision of a suitably qualified arborist, provided must be done so that:
Chapter E: Auckland-wide	E26 Infrastructure	E26.5.3.1.	Numbering error Change to: Table E26.5.3.1. (A96) Earthworks up to 2500m ³ other than for maintenance, repair, renewal, minor infrastructure upgrading P P (A97) Earthworks greater than 2500m ² other than for maintenance, repair, renewal, minor infrastructure upgrading RD RD (A202) Earthworks greater than 2500m ³ other than for maintenance, repair, renewal, minor infrastructure upgrading RD RD (A98) Earthworks not otherwise listed in this table Refer to Table E12.4.1 Activity table – all zones and roads
Chapter E: Auckland-wide	E26 Infrastructure	E26.5.5.1(3)(f)	Numbering error Change to: E26.5.5.1(3)(f) (vi) where the site is of Māori origin and an authority from Heritage New Zealand Pouhere Taonga is not required the Council will confirm, in consultation with Mana Whenua, that: • any kōiwi have either been retained where discovered or removed in accordance with the appropriate tikanga; and • any agreed revisions to the planned works to be made in order to address adverse effects on Māori cultural values; and • that there are no requirements in the case of archaeological sites that are not of Māori origin and are not covered by Heritage New Zealand Pouhere Taonga Act 2014. E26.5.5.1(3)(f) (viii) Council has confirmed that there are no requirements in the case of archaeological sites that are not of Māori origin and are not covered by Heritage New Zealand Pouhere Taonga Act 2014.

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Chapter E: Auckland-wide	E26 Infrastructure	E26.5.6.2.1 & E26.5.6.2	Wording error Change to: E26.5.6.1 Matters of control The Council will reserve its control to all of the following matters when assessing a restricted discretionary controlled resource consent application: E26.5.6.2 Assessment Criteria The Council will consider the relevant assessment criteria below for restricted discretionary controlled activities:
Chapter E: Auckland-wide	E26 Infrastructure	E26.6.3.1. Table	Incorrect referencing Change to: (A116) Other earthworks up to 10m ² and 5m ³ RD* where archaeological controls apply as listed in Schedule 14 *Earthworks greater than 5m³ within the Isthmus C Special Character Overlay Special Character [dp] P D* (A117) Earthworks from 10m ² to 2500m ² and from 5m ³ to 2500m ³ *Earthworks greater than 5m³ within the Isthmus C Special Character Overlay Special Character [dp] P D*
Chapter E: Auckland-wide	E26 Infrastructure	E26.8.3.1(A120)	Spelling error Change to: Table E26.8.3.1 Activity table (A120) Minor upgrading of road network utilities activities .
Chapter E: Auckland-wide	E26 Infrastructure	E26.8.5.1	Numbering error Change to: E26.8.5.1. Permitted activity standards (3) Minor infrastructure upgrading must: (b) (a) not increase the size or alter the existing location of the existing footprint; (b) (b) not result in the removal of any tree or other planting identified in Schedule 14.1 Schedule of Historic Heritage; and (b) (c) must otherwise be in accordance with the permitted activity standards for minor infrastructure upgrading in E26.2.5.3(1).
Chapter E: Auckland-wide	E26 Infrastructure	E26.8.8 (1)	Numbering error Change to: E26.8.8. Special information requirements (1) The vibration management plan must include a description of the following: (b) (a) a description of the area affected by the works; (b) (e) a contact name and number of the works supervisor who can be contacted if any issues arise; (b) (c) a description of the works and its duration, anticipated equipment to be used and the processes to be undertaken; and (b) (d) a methodology for monitoring the proposed works to measure compliance with DIN 4150-3 (1999): Structural vibration – Part 3 Effects of vibration on structures in relation to the scheduled historic heritage building or structure.
Chapter E: Auckland-wide	E26 Infrastructure	E26.9.3.1(A144)	spelling error Change to: Table E26.9.3.1 Activity table (A144) Minor upgrading of road network utilities activities .
Chapter E: Auckland-wide	E26 Infrastructure	E26.9.5.1(1)	Numbering error Change to: E26.9.5.1. Permitted activity standards (1) Minor infrastructure upgrading: (b) (a) maximum height no greater than 25m or 10 per cent in addition to the existing height of the structure whichever is the lesser; (b) (b) replacement pole diameter will be no greater than 20 per cent larger than that of the original pole; (b) (c) any new lines attached to existing poles shall be no higher than the maximum height of the existing lines; and (b) (d) must otherwise be in accordance with the permitted activity standards for minor infrastructure upgrading in E26.2.5.3(1).
Chapter E: Auckland-wide	E26 Infrastructure	E26.9.5.1(2)(a)	Numbering error Change to: E26.9.5.1 (2) Minor upgrading of road network activities must comply with the following standards: (a) the alteration, replacement or relocation of ancillary structures for road network activities: (b) (i) there must be no more than a 10 percent increase in the width, length and/or height of the structure; and (b) (ii) the structure must be located within 2m of the existing alignment or location.
Chapter E: Auckland-wide	E26 Infrastructure	Table E26.4.3.1 (A91) and (A92)	Wording error Change to: Activities E26.4.3.1 (A91) Free-a Alteration or removal of trees less than 4m in height and/or trees less than 400mm in girth (A92) Free-a Alteration or removal of trees greater than 4m or more in height and/or trees 400mm or more in girth .
Chapter E: Auckland-wide	E27 Transport	E27.5.(4)	Numbering error Change to: (4) Any application for resource consent for an activity listed in Table E27.4.1 Activity table and which is not listed in E27.6.5(1), E27.6.5(2) or E27.6.5(3) above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter E: Auckland-wide	E27 Transport	E27.6.2. (4)(d)	Numbering error Change to: E27.6.2 4) Table E27.6.2.3 sets out the parking rates which apply in the following zones and locations: ... (d) Business – Mixed Use Zone (excluding where the Business – Mixed Use Zone is adjacent to the town centres or local centres identified in Standards E27.6.2(A)(4)(a) and E27.6.2(A)(4)(a)(b); and
Chapter E: Auckland-wide	E27 Transport	E27.6.2.4 (T39) and (T40)	Numbering error Change to: E27.6.2.4. Parking rates - area 2 (T39) Dwellings - two or more bedrooms 1 per dwelling No maximum (T40) —
Chapter E: Auckland-wide	E27 Transport	E27.6.2.5(7)	Numbering error Change to: Table E27.6.2.5 (7) End-of-trip facilities: (a) the activities specified in Table E27.6.2.6 must provide end-of-trip facilities as listed below; and (a)(b) the following end-of-trip facilities requirements apply to new buildings and developments.
Chapter E: Auckland-wide	E27 Transport	E27.6.3.4.	Grammatical change Change to: E27.6.3.4. Reverse manoeuvring (1) Sufficient space must be provided on any the site so vehicles do not need to reverse off the site or onto or off the road from any site where any of the following apply:
Chapter E: Auckland-wide	E27 Transport	E27.6.4.1. (3)(b)	Referencing error Change to: E27.6.4.1. (3)(b) (3) Vehicle Access Restrictions apply and vehicle crossings must not be constructed or used to provide vehicle access across that part of a site boundary which: (a) is located within 10m of any intersection as measured from the property boundary, illustrated in Figure E27.6.4.1.1; (b) is subject to the following types of Vehicle Access Restriction as identified on the planning maps in the zones listed in Table HE E27.6.4.1.1;
Chapter E: Auckland-wide	E27 Transport	E27.6.4.2.1.	Numbering error Change to: Figure E27.6.4.2.1 Location of vehicle crossing at 71-75 Grafton Road (4) (5) The width of a vehicle crossing(s) must meet the minimum width and not exceed the maximum width as specified in Table E27.6.4.3.2. (2) (6) With the exception of vehicle crossings on unsealed roads, all vehicle crossings must be designed and constructed to maintain the level, colour, and materials of the footpath to clearly identify to vehicles that pedestrians have priority. (3) (7) vehicle crossings on unsealed roads: (a) where the vehicle crossing is served by an access steeper than 1 in 8, the vehicle crossing must be sealed for 6m between the site boundary and the unsealed road. (b) vehicle crossings not covered by Standard E27.6.4.2(3)(a) above must be formed using materials similar to the existing road surface or better. (4) (8) Where a vehicle crossing is altered or no longer required, the crossing, or redundant section of crossing, must be reinstated as berm and/or footpath and the kerbs replaced. The cost of such work will be borne by the owner of the site previously accessed by the vehicle crossing.
Chapter E: Auckland-wide	E27 Transport	E27.6.4.3.2.(T155)	Wording error Change to: Table E27.6.4.3.2 (T155) Serves 10 or more parking spaces or three or more loading spaces
Chapter E: Auckland-wide	E27 Transport	E27.8.2(2)(d)	Numbering error Change to: E27.8.2.2(d)(i) (d) availability of parking: (i) the availability of alternative parking in the surrounding area, including on street and public parking; (#) * (use bullet point) the availability of parking provision in the immediate vicinity to accommodate existing and future parking demands from surrounding activities; (##) * (use bullet point) the extent to which the demand for the additional parking cannot be adequately addressed by management of existing or permitted parking; or (###) * (use bullet point) the extent to which the provision of additional parking is informed by the findings of a Comprehensive Parking Management Plan or similar analysis of area based parking supply and demand.
Chapter E: Auckland-wide	E27 Transport	E27.8.2(6)(a)(i)	Spelling error Change to: E27.8.2(6)(a)(i) (i) the nature of the operation and the likely demand for long and short-term bicycle parking and end-of-trip facilities; (ii) the extent to which the bicycle parking facilities are designed and located to match the needs of the intended users;

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter E: Auckland-wide	E27 Transport	E27.8.2.(1)(b)(i) & E27.8.2.(2)(b)(i)	<p>Formatting errors</p> <p>Change to:</p> <p>E27.8.2 Assessment criteria (1) park-and-ride and public transport facility: ... (b) location, design and external appearance: (i) the location, design and external appearance of any park-and-ride or public transport facility: ... • provides an attractive ... o maintaining an active frontage through sleeving and/ or an interesting appearance through use of architectural treatments so that the facility contributes positively to the pedestrian amenity and to any retail, commercial or residential uses along the road it fronts; o planting and other landscaping; provides for any buildings to be adapted for other uses if no longer required for parking. In particular, the floor to ceiling height of a parking building at street level should be capable of conversion to other activities provided for in the zone. o provides for any buildings to be adapted for other uses if no longer required for parking. In particular, the floor to ceiling height of a parking building at street level should be capable of conversion to other activities provided for in the zone.</p>
Chapter E: Auckland-wide	E27 Transport	E27.8.2.(1)(b)(i) & E27.8.2.(2)(b)(i)	<p>Formatting errors</p> <p>Change to:</p> <p>E27.8.2 Assessment criteria (2) non-accessory parking: ... (b) location, design and external appearance: (i) the location, design and external appearance of any non-accessory parking facility: • provides an attractive ... o maintaining an active frontage through sleeving and / or an interesting appearance through use of architectural treatments so that the facility contributes positively to the pedestrian amenity and to any retail, commercial or residential uses along the road it fronts; o treatments so that the facility contributes positively to the pedestrian amenity and to any retail, commercial or residential uses along the road it fronts;</p>
Chapter E: Auckland-wide	E27 Transport	E27.9. (3)(b)	<p>Spelling error</p> <p>Change to:</p> <p>E27.9. (3)(b) the off-site parking arrangements will be formalized on the land titles of all sites involved, including extinguishing the ability to provide accessory parking on the donor site(s); and</p>
Chapter E: Auckland-wide	E3 Lakes, rivers, streams and wetlands	E3.6.1.25	<p>Referencing error</p> <p>Change to:</p> <p>E3.6.1.25. (1) Stock units are defined in the Farm Technical Manual – Lincoln University; Trafford, G. and Trafford, S. Fleming, P. (Eds.); 2011.</p>
Chapter E: Auckland-wide	E33 Industrial and trade activities		<p>Grammatical error</p> <p>Change to:</p> <p>Header in 'E33 Industrial and trade activities'. 'E33 Industrial trade and trade activities'.</p>
Chapter E: Auckland-wide	E36 Natural hazards and flooding	E36.9. (1)(c)	<p>Spelling error</p> <p>Change to:</p> <p>E36.9.(1)(c) coastal storm inundation 1 per cent annual exceedance probability (AEP) plus 1m seal level rise;</p>
Chapter E: Auckland-wide	E40 Temporary activities	E40.6.4. and E40.6.5. Temporary activities	<p>Wording error</p> <p>Change to :</p> <p>E40.6.4. Noise events outside the City Centre and Metropolitan Centres (1) Up to 15 noise events at a venue are permitted outside the City Centre and Metropolitan Centres in any 12 month period, provided that no more than two noise events occur in any seven-day period, and the noise event complies with all of the following: (a) the noise event does not exceed six hours in duration, excluding two hours for sound testing and balancing that is undertaken between 9am and 7pm on the day of the event; (b) the noise event does not exceed a noise level of 70dB LAeq and 80dBA LA01 except; (i) three noise events can have a noise limit of 80dB LAeq and 90dBA LA01 for a maximum of three hours, excluding one hour for sound testing and balancing undertaken after 9am on the day of the event; and (ii) three noise events in the Auckland Domain can be held with no noise limits applying. (c) the noise event starts before 9am 9pm and ends by 11pm, except on New Year's Day where the noise event ends by 1am.</p> <p>E40.6.5. Noise events within the City Centre and Metropolitan Centres (1) Up to 18 noise events at a venue are permitted within the City Centre and Metropolitan Centres any 12 month period, provided no more than two noise events occur in any seven-day period and the noise event complies with all of the following: (a) the noise event does not exceed six hours in duration, excluding two hours for sound testing and balancing that is undertaken between 9am and 7pm on the day of the event; (b) the noise event does not exceed a noise level of 70dB LAeq and 80dBA LA01 except; (i) three noise events can have a noise limit of 80dB LAeq and 90dBA L1 for a maximum of three hours, excluding one hour for sound testing and balancing undertaken between 9am and 7pm on the day of the event; and (ii) three noise events can have a noise limit of 90dB LAeq and 95dBA L1, for a maximum of three hours, excluding one hour for sound testing and balancing undertaken between 9am and 7pm on the day of the event.</p>
Chapter E: Auckland-wide	E8 Stormwater – Discharge and diversion	E8.6.1	<p>Numbering error</p> <p>Change to:</p> <p>Amend as follows: E8.6.1 General standards (5) The diversion and discharge of stormwater... (4)(6)Where the diversion and discharge is to ground soakage, groundwater recharge...</p>

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter E: Auckland-wide	E9 Stormwater quality – High contaminant generating car parks and high use roads	E9.1	Spelling error Change to: E.9.1 Refer to E8 Stormwater – Discharge and diversion for additional rules applicable to the management of high contaminant- contaminant generating activities”.
Chapter H: Zones	H1 Residential – Large Lot Zone	H1.6	Heading/numbering errors Change to: H1.6.3 Minor dwellings H1.6.3.4 Building Height H1.6.4.5 Yards H1.6.6.6 Maximum impervious area H1.6.6.7 Building coverage
Chapter H: Zones	H13 Business – Mixed Use Zone	H13.4.1	Spelling error Change to: Table H13.4.1 Activity table Activity General Use Accommodation
Chapter H: Zones	H13 Business – Mixed Use Zone	H13.6.8 Wind	Numbering error Change to: H13.6.8 Wind Purpose: mitigate the adverse wind effects generated by tall buildings. (1) A new building exceeding 25m in height must not cause: (a) the mean wind speed around it to exceed the category for the intended use of the area as set out in Table H13.6.8.1 and Figure H13.6.8.1 below; (a) (b) the average annual maximum peak 3-second gust to exceed the dangerous level of 25m/second; and (b) (c) an existing wind speed which exceeds the controls of Standard H13.6.8(1)(a) or Standard H13.6.8(1)(b) above to increase.
Chapter H: Zones	H15 Business – Business Park Zone	H15.8.4(4)	Numbering error Change to: H15.8.2(4)(e)(ii) (e) outlook space: (ii) refer to Policy H15.3(2).
Chapter H: Zones	H18 Future Urban Zone	H18.7.1 and H18.7.2	Wording error Change to: H18.7. H18.7.1. Matters of control There are no controlled activities in this zone. H18.7.2. Matters of control There are no controlled activities in this zone.
Chapter H: Zones	H19 Rural zones	H19.10.12 Worker accommodation	Spelling error Change to: H19.10.12 The following standards apply to workers accommodation
Chapter H: Zones	H19 Rural zones	H19.10.6.	Grammatical error Change to: H19.10.6. Free-range poultry farming (1) Coops and associated hard stand areas for free-range poultry farming must be set back at least 20m from the nearest site boundary and .
Chapter H: Zones	H19 Rural zones	Section H19.12.1(1)©	Spelling error Change to: H19.12.1 (1) (c) effects of traffic volume on the safety of land convenience of other road users.
Chapter H: Zones	H19 Rural zones		Referencing error Change to: H19.7 Rural – Countryside Living Zone H19.7.1. Zone description This zone incorporates a range of rural lifestyle developments, characterised as low-density residential development on rural land. These rural lifestyle sites include scattered rural residential sites, farmlets and horticultural sites, residential bush sites and papakāinga and foothills settlements .
Chapter H: Zones	H21 Rural – Waitākere Ranges Zone	H21.6.10 Minor dwelling	Numbering error Change to: H21.6.10(3) (3) the minor dwelling must be constructed to have colour reflectivity limited to the following: (ea) between 0 and 40 per cent for exterior walls; and (eb) between 0 and 25 per cent for roofs;
Chapter H: Zones	H21 Rural – Waitākere Ranges Zone	H21.6.11 Home occupations	Grammatical error Change to: H21.6.11 (1) no more than five persons may be engaged in the home occupation.

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter H: Zones	H21 Rural – Waitākere Ranges Zone	H21.8.2(2)(a)(i)	Numbering error Change to: H21.8.2 (2) infringement of yard standard: (a) the extent to which buildings are located: (i) a sufficient distance back from the site boundary to avoid more than minor adverse effects on the natural landscape; (ii) in a position which maintains opportunities to retain vegetation around the edges of the site; and (iii) a sufficient distance back from site boundaries of adjoining sites to ensure a minimum level of privacy.
Chapter H: Zones	H26 Special Purpose – Major Recreation Facility Zone	H26.1.1	Grammatical error Change to: H26.1.1:
Chapter H: Zones	H27 Special Purpose	H27.6.8(2)	Numbering error Change to: H27.6.8 (2) A dwelling located above ground floor level must have an outdoor living space in the form of a balcony, patio or roof terrace that: (e a) is at least 5m ² for studio and one-bedroom dwellings and has a minimum dimension of 1.8m; or (f b) is at least 8m ² for two or more bedroom dwellings and has a minimum dimension of 1.8m; and (g c) is accessible from the dwelling
Chapter H: Zones	H27 Special Purpose	H27.8.1(6)(i)	Numbering error Change to: H27.8.1(6)(i) (6) for yards: (a) the effects on streetscape amenity and safety.
Chapter H: Zones	H29 Special Purpose – School Zone	H29.6.	Grammatical error Change to: H29.6. Standards All activities listed as a permitted or restricted discretionary activity in Table H29.4.1 Activity table must comply with the following standards. Where a school comprises multiple adjoining sites but has a common Special Purpose – School Zone, the entire zone school will be treated as one site for the purposes of applying the following development controls.
Chapter H: Zones	H29 Special Purpose – School Zone	H29.8.2	Numbering error Change to: H29.8.2.9 Special information requirements.
Chapter H: Zones	H3 Residential – Single House Zone	H3.4.1. (A4)	Grammatical error Change to: H3.4.1 (A4) The conversion of a principal dwelling existing as at 30 September 2013 into a maximum of two dwellings P Standard H3.6.3 Conversion of of a principal dwelling into a maximum of two dwellings
Chapter H: Zones	H3 Residential – Single House Zone	H3.4.2 Activity Table Single House zone	Grammatical error Change to: H3.4.2 (A6) More than one dwelling per site (other than the conversion of a principal dwelling in Rule H3.4.1(A4) or minor dwellings in Rule a -H3.4.1(A5))
Chapter H: Zones	H3 Residential – Single House Zone	H3.6.8.1 (2)	Referencing error Change to: H3.6.8.1. (2) Standard H3.6.6(4) 6.8(1) above does not apply to site boundaries where there is an existing common wall between two buildings on adjacent sites or where a common wall is proposed.
Chapter H: Zones	H6 Residential – Terrace Housing and Apartment Buildings Zone	H6.6.6.	Grammatical error Change to: H6.6.6. (5) A gable end, dormer or roof may project beyond the recession plane where that proportion beyond the recession plane is is:
Chapter H: Zones	H6 Residential – Terrace Housing and Apartment Buildings Zone	H6.6.6. (2)(a)	Grammatical error Change to: H6.6.6 (2)(a) a Business – City Centre Zone; ...
Chapter H: Zones	H6 Residential – Terrace Housing and Apartment Buildings Zone	H6.6.6.(1)	Wording error Change to: H6.6.6 (1) Where sites in the Residential – Terrace Housing and Apartment Buildings Zone adjoin another site in the same zone or any other zone not specified in Standard H6.6.8 Height in relation to boundary adjoining lower intensity zones below, buildings must not project beyond a 45-degree recession plane measured from a point 3m vertically above ground level along the common side and rear boundaries as shown in Figure H6.6.6.1 Height in Relation to Boundary below.
Chapter H: Zones	H7 Open Space zones	H7.11.3.1	Grammatical error Change to: Table H7.11.3.1 Yards Front Yard - Informal Recreation Zone 5m or the average of the setback of buildings on adjacent front sites which ever is the lesser"

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter H: Zones	H8 Business – City Centre Zone	Activity Table H8.4.1	Numbering error Change to: Activity Table H8.4.1. (A32) New Buildings RD (A61) Demolition of buildings C (A33) Minor cosmetic alterations to a building (including special character buildings
Chapter H: Zones	H8 Business – City Centre Zone	H8.6.21.(2)	Referencing error Change to: H8 Business - City Centre zone H8.6.21. Maximum total floor area ratio ... (2) The MTFAR achievable in bonus areas 1a, 2 and 3 is limited by the ratio of average floor area to site area to the extent shown in Table D+6.24.4 H8.6.21.1 and Figure H8.6.21.1 MTFAR bonus areas 1a and 2 and Figure H8.6.21.2 MTFAR bonus area 3.
Chapter I: Precincts	Central Precincts	I1308 Central Park Precinct	Numbering error Change to: I308.6.8 Figure I308.6. 6.8 .1 Car parking ratios
Chapter I: Precincts	Central Precincts	I305 Avondale 1 Precinct	Grammatical error Change to: I305 Avondale 1 Precinct I305.10.1 + Avondale 1 Precinct: Precinct plan 1
Chapter I: Precincts	Central Precincts	I309 Cornwall Park Precinct	Numbering error Change to: Table H1 309 .4.1. Activity Table
Chapter I: Precincts	Central Precincts	I309.3.	Numbering error Change to: I309.3. Policies (31) Provide for use and development that is consistent with the use and values identified for each sub-precinct. (42) Enable on-going daily park operations, including farming operations. (63) Provide for future use and development in appropriate locations, including farming, recreation, restaurant, cafe and visitor centre activities. (64) Limit formed and sealed parking areas adversely affecting the conservation and amenity values of Cornwall Park by not requiring any additional parking to be provided for new activities.
Chapter I: Precincts	Central Precincts	I311 Ellerslie 1 Precinct	Figure I311.8.2.1.2 and Figure I311.8.2.1.3 need to be swapped around.
Chapter I: Precincts	Central Precincts	I312.1.1	Spelling error Change to: I312.3. Policies (4)(b) Requiring land to vest as road in the Council as specified on the 0 -Ellerslie 2 I312.6.1. Activities in the active building frontage (1) The ground floor of a building subject to the active building frontage identified on the 0 -Ellerslie 2 Precinct plan 1 must be occupied by the following activities for a minimum depth of 6m: I312.6.3. Yards and building setbacks (1) Buildings up to 7m in height must be located at least 7.5m from the nearest site area boundary, except where the Active Building Frontage identified on 0 Ellerslie 2 Precinct plan 1 applies. I312.6.4. Building coverage (1) The maximum building coverage for each site area identified on 0 Ellerslie 2 Precinct plan 1 is:
Chapter I: Precincts	Central Precincts	I312.1.1	Spelling error Change to: I312.6.7. Building platform (1) Buildings must be constructed within the building platform identified on the 0 Ellerslie 2 Precinct plan 1. I312.6.8. Landscaping (1) Minimum landscaping for each site area identified on the 0 Ellerslie 2 Precinct plan 1 is 15 per cent. I312.6.9. Identified Trees (1) The following trees listed in Schedule I312.6.9.1 Identified trees below and identified on 0 Ellerslie 2 Precinct plan 1 are subject to this rule. Schedule I312.6.9.1 Identified trees Tree number on 0 -Ellerslie 2: Precinct plan 1
Chapter I: Precincts	Central Precincts	I314.1.1. Yards	Missing word wrong Change to: Table I1314.6.2.1 Yards
Chapter I: Precincts	Central Precincts	I315 Gabador Place Precinct	Numbering error Change to: I315.6.1. 4 Building height (1) Buildings must not exceed 20 m in height. (2) For the avoidance of doubt, building height excludes: reefer gantries, cargo and containers, telecommunications equipment, masts, lighting poles and associated equipment and aerials that are accessory to marine and port activities. I315.6.2. 3.2 Maximum impervious area

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Chapter I: Precincts	Central Precincts	I315 Gabador Place Precinct	Heading error Change to: Table I316.4.1 Crafton Precinct Activity table
Chapter I: Precincts	Central Precincts	I316 Grafton Precinct	Heading error Change to: I316.6 Standards The overlay, Auckland-wide and zone standards apply in this precinct unless otherwise specified below. I316.6.7 Assessment – controlled activities I316.6.8 Assessment – restricted discretionary activities I316.6.8.1 Matters of discretion I316.6.8.2 Assessment criteria I316.6.9 Special information requirements I316.6.10 Precinct plans
Chapter I: Precincts	Central Precincts	I322 Mount Wellington 5 Precinct	Numbering error Change to: Table I322.6.2.1.1 Pre-curfew and curfew time
Chapter I: Precincts	Central Precincts	I328 Orakei Point Precinct	Numbering error Change to: I328.8.2 Assessment criteria Figure I328.8.4-2.1 Diagram showing an example the Ōrākei Road parking building form and landscape contour
Chapter I: Precincts	Central Precincts	I330 Saint Lukes precinct	Referencing error Change to: I330.6.8(7) (7) Conditions of consent requiring the implementation of works at any of the locations listed in Standards I330.6.6.67 and I3306.78 above may be imposed on individual applications for resource consent when the need for such works is demonstrated.
Chapter I: Precincts	Central Precincts	I314	Heading error Change to: I314.4 Activity table – Epsom Precinct Table I314.4.1. Activity table
Chapter I: Precincts	City Centre Precincts	I201 Britomart Precinct	Grammatical and reference error Change to: I201.6.6 (2) In Sub-precinct A the bonus floor area provisions for bonus area 1a (refer H8.6.10 11 - H8.6.20 of the Business - City Centre Zone rules) apply except that the light and outlook bonus does not apply. The basic FAR plus the bonus FAR must not exceed the MTFAR shown in Britomart Precinct: Precinct plan 2. I201.8.2 (1) (d) (ii) ...the design of ground surfaces ensures conformity of... I201.8.2 (1) (f) (i) ...buildings on Quay Street incorporates a podium of... I201.8.2 (1) (h) (i) ...to which the design of such buildings takes into account the... I201.8.2 (2) (2) new buildings on the Seafarer's site: Heritage New Zealand Pouhere Taonga shall be considered to be a potentially adversely affected person for any application involving a new building on the Seafarer's site (as opposed to re-furbishment of the existing building). Accordingly, the New Zealand Historic Places Trust's Heritage New Zealand Pouhere Taonga written approval shall be required if the application is non-notified. Alternatively, the application shall be served on the New Zealand Historic Places Trust Heritage New Zealand Pouhere Taonga if the application is to be processed on a limited notified basis or is publicly notified.
Chapter I: Precincts	City Centre Precincts	I202.8.1 Matters of discretion	Numbering error Change to: I202.8.1 Matters of discretion (3) visitor accommodation on Princes Wharf: (da) the matters of discretion in H8.8.1(3) of the Business – City Centre Zone rules apply. (15) marine and port facilities within identified viewshafts: (ea) effects on the visual integrity of the identified viewshaft; and (eb) operational requirements of the Port of Auckland.
Chapter I: Precincts	City Centre Precincts	I203.8.2. Assessment Criteria	Numbering error Change to: I203.8.2. Assessment Criteria The Council will consider the relevant assessment criteria below for restricted discretionary activities: (1) noise, lighting and hours of operation: (ba) whether activities ... (ab) When assessing an ...
Chapter I: Precincts	City Centre Precincts	I204.8.1. Matters of discretion	Numbering error Change to: I204.8.1. Matters of discretion (e) pedestrian linkages: (iv) the location, physical extent and design of the transport network; and (iiv) integration of development with neighbouring areas, including integration of the transport network with the transport network of the wider area.

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	City Centre Precincts	I207 Learning Precinct	<p>Grammatical error</p> <p>Change to:</p> <p>I207.8.1 (2) (2) an entry canopy (and any associated steps, balustrades and retaining walls defined as "building") in the position indicated by the symbol "#" in Precinct plan 1 within the "No buildings except as provided for by entry canopy and fire egress stair criteria" area shown on Precinct plan 1:</p> <p>I207.8.1 (3) (3) alterations to or replacement of the existing fire egress stairs in the position indicated by the symbol "@" in Precinct plan 1 within the "No buildings except as provided for by entry canopy and fire egress stair criteria" area shown on Precinct plan 1:</p> <p>I207.8.2 (1) (b) (ii) point 3 the extent to which buildings e-employ...</p> <p>I207.8.2 (1) (e) (iii) where contextually appropriate, acknowledges s both...</p> <p>I207.8.2 (1) (g) (vii) design of pedestrian routes also supports the...</p>
Chapter I: Precincts	City Centre Precincts	I207 Learning Precinct	<p>Grammatical error</p> <p>Change to:</p> <p>I207.8.2 (2) (2) an entry canopy (and any associated steps, balustrades and retaining walls defined as "building") in the position indicated by the symbol "#" in Precinct plan 1 within the "No building except as provided for by entry canopy and fire egress stair criteria" area shown on Precinct plan 1:</p> <p>I207.8.2 (3) (3) alterations to or replacement of the existing fire egress stairs in the position indicated by the symbol "@" in Precinct plan 1 within the "No buildings except as provided for by entry canopy and fire egress stair criteria" area shown on Precinct plan 1:</p> <p>I207.8.2 (5) (b) I209.3(6) <u>I207.3(6)</u></p> <p>I207.8.2 (9)(a)(ii) structure maintains the character</p>
Chapter I: Precincts	City Centre Precincts	I207.7.2	<p>Wording error</p> <p>Change to:</p> <p>I207.7.2. Assessment criteria The Council will consider the relevant assessment criteria below for controlled activities: (1) for demolition refer to the matters of control- assessment criteria in clause H8.7.2(1) of the Business – City Centre Zone.</p>
Chapter I: Precincts	City Centre Precincts	I209 Quay Park Precinct_Decision	<p>Referencing error</p> <p>Change to:</p> <p>I209.6.3 (3)(a)(ii) (3)(a)(ii) the bonus floor area provisions under clauses H8.6.1 10(40) to H8.6.20 40(20) of the Business - City Centre Zone including the bonus features for bonus area 2 apply</p>
Chapter I: Precincts	City Centre Precincts	I210 Queen Street Valley Precinct	<p>Wording error</p> <p>Change to:</p> <p>I210.6.1. Frontage height and setback Purpose: manage the scale of development to maintain and enhance pedestrian amenity, and to avoid buildings dominating public open space. (1) For frontages shown as Frontage Type A on Queen Street Valley Precinct: Precinct plan 1 - Frontage types: (a) the height of the building frontage must be at least 19m above MSL (mean sea <u>street</u> level) and must not exceed 28m above MSL (mean sea <u>street</u> level); and (b) above the frontage height, the building must be setback from the site frontage at least 5m. (2) For frontages shown as Frontage Type B on Queen Street Valley Precinct: Precinct plan 1 - Frontage types: (a) the height of the building frontage must be at least 19m above MSL (mean sea <u>street</u> level) and must not exceed 28m above MSL (mean sea <u>street</u> level); (b) above the frontage height, the building must not project beyond a 65 degree recession plane measured at all points along the site frontage for a depth of at least 5m; and (c) the building setback must be an emphatic or a stepped profile of at least two stories and must not be a literal regression of the 65 degree angle. (3) For frontages shown as Frontage Type C on Queen Street Valley Precinct: Precinct plan 1 - Frontage types: (a) the height of the building frontage must be at least 13m above MSL (mean sea <u>street</u> level) and must not exceed 19m above MSL (mean sea <u>street</u> level);</p>
Chapter I: Precincts	City Centre Precincts	I211 Viaduct Harbour Precinct Chapter	<p>Formatting error</p> <p>Change to:</p> <p>The title for 'Viaduct Harbour: Precinct plan 1 – Precinct and sub-precincts' is located on the wrong page – should be shifted from page 18 to the top of page 19.</p>
Chapter I: Precincts	City Centre Precincts	I211.3 Policies (9)	<p>Spelling error</p> <p>Change to:</p> <p>I211.3 Policies (9)Manage the land and coastal marine area a to avoid significant adverse effects and avoid, remedy or mitigate other adverse effects on the water quality and ecology of the city centre coastal environment</p>
Chapter I: Precincts	City Centre Precincts	I211.6.10 Public spaces and accessways	<p>Referencing error</p> <p>Change to:</p> <p>I211.6.10. Public spaces and accessways Purpose: manage public spaces and accessways to achieve Policies I211.3(2), (3), (7) and (8) of the Viaduct Harbour Precinct. (1) The pedestrian accessway on the southern side of the eastern viaduct shown on Precinct plan 4 <u>5</u> must be not less than 10m wide.</p>
Chapter I: Precincts	City Centre Precincts	I211.6.11 Viewshafts	<p>Referencing error</p> <p>Change to:</p> <p>I211.6.11. Viewshafts Purpose: manage development to maintain significant views of the water and adjacent areas within, and to, the Viaduct Harbour precinct. (1) Buildings or structures must not locate within those areas of land identified as landward viewshafts on Precinct plan 4 <u>5</u>. This standards does not apply to the following:</p>

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	City Centre Precincts	I211.6.8 Special yard A	Referencing error Change to: I211.6.8. Special yard A Purpose: ensure that buildings do not restrict public access along the water's edge. (1) Buildings must not locate within special yard A shown on Precinct plan 4 5 . (2) The yard applies from average ground level of the land affected to a height of 3m. (3) The yard must have a minimum width of 7m
Chapter I: Precincts	City Centre Precincts	I211.6.9 Special yard B	Referencing error Change to: I211.6.9. Special yard B Purpose: maintain unobstructed pedestrian access between Customs Street West and the water's edge in Waitemata Plaza. (1) Buildings, tents, marquees, air supported canopies, tables, seating and structures must not located within 10m of special yard B shown on Precinct plan 4 5
Chapter I: Precincts	City Centre Precincts	I211.6.9. Special Yard B	Formatting error Change to: I211.6.9. Special yard B Purpose: maintain unobstructed pedestrian access between Customs Street West and the water's edge in Waitemata Plaza. (1) Buildings, tents, marquees, air supported canopies, tables, seating and structures must not located within 10m of special yard B shown on Precinct plan 4.
Chapter I: Precincts	City Centre Precincts	I212 Victoria Park Market Precinct	Header error Change to: I212 Victoria Park Market Precinct.
Chapter I: Precincts	North Precincts	I531 Orewa 3 precinct,	Referencing error Change to: I531.10. Precinct plans H4-40-4-I531.10.1 Orewa 3: Precinct plan 1
Chapter I: Precincts	North Precincts	I541 Te Arai North Precinct	Grammatical error Change to: I541. Te Arai North Precinct I541.6.2. Subdivision (17)(d)(viii). A Community Consultation Plan to provide for ongoing consultation with the Community Liaison Group on the use and management of the land in accordance with the CSMP.
Chapter I: Precincts	North Precincts	I542. Te Arai South Precinct	Grammatical error Change to: I542. Te Arai South Precinct I542.3. Policies [rp/dp] (4) Protect the natural functioning of waterways and the coastal processes occurring within the precinct by limiting activities such as earthworks, bush and vegetation removal, siting of buildings, and landform modifications in close proximity to the coast and waterways.
Chapter I: Precincts	North Precincts	I500 Albany 3 Precinct	Spelling error Change to: I500.6.1 (1) New buildings and additions to buildings within the area identified on Albany 3: Precinct plan 1 as 'Restriction of Single Level Dwelling on Ridgeline Sites' must not be greater than 4 meters metres in height.
Chapter I: Precincts	North Precincts	I500 Albany 3 Precinct	Wording error Change to: I500.6. Standards Insert " <u>Development</u> " above I500.6.1 Building Height
Chapter I: Precincts	North Precincts	I500 Albany 3 Precinct	Referencing error Change to: I500.4 Activity table Table 0-4-I500.4.1 Activity table specifies the activity status of development and subdivision activities in the Albany 3 Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991. A blank in Table 0-4-I500.4.1 Activity table below means that the provisions of the overlays, zone or Auckland-wide apply.
Chapter I: Precincts	North Precincts	I500 Albany 3 Precinct	Referencing error Change to: I500 Albany 3 Precinct I500.5 Notification (1) Any application for resource consent for an activity listed in Table 0-4-I500.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
Chapter I: Precincts	North Precincts	I502 Albany Centre Precinct – on page 8 in Table I502.6.3.2	Spelling error Change to: Table I502.6.3.2 Yards Sub-precinct C Yard Minimum yard depth Front yards on arterial or collector roads 5m Front years yards on Oteha Valley Road 7.5m

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	North Precincts	I503.5. Notification	Referencing error Change to: I503 AUT MIS Precinct I503.5. Notification (1) An application for resource consent for a controlled activity listed in Table 9-4 I503.4.1 above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991. (2) Any application for resource consent for an activity listed in Table 9-4 I503.4.1 Activity table and which is not listed in I503.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
Chapter I: Precincts	North Precincts	I504.4.1	Numbering error Change to: Table I540-4-1 I504.4.1 Activity table
Chapter I: Precincts	North Precincts	I504.4.1 (A1) & (A4)	Spelling error Change to: I504.4.1. Activity table (A1) Dwellings Dwellings in Sub-precinct B subject to the following minimum provision being available for primary activity focus within Sub-precincts A and B: (a) Gross floor area for Marine Retail and Marine Industry - 100m ² (A4) Food and beverage not otherwise provided for. Food and beverage in Sub-precinct B subject to the following minimum provision being available for primary activity focus within Sub-precincts A and B: (a) Gross floor area for Marine Retail and Marine Industry - 100m ²
Chapter I: Precincts	North Precincts	I504.5. (4)	Duplication error Change to: I504.5. (4) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C.1.13(4). The Council will publicly notify resource consent applications for the following activities:
Chapter I: Precincts	North Precincts	I508 Devonport Peninsula	Grammatical error Change to: Sub-precinct C description Area 3 fronting Roberts Road and alongside the north-eastern residential area, and Area 4 adjacent to the west and east residential interfaces
Chapter I: Precincts	North Precincts	I508 Devonport Peninsula	Grammatical error Change to: I508.2. Objectives (1) Objectives, unnecessary comma: Integrated high quality housing development on large contiguous sites, which incorporate additional building
Chapter I: Precincts	North Precincts	I508 Devonport Peninsula	Grammatical error Change to: I508.6.4 (1) Buildings in Area 1 or Area 2, must be set back at least 3m from the boundary of any open space zone
Chapter I: Precincts	North Precincts	I508 Devonport Peninsula Precinct	Numbering error Change to: Table I508.6.1.1 Figure 4: I508.6.1.1 Building height in Area 3 Figure 2: I508.6.1.2 Building height in Area 4
Chapter I: Precincts	North Precincts	I508 Devonport Peninsula Precinct	Numbering error Change to: I508 Devonport Peninsula Precinct I508.6.7 Yards Table I508.6-6 7.1
Chapter I: Precincts	North Precincts	I510 (2)(vii)	Grammatical error Change to: I510.7.2 Gulf Harbour Marina Precinct (2) Location, extent, design and materials: (vii) coastal processes including wave sheltering, downstream effects, sediment movement, erosion and deposits, littoral drift, and localised effects on water currents and water quality;
Chapter I: Precincts	North Precincts	I510 Gulf Harbour Marina Precinct	Spelling error Change to: I510. Gulf Harbour Marina Precinct Table I510.4.1 Activity table – use
Chapter I: Precincts	North Precincts	I510 Gulf Harbour Marina Precinct	Grammatical error Change to: I510.8.2 Gulf Harbour Marina Precinct (2) Location, extent, design and materials: (viii) existing activities in the coastal marine area and on adjacent land;

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	North Precincts	I510.6.1.1.	Spelling error Change to: I510. Gulf Harbour Marina Precinct Table I510.6.1.1 Yards Rear...5m where a rear boundary adjoins a residential or open space zone or a reserve vested in the council
Chapter I: Precincts	North Precincts	I511 Hatfields Precinct	Grammatical error Change to: I511. Hatfields Precinct I511.6.11. Management of the protection areas (4) Within the cluster development...from any adjoining livestock areas...
Chapter I: Precincts	North Precincts	I511 Hatfields Precinct	Grammatical error Change to: I511. Hatfields Precinct I511.8.2 (1)(c) (iv) The design of all outdoor areas including accessways, retaining walls, fencing, gates etc... must be of...
Chapter I: Precincts	North Precincts	I511 Hatfields Precinct	Grammatical error Change to: I511. Hatfields Precinct I511.8.2 (1)(c) (v) Consistency with the policies of the Precinct
Chapter I: Precincts	North Precincts	I511 Hatfields Precinct	Spelling error Change to: I511. Hatfields Precinct I511.8.2 (2)(e) (v) Consistency with the policies of the Precinct
Chapter I: Precincts	North Precincts	I511 Hatfields Precinct	Spelling error Change to: I511. Hatfields Precinct I511.10. Precinct plans
Chapter I: Precincts	North Precincts	I511 Hatfields Precinct	Duplication error Change to: I511. Hatfields Precinct Table I511.4.1 Activity table (A4) Recreation amenity facilities within cluster-area cluster area 8
Chapter I: Precincts	North Precincts	I511 Hatfields Precinct	Wording error Change to: I511. Hatfields Precinct I511.6.6. Exterior cladding of buildings (1) Exterior cladding of all dwellings and ancillary structures, and any recreational amenity structures in cluster area 8, shall be made from one or more of the following materials:
Chapter I: Precincts	North Precincts	I511 Hatfields Precinct	Wording error Change to: I511. Hatfields Precinct I511.6.10. Public walking and cycling trails (4) The trails shall be maintained by, and at the cost of, the landowners within the Hatfields Precinct. This maintenance requirement shall be included in the covenant to be prepared and registered under on all titles.
Chapter I: Precincts	North Precincts	I511.1.	Grammatical error Change to: I511.1 Development within the precinct will be is subject to building design standards and site landscaping standards, including native revegetation, to ensure buildings are in keeping with the landscape character and are not visually prominent. Maximum height levels and building envelopes will be are set for each of the 'cluster' areas to minimise adverse landscape effects.
Chapter I: Precincts	North Precincts	I513 Kaipara Flats Airfield Precinct	Numbering error Change to: I513 Kaipara Flats Airfield Precinct I513.8.2 Assessment criteria Table I513.8.2.1.4-Housing and hanger site specific guidelines – building elements Table I513.8.2.+2 Housing and hanger site specific guidelines – site elements
Chapter I: Precincts	North Precincts	I514.9.	Grammatical error Change to: I514. Kakanui Point I514.9. Special information requirements (e) The transport and traffic management plan should be implemented at least 45 minutes before...
Chapter I: Precincts	North Precincts	I515 Kawai Island Precinct	Wording error Change to: I515. Kawai Island I515.8.1.1. Subdivision of low intensity settlement sites in Sub-precinct A: (2)(a) all sites gain frontage either over a jointly owned access lot, or right-of-way that is not less than six metres wide (or a combination of both), or have direct access to the foreshore;
Chapter I: Precincts	North Precincts	I515.4.1.	Missing word error Change to: I515. Kawai Island Table I515.4.1 – Land use, development and subdivision (A6) Vegetation alteration or removal that does not meet the permitted activity standards

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	North Precincts	I518 Leigh Marine Laboratory I518.2. Objectives	Grammatical error Change to: I518.2. Objectives The overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above with the exception of the D10 Outstanding Natural Features and Outstanding Natural Landscapes objectives and the D11_ Outstanding Natural Character and High Natural Character objectives.
Chapter I: Precincts	North Precincts	I518 Leigh Marine Laboratory Precinct	Wording error Change to: I518. Leigh Marine Laboratory Precinct I518.4. Activity table The provisions in any relevant Auckland-wide provisions and the zone apply in this precinct unless otherwise specified below. Table D10.4.4 2 Activity Table – Subdivision; u se and development in the Outstanding Natural Features Overlay does not apply to this Precinct. Table D11.4.1 Activity Table – Subdivision; u se and development in the Outstanding Natural Landscape, Outstanding Natural Character and High Natural Character Overlay does not apply to this Precinct.
Chapter I: Precincts	North Precincts	I519.6.6	Referencing error Change to: I519.6.6. Vaughans Road setback (1) All buildings on sites subject to the Vaughans Road Set Back shown on Precinct Plan 3_4 must be set back a minimum of 10m from the common boundary with the road reserve.
Chapter I: Precincts	North Precincts	I520 Martins Bay Precinct	Numbering error Change to: I520 Martins Bay Precinct I520.4 Activity table Table I520.4.1 Activity table
Chapter I: Precincts	North Precincts	I521 Matakana 1 Precinct	Numbering error Change to: I521 Matakana 1 Precinct I521.6.3 Building height I521.6.4- 3 .1 Heights
Chapter I: Precincts	North Precincts	I522 Matakana Precinct 2	Spelling error Change to: I522 Matakana Precinct 2 I522 Activity table Table I522.4.1 Activity T able
Chapter I: Precincts	North Precincts	I532 Pinewood Precinct	Spelling error Change to: I532 Pinewood Precinct I532.6 Standards I532.6.2 Compliance with Residential – Single House Zone standards (1) Structures are required to comply with the following standards in the Residential - Single House Zone with respect to external Pinewoods Precinct boundaries only and n-ot in respect of any internal boundaries within the Precinct:
Chapter I: Precincts	North Precincts	I532.4.1 Activity table	I532.4. Activity table Table I532.4.1 Activity table specifies the activity status of land use / development activities in the Pinewoods Precinct pursuant to section 9(3) of the Resource Management Act 1991. A blank in Table Error! Reference source not found-4. Table I532.4.1 Activity table below means that the provisions of the overlays, zone or Auckland-wide apply I532.6.3. Term of Continuous Occupancy for Dwellings (4)-(1) No continuous term of occupancy restriction applies to dwellings in the Pinewoods Precinct.
Chapter I: Precincts	North Precincts	I533 Red Beach Precinct	Numbering error Change to: I533 Red Beach Precinct I533.6.9 Subdivision I533.6.9.1 Minimum net site area Table I533.6.9.1.1 Minimum net site area
Chapter I: Precincts	North Precincts	I535.1	Referencing error Change to: I535.1. Precinct description ... The Rodney Landscape Precinct is made up of 9 sub-precincts which are identified in Table I535.1 Error! Reference source not found:-1 . Summary of the Rodney Landscape Sub-precincts. source not found..”

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	North Precincts	I536.6.11(4)	Referencing error Change to: I536.6.11. Subdivision (4) There is no minimum site size or site frontage for sites complying with the following: (a) A land use resource consent has been granted for one or more of the activities in Table I536.4.1 Activity table on the site except: (i) Any activity listed as a permitted activity; (ii) Earthworks; (iii) (iv) All activities listed as accessory to other activities in Table I536.4.1 Activity table which remain on the same site as the main activity; (iv) (iii) The activity has been established and is in operation; (v) (iv) The site is of sufficient size and dimension, so that the activity remains compliant with the standards for the zone and car parking or has a resource consent to depart from those standards; and (vi) (v) All outdoor areas, landscaping, car parking and manoeuvring areas and any other land required to be associated with the activity by a resource consent, remain on the site of the activity.
Chapter I: Precincts	North Precincts	I537.8.1. & I537.8.2.	Wording error Change to: I537.8.1. Matters of discretion (4) Drive-through restaurant, Entertainment Facilities, Offices up to 500m2, Retail for the sale of goods accessory to the main activity on the site, Trade Suppliers, Care Centres, Healthcare facilities <u>and</u> Industrial activities, Light Manufacturing and servicing; I537.8.2. Assessment criteria (4) Drive-through restaurant, Entertainment Facilities, Offices up to 500m2, Retail for the sale of goods accessory to the main activity on the site, Trade Suppliers, Care Centres, Healthcare facilities <u>and</u> Industrial activities, Light Manufacturing and servicing;
Chapter I: Precincts	North Precincts	I540 Takapuna 1	Grammatical error Change to: I540. Takapuna 1 Precinct I540.1. Precinct description The zoning of land within the precinct is the Business - <u>Metropolitan Centre Zone</u> . The Takapuna 1 Precinct incorporates the central area of Takapuna.
Chapter I: Precincts	North Precincts	I540 Takapuna 1	Spelling error Change to: I540.6.6 Open air laneways for Sub-precinct B
Chapter I: Precincts	North Precincts	I540 Takapuna 1	Referencing error Change to: I540.6.6. Open air laneway for Sub-precinct B (1) In Sub-precinct B, Two open-air laneways must be provided in the location specified in I540.10.1 Precinct Plan 1: <u>Sub-precinct B open air laneways</u> . (2) The laneways must: (a) be uncovered; (b) for the southern laneway only, have direct pedestrian access to Lake Road.
Chapter I: Precincts	North Precincts	I540 Takapuna 1	Grammatical error Change to: I540.6.6(2) (a): be uncovered; <u>and</u>
Chapter I: Precincts	North Precincts	I540 Takapuna 1	Numbering error Change to: Figure: I540.10.1.4 Takapuna 1 Precinct plan 1 – Open air laneways
Chapter I: Precincts	North Precincts	I540.6.4.(4)	Wording error Change to: 1540.6.4 (4) The maximum floor area is available where a through-site pedestrian lane is provided that fulfils the through-site lane standards criteria in Standard 1540.6.5 (3)(4) below.
Chapter I: Precincts	North Precincts	I541 Te Arai North Precinct	Grammatical error Change to: I541. Te Arai North Precinct I541.8.2. Assessment criteria I541.8.2.1. Subdivision for the creation of up to 43 new house sites in addition to the 3 sites existing at 30 September 2013 (13) The extent to which the subdivision and development should protects and does not adversely affect in a more than minor way the natural functioning of coastal processes
Chapter I: Precincts	North Precincts	I541 Te Arai north Precinct	Formatting error Change to: I541 Te Arai north Precinct I541.4 Activity table Table I541.4.1 Activity T able
Chapter I: Precincts	North Precincts	I541. Te Arai North Precinct	Grammatical error Change to: I541. Te Arai North Precinct I541.8.1.1. Subdivision for the creation of up to 43 new rural residential sites in addition to the 3 sites existing at 30 September 2013 (8) The extent to which adequate and appropriate provision is made for <u>the</u> protection <u>of</u> ecological values.

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	North Precincts	I541. Te Arai North Precinct	Grammatical error/Spelling error Change to: I541. Te Arai North Precinct I541.8.2.1. Subdivision for the creation of up to 43 new house sites in addition to the 3 sites existing at 30 September 2013 (2) The extent to which proposed measures to protect shorebirds, lizards and threatened plant species, during earthworks and the construction period and thereafter are adequate and appropriate.
Chapter I: Precincts	North Precincts	I541. Te Arai North Precinct	Grammatical error Change to: I541. Te Arai North Precinct I541.8.2.1. Subdivision for the creation of up to 43 new house sites in addition to the 3 sites existing at 30 September 2013 (8) Whether S specified building areas identified in the subdivision allow for any house or structure to be...
Chapter I: Precincts	North Precincts	I541. Te Arai North Precinct	Grammatical error Change to: I541. Te Arai North Precinct I541.8.2.1. Subdivision for the creation of up to 43 new house sites in addition to the 3 sites existing at 30 September 2013 (9) Whether sites viewed from excluding any areas of reserve proposed to be vested...
Chapter I: Precincts	North Precincts	I541. Te Arai North Precinct	Grammatical error Change to: I541. Te Arai North Precinct I541.9. Special information requirements (4)(c) Identification of the threats—to local shorebird populations and ecological values;
Chapter I: Precincts	North Precincts	I541. Te Arai North Precinct	Grammatical error Change to: I541. Te Arai North Precinct I541.9. Special information requirements (5)(a) The maintenance of adequate vegetative screening or land-form landform backdrop associated...
Chapter I: Precincts	North Precincts	I541. Te Arai North Precinct	Grammatical error Change to: I541. Te Arai North Precinct I541.9. Special information requirements (5)(d)(i) The entire coastal section of the reserve, including the area of the reserve abutting the Te Arai stream up to a line 500 metres inland from and perpendicular to MHWS mean high water springs ;
Chapter I: Precincts	North Precincts	I541.8.1.1.	Numbering error Change to: I541.8.1. Matters of discretion I541.8.1.1. Subdivision for the creation of up to 43 new rural residential sites in addition to the 3 sites existing at 30 September 2013 (1423) Whether the development and activities proposed are consistent with the objective of achieving sustainable land management in this precinct. (1524) The extent to which the development and activities proposed adhere to the requirements of the Comprehensive Site Management Plan
Chapter I: Precincts	North Precincts	I541.8.2.1.	Grammatical error Change to: I541. Te Arai North Precinct I541.8.2. Assessment criteria I541.8.2.1. Subdivision for the creation of up to 43 new house sites in addition to the 3 sites existing at 30 September 2013 (4) Whether the subdivision s maintains the special character and amenity of the Rural - Rural Coastal zone.
Chapter I: Precincts	North Precincts	I542 Te Arai South Precinct	Spelling error Change to: I542. Te Arai South Precinct I542.3. Policies [rp/dp] (1)(b) providing for subdivision in exchange for a significant coastal reserve and easements which connect to Tom earata Lake and Slipper Lake; and
Chapter I: Precincts	North Precincts	I542. Te Arai South Precinct	Grammatical error Change to: I542. Te Arai South Precinct I542.4. Activity table The provisions in the zone, Auckland-wide provisions and any relevant overlays apply in this precinct unless otherwise specified below. Table -I542.4.1 Activity table specifies
Chapter I: Precincts	North Precincts	I542. Te Arai South Precinct	Grammatical error Change to: I542. Te Arai South Precinct I542.6.6. Subdivision (11) Cats, dogs (except for police dogs, dogs used in conservation management and biosecurity and guide or companion dogs (certified as helpers of people with disabilities)), mustelids...

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	North Precincts	I542. Te Arai South Precinct	Grammatical error Change to: I542. Te Arai South Precinct I542.8.2. Subdivision for the creation of up to 58 new rural residential sites in addition to the two sites existing at 15 January 2016 (1) The measures proposed to implement the ban on inappropriate domestic pets.
Chapter I: Precincts	North Precincts	I542. Te Arai South Precinct	Grammatical error Change to: I542. Te Arai South Precinct I542.8.2. Subdivision for the creation of up to 58 new rural residential sites in addition to the two sites existing at 15 January 2016 (2) The extent to which landform modification is minimised having regard to the need to provide safe access and stable building sites. (4) Whether the location of specified building areas is in accordance with the policies for the precinct.
Chapter I: Precincts	North Precincts	I542.8.2.	Grammatical error Change to: I542. Te Arai South Precinct I542.8.2. Assessment criteria I542.8.2. Subdivision for the creation of up to 58 new rural residential sites in addition to the two sites existing at 15 January 2016 (4) Whether the location of specified building areas is in accordance with the policies for the precinct.
Chapter I: Precincts	North Precincts	I543.4. Waimana Point Precinct	Referencing error Change to: I543.4. Waimana Point Precinct I543.4. Activity table A blank in Table Error! Reference source not found: 1534.4.1 Activity table below means that the provisions of the overlays, zone or Auckland wide apply.
Chapter I: Precincts	North Precincts	I543.8.2.(1)(a)	Duplication error Change to: I543.8.2. Assessment criteria (1)(a) Whether the location, prominence and height of buildings buildings minimises their potential visual impact on ridgelines, the coastal margin and on views to the precinct from the Scandrett Regional Park, public roads and the coast.
Chapter I: Precincts	North Precincts	I547 Wēiti Precinct	Grammatical error Change to: I547. Wēiti Precinct I547.1. Precinct Description (2) Sub-precinct B – Village. The sub-precinct provides for a mix of commercial and residential activities in close proximity at its centre, with lower intensity residential activities towards its edges. The sub-precinct is zoned Residential - Rural and Coastal Settlement.
Chapter I: Precincts	North Precincts	I547 Wēiti Precinct	Grammatical error Change to: I547. Wēiti Precinct Table I547.4.1 Activity table (A2) Any activity that does not compley with Standard I547.6.1 Maximum number of dwellings
Chapter I: Precincts	North Precincts	I547 Wēiti Precinct	Grammatical error Change to: I547. Wēiti Precinct I547.6.4.1. Education facilities within sub-precinct C (1)(b) be no less than 400m2 gross floor areas .
Chapter I: Precincts	North Precincts	I547 Wēiti Precinct	Wording error Change to: I547. Wēiti Precinct I547.6.7.6. Provision of public access and public facilities (2)(b)(i) during New Zealand daylight savings time - 7am-8pm
Chapter I: Precincts	North Precincts	I547 Wēiti Precinct	Spelling error Change to: I547. Wēiti Precinct I547.9. Special information requirements (1)(b) Public street pattern - a legible public street pattern should be...
Chapter I: Precincts	North Precincts	I547 Wēiti Precinct	Spelling error Change to: I547. Wēiti Precinct I547.9. Special information requirements (2)(g) typical elevations/building typologies – showing building exterior design features including roofs, façades , verandahs...

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	North Precincts	I547.7.1. & I547.7.2.	<p>Wording error</p> <p>Change to:</p> <p>I547. Wāiti Precinct I547.7. Assessment – controlled activities I547.7.2. Assessment criteria (3)-for subdivision: (a)-refer to assessment criteria I547.8.2.1, I547.8.2.3, I547.8.2.6 and I547.8.2.7</p> <p>I547.7.1. Matters of control (3)-for subdivision: (b)-refer to matter of discretion I547.8.1.8</p>
Chapter I: Precincts	North Precincts	I547.8.1.(6)	<p>Wording error</p> <p>Change to:</p> <p>I547. Wāiti Precinct I547.8.1. Matters of discretion (6) for construction, additions, alterations to or relocation of buildings associated with a comprehensively designed development:</p>
Chapter I: Precincts	North Precincts	I547.9	<p>Wording error</p> <p>Change to:</p> <p>I547.9.(1) For resource consent applications in in sub precinct...</p> <p>Numbering error</p> <p>Change to: I547.9.(2)(b)(a)</p>
Chapter I: Precincts	North Precincts	I548 Whangaparaoa Precinct	<p>Wording error</p> <p>Change to:</p> <p>I548 Whangaparaoa Precinct</p> <p>Tables I548.4.1 Activity table</p> <p>Table I548.4.2 Activity table</p> <p>Table I548.4.3 Activity table</p>
Chapter I: Precincts	North Precincts	I550 Millwater South Precinct	<p>Grammatical errors</p> <p>Change to:</p> <p>I550 Millwater South Precinct</p> <p>I550.1. Precinct Description The zoning of the land in the Millwater South precinct is Residential - Single House zone. The provisions of Chapter I for the underlying zone and the Auckland-wide provisions of Chapter H apply in this precinct unless otherwise specified below.</p> <p>I550.2. Objectives (6) The overlay, Auckland-wide and zone objectives apply in the precinct in addition to those specified above.</p> <p>I550.4. Activity table The provisions in any relevant overlays, zone and the Auckland-wide provisions apply in this precinct unless otherwise specified below. A blank in Table I550.4.1 table below means that the provisions of the overlays, zone or Auckland-wide apply.</p> <p>I550.6. Standards The standards applicable to the zone, overlays and Auckland-wide apply in this precinct unless otherwise specified below.</p> <p>I550.6.1. Activities (1) Densities are those allowed in the Residential - Single House zone except for the following: (a) The number of dwellings on a site must not exceed the limits specified in Table I550.6.1.1 below.</p>
Chapter I: Precincts	North Precincts	I550 Millwater South Precinct	<p>Grammatical errors</p> <p>Change to:</p> <p>I550.6.3. Side and Rear Yards (1) Buildings must be set back: (b) 1m from any other side yard except where a wall is located on a boundary as provided for in clause H3.6.8.2 in the Residential - Single House zone; and</p> <p>I550.6.4. Private outdoor living space (1) For sites less than 450m², the Residential - Mixed Housing Suburban zone standards apply.</p> <p>I550.6.5. Sunlight access to the private outdoor living space of proposed and existing dwellings (2) A wall or building on a side or rear boundary allowed by clause H3.6.8.2 in the Residential - Single House zone must not reduce sunlight to the private outdoor living space of another dwelling to less than five hours between 9am and 3pm on 22 March/September.</p> <p>I550.6.6.1. Height in relation to boundary (3) Where a site boundary adjoins a site in the precinct with a site size of 650m² or greater that is not part of a multi-unit development then rule H3.6.7.6 Residential - Single House height in relation to boundary shall apply to that boundary.</p> <p>I550.6.7. Additional controls for two or more dwellings (1) The Residential - Mixed Housing Suburban zone standards, except for building height, apply where two or more dwellings are proposed on a site.</p>

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	North Precincts	I550 Millwater South Precinct	Grammatical errors Change to: I550.6.9.1. General (1) The following subdivision controls apply. (2) Site sizes must comply with the net site area specified in the Table I550.6.9.1.1 below: I550.8.2. Assessment criteria The Council will consider the relevant assessment criteria below for relevant restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland-wide or zone provisions: I550.9. Special information requirements Buildings, and alterations and additions to buildings, and subdivision on must provide the following information:
Chapter I: Precincts	North Precincts	I550.6	Referencing error Change to: I550.6. Standards The standards applicable to the zone, overlays and Auckland-wide apply in this precinct. All activities listed as permitted or restricted discretionary in Table I550.4.1 Activity table must comply with the following standards. Development that does not comply with clauses I550.6.1 and I550.6.7 and I544.6.7 is a discretionary activity unless otherwise specified.
Chapter I: Precincts	South Precincts	I401.8.2 Ardmore Airport precinct	Numbering error Change to: I401.8.2(4)(h)(ii)
Chapter I: Precincts	South Precincts	I402	Numbering error Change to: I402.6.2(3 1) and I402.6.2(4 2)
Chapter I: Precincts	South Precincts	I402	Numbering error Change to: I402.7.2(1)(a)(ii) and I402.7.2(1)(a)(ivii)
Chapter I: Precincts	South Precincts	I402	Numbering error Change to: I402.8.1(7)(ae),(b 4),(ce),(d f)
Chapter I: Precincts	South Precincts	I402 Auckland Airport Precinct	Numbering error Change to: H4.14.4 I402.10.1 Auckland Airport : Precinct plan 1
Chapter I: Precincts	South Precincts	I402 Auckland Airport Precinct	Grammatical error Change to: I402.7.2. (2) Any buildings, structures or works including, new or modified parking areas or subdivision within Gateway Sub-precinct area A - F in accordance with I402.10.1 Auckland Airport: Precinct plan 1, and for not complying with Standard I402.6.19 Subdivision:
Chapter I: Precincts	South Precincts	I402 Auckland Airport Precinct	Spelling error Change to: Table I402.6.4.1 Noise. Mon-Sat 7am-6pm = 55dB average max Mon-Sat 6 a pm-10pm & Sun and public hols 7am-10pm = 50dB average max all other times 45dB average max
Chapter I: Precincts	South Precincts	I403	Numbering error Change to: I403.6.7(2)(e a)
Chapter I: Precincts	South Precincts	I403	Numbering error: Change to: I403.8.1(2 1)
Chapter I: Precincts	South Precincts	I404	Referencing error Change to: I404.8.2(5)(a) (a) the extent to which the building design and any interim screening or landscaping between the supermarket and Beachlands Road provides adequate mitigation of adverse visual effects of the supermarket as viewed from Beachlands Road, until such time as a building is established between the supermarket and Beachlands Road as envisaged by H404.10.1 Beachlands 2: Precinct plan 1.
Chapter I: Precincts	South Precincts	I404.4.1 Activity Table	Table numbering error Change to: I404.4.1. (A1) Any land use activity not in accordance with 1404.10.1 Beachlands 2: Precinct plan 1 D D D (A2) Any activity that does not comply with Standard I404.6.7 Subdivision – landscape buffer area D N/A N/A (A 2 10) Trade suppliers P NC RD

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	South Precincts	I405 Big Bay Precinct	Wording error Change to: I405.1 Precinct Description: Sub-precincts A, B and C are zoned Residential – Rural and Coastal Settlement Zone. An area south of Sub-precinct C is zoned Rural – Mixed Rural Zone, and a small northern part of Sub-precinct B is zoned Rural – Rural Coastal Zone. New residential development is limited to Sub-precincts A, B and C with other areas of the Precinct included to provide for mitigating ecological protection, enhancement and/or planting.
Chapter I: Precincts	South Precincts	I405.3.	Grammatical error Change to: I405.3. Policies (1) Require subdivision and development to acknowledge, address and implement features identified on the Big Bay: Precinct Plan 1.
Chapter I: Precincts	South Precincts	I405.8.1.	Grammatical error Change to: I405.8.1. Matters of discretion: punctuation errors: (1) Subdivision and infringements of subdivision standards: (a) the extent to which the subdivision is consistent with the precinct plan; (d) the extent to which provision is made for the protection and planting of vegetation and wetlands in accordance with the policies for the precinct; and;
Chapter I: Precincts	South Precincts	I406	Grammatical error Change to: I406.4.1(A14)(b) Additions and alterations to buildings that are less than: (a) 25 per cent of the existing gross floor area or the building; or (b) 250m ² whichever is lesser
Chapter I: Precincts	South Precincts	I406	Numbering error Change to: I406.8.1(3)(ea) and (db)
Chapter I: Precincts	South Precincts	I406.4.	Wording error Change to: I406.4. Activity table The provisions in any relevant overlays, zone and the Auckland-wide provisions apply in this precinct unless otherwise specified below.
Chapter I: Precincts	South Precincts	I408 Clevedon Precinct	Figure numbering errors Change to: I408 Clevedon Precinct I408.6.7 Rooding Network (5) ... Figure I408.6.7.4-1 Proposed local road Figure I408.6.7.4.2 Proposed typical rural interface local road Figure I408.6.7.4-3 Proposed road west of Clevedon Su-precinct D Figure I408.6.7.4-4 Proposed ... Figure I408.6.7.4-5 Proposed...
Chapter I: Precincts	South Precincts	I409 Clevedon Waterways Precinct	Missing figure errors Change to: I409.6.13 Rooding Standards Figure 1 – Entrance Road, and Figure 2 – Perimeter Road included under I409.6.13
Chapter I: Precincts	South Precincts	I409.9	Numbering error: Change to: I409.9(42) and (63)
Chapter I: Precincts	South Precincts	I412.1.1 Flat Bush Precinct	Wording error Change to: Table I412.1.1 - Zoning of land within this precinct Zones Sub-precincts ... Residential - Single House Flat Bush Sub-precinct K (Single House) Residential - Large Lot Rural - Countryside Living Flat Bush Sub-precinct I (Countryside Transition) Rural - Countryside Living Flat Bush Sub-precinct J (Conservation and Stormwater Management) As noted above areas of the Flat Bush Precinct that lie outside the boundaries of any of the sub-precincts listed above are subject to the provisions of the zone.
Chapter I: Precincts	South Precincts	I418 Kingseat Precinct	Numbering error Change to: I418.8.2 Assessment Criteria ... Table I418.6.48-2.1-8.2.1 Design assessment criteria

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	South Precincts	I418 Kingseat Precinct	Wording error Change to: I418 Kingseat Precinct appendix 5 I418.11.5.2 ... (13) specified building areas within Sub-precinct G should be sited at least 30 metres back from the boundary with an existing or proposed esplanade reserve or recreation zone and 50 metres back from mean high water springs (whichever is the greater, see Table Error! Reference source not found.-1 Yards in Residential - Single House Zone
Chapter I: Precincts	South Precincts	I418.6.5.1	Number error Change to: Table I418.6.5.1 I418.6.4 Building coverage in in Sub-precincts A, F and G
Chapter I: Precincts	South Precincts	I421 Mangere 2 precinct	Wording error Change to: I421 Mangere 2 precinct Table I421.4.1 Activity table
Chapter I: Precincts	South Precincts	I422 Mangere Gateway Precinct	Numbering error Change to: I422 mangere gateway Precinct I422.6.8 Subdivision Table I422.6.8.1 Site areas and minimum frontages
Chapter I: Precincts	South Precincts	I422 Mangere Gateway Precinct	Wording error Change to: I424 Manukau 2 Precinct I424.4 Activity table Table I424.4.1 Activity table
Chapter I: Precincts	South Precincts	I425	Spelling error Change to: I425 I425.3 Policy ies
Chapter I: Precincts	South Precincts	I426 Matingarahi Precinct	Spelling error Change to: Header - I426 Matingarahi
Chapter I: Precincts	South Precincts	I428 Papakura Precinct	Numbering error Change to: I428- (bottom of page 4)
Chapter I: Precincts	South Precincts	I430 Patamahoe Precinct	Duplication error/Wording error Change to: I430.4 Activity table The provisions in any relevant overlays, zone and the Auckland-wide provisions apply in this precinct unless otherwise specified below. Table I430.4.1 Activity table (A2) Subdivision which complies with the subdivision standards I430.6.4 Vehicle parking and access, I430.6.7 Minimum net site area, I430.6.8 , I430.6.8. Maximum number of lots in sub-precincts B, C and D, I430.6.9 Landscape buffer, I430.6.10 Public open space, I430.6.11 Staging and I430.6.12 Stormwater management. (A3) Subdivision which does not comply with the subdivision standards I430.6.4 Vehicle parking and access, I430.6.7 Minimum net site area, I430.6.8 , I430.6.8. Maximum number of lots in sub-precincts B, C and D, I430.6.9 Landscape buffer, I430.6.10 Public open space, I430.6.11 Staging and I430.6.12 Stormwater management.
Chapter I: Precincts	South Precincts	I432 Puhinui Precinct	Grammatical errors Change to: 1432.1. Precinct Description ... as well as ensure that an integrated approach is taken to managing the adverse effects on the Māori Māori cultural landscape values. The cultural landscape applies to the entire precinct, in areas within and outside of the Rural Urban Boundary. Sub-precinct D description Due to the constrained nature of existing transport infrastructure, development within the sub-precinct is subject to a number of staging and infrastructure requirements designed to ensure a safe and efficient transport network. The sub-precinct allows for development, where supported by infrastructure. 1432.8.2(5)(b) Assessment Criteria for urupa (ii) the extent to which there are measures to mitigate visual effects on neighboring neighbouring sites or open sites used for recreation.
Chapter I: Precincts	South Precincts	I433: Pukekohe Hill Precinct	Numbering error Change to: I433.2. Objective [rp/dp] (1) Subdivision and development is designed to avoid adverse effects on the heritage and amenity values of the summit of Pukekohe Hill and protect the amenity values of the upper slopes from inappropriate development. (1) (2) Stormwater runoff, flooding, soil erosion and siltation from the Pukekohe Hill Precinct are minimised. (2) (3) Development and/or subdivision within the precinct facilitates a transport network that

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	South Precincts	I437.6. Standards	Referencing error/Wording error Change to: I437.6. Standards - E39 Subdivision – Rural – Standards 39.6.5.2(1) (e) (a) Rural – Countryside Living Zone average net site areas". I437.6.5. Subdivision standards (3) Specified building areas within a cluster must be located outside the Road Corridor Setbacks identified on Runciman: Precinct plan 1 – landscape and visual absorption capacity plan."
Chapter I: Precincts	South Precincts	I438 Takanini Precinct	Spelling error Change to: Table I438.4.1. Activity Activity status Sub Precinct A Sub Precinct B Sub Precinct DC Sub Precinct ED
Chapter I: Precincts	South Precincts	I438 Takanini Precinct	Numbering error Change to: I438 Takanini Precinct I438.3. 4.4 Sub-precinct D I438.4 Activity table
Chapter I: Precincts	South Precincts	I439 Waiuku Precinct	Numbering error Change to: I439 Waiuku Precinct I439.6 Standards I439.6.1 Sub-precincts A-C I439.6.1. 1 Service retail Activities I439.6. 2-1.2 Height I439.6. 3 1.3 Height in relation to boundary I439.6. 4 1.4 Yards I439.6.2 Sub-precinct D I439.6.6 I439.6.2.1 Height I439.6.6 I439.6.2.2 Yards I439.6.7 I439.6.2.3 Subdivision
Chapter I: Precincts	South Precincts	I440 Wattle Bay precinct	Wording error Change to: I440 Wattle Bay precinct I440.7 Assessment – controlled activities I440.7.4 There are no controlled activities in this precinct I440.7.2 There are no controlled activities in this precinct
Chapter I: Precincts	South Precincts	I441 for the Whitford Precinct - I441.6.5.6. Slopes indicative constraints area	Referencing error Change to: I441.6.5.6 (2) All land identified in Standard I441.6.5.6 a (1) above must be planted in accordance with Standard I441.6.5.9 provided the planting will not apply on slopes steeper than 21 degrees if a report prepared by a suitably qualified and experienced person confirms there is no need as those slopes do not exhibit signs of instability or past erosion, or are not subject to erosion in view of their soil and slope characteristics e.g. rocky cliff and:
Chapter I: Precincts	South Precincts	I441 Whitford Precinct	Numbering error Change to: I441 Whitford Precinct I441.6.2 Yards Table I441.6.2.1 Table 4 Yards
Chapter I: Precincts	South Precincts	I441 Whitford Precinct	Numbering error Change to: I441 Whitford Precinct I441.6.3 Building coverage Table I441.6.3.1 Table 2 Building coverage
Chapter I: Precincts	South Precincts	I441 Whitford Precinct	Numbering error Change to: I441 Whitford Precinct I441.7 Assessment – controlled activities I441.7.1 Matters of control
Chapter I: Precincts	South Precincts	I441 Whitford Precinct	Numbering error Change to: I441 Whitford Precinct I441.6.5.1 Subdivision density Table I441.6.5.1-Table 3 Subdivision

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Chapter I: Precincts		I441.6.5.8. Additional subdivision for significant enhancement planting	Referencing error Change to: I441.6.5.8 (2) Location of significant enhancement planting: (a) planting must be located within the Whitford Precinct and must be confined to areas where it will: (iv) provide a significant and sustainable area of native bush, and may include: • the planting requirement for the riparian management indicative constraint area in Standard I441.6.5.3 • the planting required for slopes greater than 15 degrees in Standard I441.6.5.76 • any planting provided in Standard I441.6.5.9.
Chapter I: Precincts	South Precincts	I441.6.5.9. Minimum standards for planting	Referencing error Change to: I441.6.5.9. (1) This rule applies to planting required or proposed pursuant to Standard I441.6.5.34, Standard I441.6.5.65 and Standard I441.6.5.76.
Chapter I: Precincts	South Precincts	I442 Whitford Village Precinct	Grammatical error Change to: I442.2. Objectives (11) Development and/or subdivision within...
Chapter I: Precincts	South Precincts	I450 Clarks Beach Precinct	Referencing error Change to: I450.6.4.1. (3) Retained Affordable housing that does not comply with clauses 2.5 I450.6.4.1.1 and I450.6.4.1.2 and 2.5.4 above is a discretionary activity.
Chapter I: Precincts	South Precincts	I415 Glenbrook Steel Mill Precinct	Wording error Change to: I415.4. Activity table The provisions in any relevant overlays, zone and Auckland-wide provisions apply in this precinct unless otherwise specified below.
Chapter I: Precincts	Special Housing Areas	Flat Bush Sub precinct C	Spelling error Change to: 3.4 Building Coverage TABLE 14: Maximum Building Coverage Sites over 400 m ² net site area 40 percent Sites under 400 m ² net site area 50 percent
Chapter I: Precincts	Special Housing Areas	Flat Bush sub-precinct C	Spelling error Change to: 2.1 Density The activities in the relevant zones apply in Flat Bush sub-precinct C except as specified below. 1. The density requirements of Table 12 apply within the MANA. TABLE 12: Density Density 2. The density requirements of Table 13 apply outside the MANA. TABLE 13: Density Density
Chapter I: Precincts	Special Housing Areas	Flat Bush sub-precinct C	Spelling error Change to: 3.4 Building Coverage 1. Maximum building coverage must comply with Table 14 below: TABLE 14: Maximum Building Coverage Sites over 400 net site area 40 percent Sites under 400 net site area 50 percent
Chapter I: Precincts	Special Housing Areas	Hingaia 2	Formatting error Special Housing Area Precinct: Hingaia 2, pg 20 – 25. The diagram labels for the images on pages 20-25 of the Hingaia 2 precinct chapter do not reference the correct image. The diagram labels should be located at the top of the image, but in some locations, page breaks have separated the headings from the associated image.
Chapter I: Precincts	Special Housing Areas	Hingaia 2	Wording error Agree the term "diagram" should be replaced with "figure". This is to be consistent with the reference to figures used throughout the precinct provisions.
Chapter I: Precincts	Special Housing Areas	Hingaia 3	Formatting error Change to: Hingaia 3 Policies 7. Ensure that subdivision and land use activities provide an interconnected road network which: a. Provides for a quality urban form b. Makes appropriate provision for stormwater management and on-site stormwater management devices, consistent with the principles of the Network Discharge Consent and water sensitive design. c. Contributes to a positive sense of place and identity through in-street landscape elements, including retention of existing landscape features, and maximising coastal vistas. 8. Require subdivision and development to provide co-ordinated infrastructure, including stormwater, wastewater, water, public utilities and transport infrastructure.

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	Special Housing Areas	Huapai Triangle (SHA)	Spelling error Change to: 6.3 Restricted discretionary activity: matters of discretion Table 8 Matters for discretion Giving effect to the Huapai Triangle precinct plan 6.4 Restricted discretionary activity: assessment matters for subdivision Table 9: Restricted discretionary activity assessment criteria Giving effect to the Huapai Triangle precinct plan
Chapter I: Precincts	West Precincts	I600 Babich precinct	Formatting error Change to: I600 Babich precinct Table I600.4.1 Activity T able
Chapter I: Precincts	West Precincts	I600.10.1	Numbering error Change to: I600 Babich Precinct I600.10.1 Babich: Precinct plan 1
Chapter I: Precincts	West Precincts	I601 Bethells Precinct	Grammatical error Change to: I601 Bethells Precinct I601.4.1 Activity T able
Chapter I: Precincts	West Precincts	I602 Birdwood Precinct	Grammatical error Change to: I602 Birdwood Precinct I602.4.1 Activity T able
Chapter I: Precincts	West Precincts	I603 Hobsonville Corridor Precinct	Wording error Change to: I603.1. Precinct Description *The I603.10.1 Hobsonville Corridor: Precinct plan 1 shows sub-precincts, indicative roads, strategic access points, frontage controls and indicative open space .
Chapter I: Precincts	West Precincts	I603 Hobsonville Corridor Precinct	Grammatical error Change to: I603 Hobsonville Corridor Precinct I603.4.1 Activity T able –Sub-precinct A
Chapter I: Precincts	West Precincts	I603 Hobsonville Corridor Precinct	Grammatical error Change to: I603 Hobsonville Corridor Precinct I603.4.2 Activity T able –Sub-precinct B
Chapter I: Precincts	West Precincts	I604 Hobsonville Marina Precinct	Spelling error Change to: (A25) Marjtime
Chapter I: Precincts	West Precincts	I604 Hobsonville Marina Precinct	Grammatical error Change to: I604 Hobsonville Marina Precinct I604.4.1. Activity T able - USE [rcp/dp]
Chapter I: Precincts	West Precincts	I604 Hobsonville Marina Precinct	Grammatical error Change to: I604 Hobsonville Marina Precinct I604.4.2 Activity table - Structures
Chapter I: Precincts	West Precincts	I605 Hobsonville Point Precinct	Grammatical error Change to: I605 Hobsonville Point Precinct Table I605.4.1. Activity T able –Sub-precinct A-F (Residential Zones)
Chapter I: Precincts	West Precincts	I605 Hobsonville Point Precinct	Grammatical error Change to: I605 Hobsonville Point Precinct Table I605.4.2 Activity T able –Sub-precinct F (Mixed-Use Zones)
Chapter I: Precincts	West Precincts	I605 Hobsonville Point Precinct	Grammatical error Change to: I605 Hobsonville Point Precinct (6) Table I605.4.9.1 All dwellinos excent apartments
Chapter I: Precincts	West Precincts	I605 Hobsonville Point Precinct	Numbering error Change to: I605 Hobsonville Point Precinct (7) Table I605.4.9.2 Apartments
Chapter I: Precincts	West Precincts	I605 Hobsonville Point Precinct	Numbering error Change to: I605 Hobsonville Point Precinct (6) Table I605.6.5.2. Apartments

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Chapter I: Precincts	West Precincts	I605 Hobsonville Point Precinct	Grammatical error Remove the asteriks / change to: Table 1605.6.4.4.1 Maximum impervious area, building coverage and landscaping Maximum impervious area 70% for detached housing 7 ; or 85% for attached housing 8
Chapter I: Precincts	West Precincts	I605 Hobsonville Point Precinct	Grammatical error Change to: I605.6.6.4. Energy efficiency and non-potable water supply (3) All new buildings are re fitted with water efficient fixtures, to a minimum 3 star standard (under the Water Efficiency Labelling Scheme (WELS)).
Chapter I: Precincts	West Precincts	I605 Hobsonville Point Precinct	Grammatical error Change to: I605.8.2.1(6)(c) (c) have an attractive street frontage, with buildings located on the street frontage providing generous display space ; serve the local neighbourhoods; rather than a wider area, recognising that the local centre within the Hobsonville Corridor Precinct is the focus for future retail and commercial development in the Hobsonville area.
Chapter I: Precincts	West Precincts	I605 Hobsonville Point Precinct	Grammatical error Change to: I605.8.2.7(1)(u) (u) Any proposed vegetation removal should be off-set by the provision of new, native vegetation to ensure no overall net loss of on-site vegetation.
Chapter I: Precincts	West Precincts	I605 Hobsonville Point Precinct	Numbering errors Change to: I605 Hobsonville Point Precinct I605.6.5.11.4. Garages (7)- Table H1.6.4.9.2 Apartments H4 I605.10.5 Hobsonville Point: Precinct plan 5 H4 I605.10.6 Hobsonville Point: Precinct plan 6 H4 I605.10.7 Hobsonville Point: Precinct plan 7
Chapter I: Precincts	West Precincts	I607	Grammatical error Change to: I607 New Lynn Precinct I607.4.1. Activity Fi able
Chapter I: Precincts	West Precincts	I609	Grammatical error Change to: I609 Penihana North Precinct I609.4.1. Activity Fi able
Chapter I: Precincts	West Precincts	I610 Redhills Precinct	Grammatical error Change to: I610 Redhills Precinct I610.6.1 Infrastructure Upgrades and Timing of Development – Transport Table I610.6.1.1. Threshold for Development - Transport. Table I610.6.2.1. Trigger for Development – Transport. I610.7 Assessment – controlled activities I610.7.1 Matters of control There are no additional -controlled activities introduced by these in this precinct provisions. I610.7.2 Assessment criteria There are no additional-controlled activities introduced by these precinct provisions.–
Chapter I: Precincts	West Precincts	I611.4.1 Table	Referencing error Change to: Table I611.4.1 (A6) Subdivision at 16 Crows Road, Swanson complying with I611.7. 2,3 (A7) Subdivision at 26 Mudgeways, Swanson complying with I611.7. 3,4 (A8) Subdivision at 73 Sunnyvale Road, Swanson complying with I611.7. 4,5 (A9) Subdivision at 20 Yelash Road, Swanson complying with I611.7. 5,6
Chapter I: Precincts	West Precincts	I612 Te Henga Precinct	Grammatical error Change to: I612 Te Henga Precinct I612.6.7 Subdivision ... (1) ... (2) No more than that five sites can be created in the Te Henga Precinct.

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	West Precincts	I615 Westgate Precinct	Referencing errors Change to: Table H1.4.2 Development Table H4 H1615.4.2 Development... I615.6.6. Building height (1) Buildings must not exceed the height and storey limits specified in Table H4 H1615.6.6.1 . Table H1.6.6.1 Height Table H4 H1615.6.6.1 Height..
Chapter I: Precincts	West Precincts	I615 Westgate Precinct	Grammatical error Change to: I615.8.1(8)(a) Matters of discretion the location, physical extent
Chapter I: Precincts	West Precincts	I615 Westgate Precinct	Grammatical error Change to: I615 Westgate Precinct I615.8.1(8)(a) (8) Roads and pedestrian linkages: (a) the location, physical extent and design of the roads and pedestrian linkages relative to overall development, including the layout and design of open spaces, earthworks areas and land contours, and infrastructure location. I615.8.2 (2)(m) (m) —The extent to which consideration has been given to the relationship of the matters requiring consent to activities authorised by other resource consents granted in respect of the precinct or sub-precinct. I615.8.2 (4)(a)(viii) (vii)-stormwater retention and treatment facilities designed to retain in-stream ecological values and add additional habitat (e.g. wetlands) where possible; and
Chapter I: Precincts	West Precincts	I603.8.2 (1)(c)	Referencing error Change to: I603.8.2 Assessment Criteria – 1(c) Buildings within the Sub-precinct R.A – Area 2 should be located
Chapter J: Definitions		Definitions P	Wording error Change to: Definitions P Non-Accessory Parking (non-accessory)
Chapter J: Definitions		Definitions: M	Formatting Error Change to: Managed fill material Managed fill material is: • contaminated soil and other contaminated materials; • natural materials such as clay, gravel, sand, soil, rock; or • inert manufactured materials such as concrete and brick; and That does not contain: • hazardous substances or materials (such as municipal solid waste)
Chapter J: Definitions			Figure numbering error Change to: J1.4.1. J1.4.2. J1.4.3. J1.4.4. J1.4.4- 5 . J1.4.2- 6 . J1.4.3- 7 . J1.4.4- 8 .
Chapter J: Definitions			Numbering error Change to: Correction to Chapter Title J1- 4 Definitions
Chapter L: Schedules	Schedule 14 Historic Heritage Schedule, Statements and Maps	Schedule 14.3	Referencing error Change to: Map 14.3.10 Historic Heritage Places UID 01914, 02004, 02004 , 02005, 02009, 02011, and 02738, 02740, and 02781 . University of Auckland, 16 – 24 Princes Street, Auckland Central
Chapter L: Schedules	Schedule 15 Special Character Schedule, Statements and Maps 15.1.8.4. Special Character Areas Overlay – General : Puhoi	Schedule 15 Special Character Schedule, Statements and Maps 15.1.8.4. Special Character Areas Overlay – General : Puhoi	Incorrect name error Change to: 15.1.8.4.1. Extent of area Special Character Area Map: The extent of the Special Character Areas Overlay – General : Hill Park - Puhoi can be found on the planning maps.

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter L: Schedules	Schedule 3 Significant Ecological Areas – Terrestrial Schedule		<p>Wording error</p> <p>Change to:</p> <p>Schedule 3 Significant Ecological Areas – Terrestrial Schedule (4) (b) (i) it is an area identified as significant under the 'threat status and rarity' or 'uniqueness' criteria-factor...</p> <p>Table Heading: Significant Ecological Areas – Terrestrial Schedule (SEA_T) [dp] Criteria Factor met</p> <p>Schedule 4 Significant Ecological Areas – Marine Schedule (5) (d) it is an example of an ecosystem, indigenous vegetation or habitat of indigenous fauna, that is immediately adjacent to, and provides protection for, indigenous biodiversity in an existing protected natural area (established for the purposes of biodiversity protection for either terrestrial or marine protection) or an area identified as significant under the 'threat status and rarity' or 'uniqueness' criteria-factor...</p>
Chapter L: Schedules	Schedule 4 Significant Ecological Areas – Marine Schedule	Martins Bay PAUP SEA-M classification	<p>Duplication error</p> <p>Change to:</p> <p>76 SEA-terrestrial data deficient Sandy beach and headland with rock platforms bordering Mahurangi Regional Park. Intact ecological sequences from marine ecosystems to broadleaved coastal forest on the headland at the mouth of the Puhoi River. This forms part of a network of areas of coastal forest on the northern side of Puhoi River.</p> <p>77 Martins Bay Ecotone An area of foreshore and seabed that forms the marine part of an uninterrupted ecotone sequence that grades into an important coastal complex forest.</p> <p>77 SEA-terrestrial data deficient Beach, foreshore and seabed at Martins Bay. Coastal pohutukawa fringes the coastline. This grades into coastal complex forest on the headland at the southern end.</p>
Chapter L: Schedules	Schedule 7 Outstanding Natural Landscapes Overlay Schedule	Schedule 7 Outstanding Natural Landscapes Overlay Schedule	<p>Numbering error:</p> <p>Change to:</p> <p>ID number 621</p>
Chapter M: Appendices	Appendix 12 Airport approach surface	Appendix 12 (3)(b)(ii)	<p>Wording error</p> <p>Change to:</p> <p>Appendix 12 (3)(b)(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).</p> <p>(a) = 65m and (b) = 40m</p> <p>65m at 1 in 40 $65/40 = 1.625m$</p> <p>40 m at 1 in 7 $40/7 = 5.714m$</p> <p>7.339m</p> <p>+ or – ground level difference</p>
Chapter I: Precincts	North Precincts	I537 Silverdale 3 precinct	<p>Spelling error</p> <p>Change to:</p> <p>Table I537.4.2 Accommodation</p>

Attachment 2

Chapter of the AUP	Name of sub-section or precinct in the AUP	Name of Diagram/s, Map/s or Figure/s	Nature of change	Changes required to be made in the AUP
Chapter H: Zones	H5 Mixed Housing Urban	Figure H5.6.6.1 Alternative height in relation to boundary figure	The diagram shows the height as 10m, when it should be 11m to match the maximum height for the zone.	Change the height in the diagram to 11m and change the diagram accordingly to align with the zone height.
Chapter H: Zones	H6 Residential- Terrace Housing and Apartment Buildings Zone	Figure H6.6.6.1: Height in relation to boundary	The 10m height in the diagram is incorrect and needs to be amended to 16m to match the maximum height for the zone. By amending the height the scale of the diagram will need to be amended.	Change the height in the diagram to 16m and scale the diagram accordingly to align with the zone height.
Chapter I: Precincts	I201: Britomart Precinct	I201.10.4: Britomart Precinct: Precinct plan 4- Public open space	Precinct boundaries for Precinct plan 4 diagram does not match the other diagrams (I201.10.1-3), nor does it match the Geomaps viewer. Precinct plan 4 diagram, misses out a property that should be included in sub-precinct A. The Geomaps viewer shows the correct sub-precinct A boundary for the precinct.	Adjust sub-precinct A boundary in diagram I201.10.4 to match boundaries in diagram I201.10.1-3, and the Geomaps viewer.
Chapter I: Precincts	I202: Central Wharves Precinct	I202.10.2: Central Wharves Precinct Plan 1 - Building heights	Western edge of Central Wharves Precinct boundary is slightly incorrect for this diagram but is correct in Geomaps viewer. The error is on the western edge of the precinct. The boundary should have a step that follows the western edge on Princes Wharf for 50 metres and then steps out west 20 metres (as shown in the Geomaps Viewer). The shapes and arrows shown on the diagram are also unclear and need to be re-formatted.	Adjust western edge of boundary and arrows on the Central Wharves Precinct in Diagram I202.10.1.
Chapter I: Precincts	I202: Central Wharves Precinct	I202.10.2: Central Wharves Precinct Plan 2 - Viewshafts	Western edge of Central Wharves Precinct boundary is slightly incorrect for this diagram but is correct in Geomaps viewer. The error is on the western edge of the precinct. The boundary should have a step that follows the western edge on Princes Wharf for 50 metres and then steps out west 20 metres (as shown in the Geomaps Viewer).	Adjust western edge of boundary for Central Wharves Precinct in Diagram I202.10.2.
Chapter I: Precincts	I202: Central Wharves Precinct	I202.10.2: Central Wharves Precinct Plan 3 - Precinct boundary coordinates in the coastal marine area	Western edge of Central Wharves Precinct boundary is slightly incorrect for this diagram but is correct in Geomaps viewer. The error is on the western edge of the precinct. The boundary should have a step that follows the western edge on Princes Wharf for 50 metres and then steps out west 20 metres (as shown in the Geomaps Viewer).	Adjust western edge of boundary for Central Wharves Precinct in Diagram I202.10.3.
Chapter I: Precincts	I210 Queen St Valley Precinct	I210 Queen St Valley Precinct Figure I210.6.1.2	The 19m measurement on Figure I210.6.1.2 should be moved in the diagram to show the correct application of the rule. The current diagram gives an unreasonable expectation as to where 19m minimum frontage would end up on the building and needs to be correctly located on the figure to match the scale of the drawing. The change will correct the position of the measurement in the diagram. It will assist planners to apply the rule clearly. This does not change the intended outcome of the plan or figure.	Move the 19m measurement mark in the figure to align with the correct scale and application of the provision.
Chapter I: Precincts	I211 Viaduct Harbour Precinct	I211.10.1 Viaduct Harbour: Precinct plan 1 – Precinct and sub-precincts I211.10.2 Viaduct Harbour: Precinct plan 2 - Wharves and open spaces I211.10.3 Viaduct Harbour: Precinct plan 3 - Building height controls I211.10.4 Viaduct Harbour: Precinct plan 4 - Site intensity controls I211.10.5 Viaduct Harbour: Precinct plan 5 - Pedestrian accessways and Viewshafts I211.10.6 Viaduct Harbour Precinct Plan 6 : Precinct boundary coordinates in the Coastal Marine Area	Indicative coastline was missing around Te Wero land parcel in the precinct plans and there is an issue with boundary between Viaduct Harbour sub-precinct A and B. The boundary for sub-precinct B needs to be extended slightly for a silver of land. The indicative coastline is shown in the viewer.	Include the indicative coastline around Te Wero land parcel and amend sub-precinct A and B boundaries to include a silver of land. The change needs to be made to all precinct plan diagrams within Viaduct Harbour Precinct.
Chapter I: Precincts	I212: Victoria Park Market Precincts	Figure I212.6.4.2 Adelaide Street viewshaft elevation	The text 'measured at midpoint of G-H' in the diagram is incorrect. The correct reference should be to F-E.	It should read as 'measured at midpoint of F-E' in the diagram.
Chapter I: Precincts	I213: Westhaven- Tamaki Herenga Waka Precinct	Diagram I213.10.1: Westhaven - Tamaki Herenga Waka Precinct: Precinct Plan 1- Building Platforms	There is a small triangular portion of land, between the Wynyard and Westhaven Precincts, that is part of the road (Westhaven Drive). This triangular area should be included in the Westhaven Precinct, but instead, the boundary line stops short of this area and includes it in the Wynyard Precinct. The two diagrams (I213.20.1 and I213.10.2 show this error). The triangular portion is included within the precinct on the Geomaps viewer.	Adjust the precinct boundary line for Westhaven Precinct to include this small triangular area - (at Westhaven Drive). This will be consistent with the precinct boundary shown in the Geomaps Viewer.
Chapter I: Precincts	I213: Westhaven- Tamaki Herenga Waka Precinct	Diagram I213.10.2- Westhaven Precinct Plan 2: Precinct boundary coordinates in the coastal marine area	There is a small triangular portion of land, between the Wynyard and Westhaven Precincts, that is part of the road (Westhaven Drive). This triangular area should be included in the Westhaven Precinct, but instead, the boundary line stops short of this area and includes it in the Wynyard Precinct. The two diagrams (I213.20.1 and I213.10.2 show this error). The triangular portion is included within the precinct on the Geomaps viewer.	Adjust the precinct boundary line for Westhaven Precinct to include this small triangular area - (at Westhaven Drive). This will be consistent with the precinct boundary shown in the Geomaps Viewer.
Chapter I: Precincts	I214: Wynyard Precinct	I214.10.1 Wynyard: Precinct plan 1 - Sub-precincts	Precinct plan 1 is inconsistent with how it shows the coastal marine area compared to the other precinct plans within the Wynyard Precinct. The purpose of precinct plan 1 is to show the extent of the sub-precincts (A-G). The precinct plan 1 should be amended to make it clear what the full extent of the coastal marine area within the precinct is (as per GIS viewer) and that the wharves are part of this. The areas coloured for sub-precincts should be removed and instead labelled with A-G. The name of the coastal marine area 'Wynyard Precinct CMA' should be added to the map to match with other Wynyard precinct plans. All of these changes to precinct plan 1 will match with the other Wynyard precinct plans in I214 Wynyard Precinct. This does not change the intent or plan outcome.	Amend Precinct plan 1 to make it clear what the full extent of the coastal marine area within the precinct is (as per GIS viewer) and that the wharves are part of this. Remove the colours within the sub-precincts and instead label the sub-precincts with A-G to align with the precinct plans. The name of the coastal marine area 'Wynyard Precinct CMA' should be added to the map to match with other Wynyard precinct plans.
Chapter I: Precincts	I432: Puhinui Precinct	Diagram I432.10.1 Puhinui Precinct plan 1- Maori cultural landscape values	Legend for this diagram states 'Tangata Whenua Management Area' when it should be 'Mana Whenua Management Area'.	Change 'Tangata Whenua' to 'Mana Whenua'. This will be consistent with the language used throughout the AUP.
Chapter I: Precincts	I438: Takanini Precinct	Diagram I438.10.1 Takanini Precinct plan 1	Diagram I438.10.1 is not fully labelled with sub-precincts	Labels for Takanini sub-precinct C to be added onto Diagram I438.10.1 to align with Geomaps viewer.

Attachment 2

Chapter of the AUP	Name of sub-section or precinct in the AUP	Name of Diagram/s, Map/s or Figure/s	Nature of change	Changes required to be made in the AUP
Chapter I: Precincts	I438: Takanini Precinct	I438.10.1: Takanini Precinct: Precinct Plan 1	Bruce Pulman Park is not subject to the Takanini Precinct and should be excluded from the diagram. Bruce Pulman Park is subject to a different precinct called 'Bruce Pulman Park Precinct'.	Remove precinct boundary around Bruce Pulman Park Precinct from Diagram I438.10.1.
Chapter I: Precincts	I442: Whitford Village	I442.10.1: Whitford Village: Precinct Plan 1	The precinct boundaries shown in diagram (I442.10.1) do not match the precinct boundaries shown on Geomaps. Whitford Village sub-precincts A and B are not illustrated in diagram I442.10.1.	Add Whitford Village sub-precinct A and B to diagram I442.10.1 to align with the Geomaps viewer.
Chapter I: Precincts	I502: Albany Centre Precinct	I502.10.2 Albany Centre: Precinct Plan 2- sub-precincts	80 Don McKinnon Drive Albany, should have the label Albany sub-precinct A. It does on Geomaps, but not on the precinct plan diagram in the AUP.	Insert label 'Albany sub-precinct A' in diagram I502.10.2: Albany Centre, Precinct Plan 2, to match Geomaps.
Chapter I: Precincts	I505 Chelsea Precinct	I505.10.2: Chelsea: Precinct Plan 2-Sub-precinct C-future use	The building platform area and maximum number of storeys allowed are misaligned to the actual building platform. The numbers are not within the polygons of the dotted lines on the precinct plan.	Move the number labels for maximum allowed storeys into the appropriate building platform polygons on the precinct diagram (i.e. move numbers within the dotted polygon lines).
Chapter I: Precincts	I547: Weiti Precinct	I547.10.1: Weiti Precinct Plan 1	In diagram I547.10.1 Weiti Precinct Plan 1, the Mountain Bike Club House is labeled twice (in sub-precinct C).	Remove label Mountain Biking Club but retain label 'Mountain Bike Club House and carpark'
Chapter I: Precincts	I615: Westgate Precinct	I615.10.1: Westgate Precinct plan 1 & I615.10.2: Westgate Precinct plan 2	Westgate sub-precinct G is not illustrated in these diagrams. However, the sub-precinct G is represented on Geomaps viewer. Precinct diagrams need to reflect viewer.	Add 'Westgate sub-precinct G' title as represented on GIS, into diagram I615.10.1 and I615.10.2.
Chapter I: Precincts	I615: Westgate Precinct	I615.10.1: Westgate Precinct plan 1 & I615.10.2: Westgate Precinct plan 2	Wrong road represented on Westgate Precinct Plans 1 and 2. Mudgeways Road in sub-precinct G, should be Kakano Road.	Change Mudgeways Road in Westgate Precinct Plans 1 and 2 (I615.10.1 & I615.10.2) to 'Kakano Road'.

Memo

Date: 12/06/2017

To: Phill Reid, Auckland-wide Manager
From: Gurv Singh, Principal Planner, Auckland-wide planning

Subject: **Plan Modification: Clause 16 Amendment to Chapters D, E, F, I, and L
Auckland Unitary Plan (AUP) Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 16 of the First Schedule to the Resource Management Act 1991, as corrections are requested to a proposed provision of the Auckland Unitary Plan (Operative in Part).

Rule or Section of Unitary Plan	Chapters D, E, F, I, and L (see Attachment 1 on the specific sub-sections).
Subject Site (if applicable)	N/A
Legal Description (if applicable)	N/A
Nature of change	<p>There are a number of changes required to the text and diagram provisions of Chapters D, E, F, I, and L to the Operative in Part version.</p> <p>Discussion These changes are to either the Regional Coastal Plan which is currently not operative and/or to sections of the Operative in Part version that is affected by the Regional Coastal Plan. The changes are to correct:</p> <ul style="list-style-type: none"> - Spelling mistakes - Grammatical errors - Cross-references - Numbering errors, and - Inconsistencies in the tagging of provisions to the Regional Coastal Plan that was recommended by the Independent Hearings Panel as part of their recommendations. <p>See Attachment 1 on the nature of change to the specific sub-sections and provisions to the Operative in Part version.</p>
Effect of change	These changes are all minor in nature. The amendments do not change the application or intent of the provisions.
Changes required to be made	See Attachment 1 on the changes required to be made to the specific sub-sections and provisions to the Operative in Part version.

Prepared by:
Gurv Singh
Principal Planner
Signature:



Approved by:
Phill Reid
Auckland-wide Manager
Signature:



Attachment 1

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter D: Overlays	D16 Local Public Views Overlay		<p>Referencing error</p> <p>Change to:</p> <p>D16.2. Objective [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p> <p>D16.3. Policies [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p> <p>D16.4. Activity table [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p> <p>Table D16.4.1 specifies the activity status of development activities in the Local Public Views Overlay pursuant to sections 9(3) and 12 of the Resource Management Act 1991.</p>
Chapter D: Overlays	D21 Sites and Places of Significance to Mana Whenua Overlay	D21.2., D21.2. & D21.4.1.	<p>Referencing error</p> <p>Change to:</p> <p>D21.2. Objective [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p> <p>D21.3. Policies [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p> <p>Table D21.4.1 Activity table [rcp/dp]</p>
Chapter E: Auckland-wide	E1 Water quality and integrated management	E1.2. & E1.3.	<p>Referencing error</p> <p>Change to:</p> <p>E1.2. Objectives [rp/rcp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p> <p>E1.3. Policies [rp/rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p>
Chapter E: Auckland-wide	E24 Lighting	E24.4.1.	<p>Referencing error</p> <p>Change to:</p> <p>Table E24.4.1 Activity table [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p>

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter E: Auckland-wide	E25 Noise and vibration	E25.2., E25.3. & E25.4.1.	<p>Referencing error</p> <p>Change to:</p> <p>E25.2. Objectives [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p> <p>E25.3. Policies [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p> <p>Table E25.4.1 Activity table [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p>
Chapter E: Auckland-wide	E26 Infrastructure		<p>Referencing error</p> <p>Change to:</p> <p>E26.2.3. Activity table Table E26.2.3.1 Activity table specifies the activity status of land use and development activities in all zones and roads pursuant to sections 9(2); and 9(3) and 12 of the Resource Management Act 1991.</p>
Chapter E: Auckland-wide	E33 Industrial and trade activities		<p>Referencing error</p> <p>Change to:</p> <p>E33.4. Activity table Table E33.4.1 specifies the activity status of use of land for industrial or trade activities pursuant to section 9(2) of the Resource Management Act 1991. It also specifies the activity status of the use of a structure in the coastal marine area for industrial or trade activities pursuant to section 12(3) of the Resource Management Act 1991.</p> <p>Table E33.4.1 Activity Table – Use of land for an industrial or trade activity [rp/rcp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p> <p>Table E33.4.2 Activity table – Discharge of contaminants from an industrial or trade activity area [rcp/rp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p>
Chapter E: Auckland-wide	E34 Agrichemicals and vertebrate toxic agents		<p>Referencing error</p> <p>Change to:</p> <p>E34.2. Objective [rp/rcp]</p> <p>E34.3. Policy [rp/rcp]</p>
Chapter E: Auckland-wide	E37 Genetically modified organisms	E37.4.1.	<p>Referencing error</p> <p>Change to:</p> <p>Table E37.4.1 Activity table [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p>

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter F: Coastal	F1 Introduction to the regional coastal plan	F1.1. Coastal – Ferry Terminal Zone (land and coastal marine area)	<p>Spelling error</p> <p>Change to</p> <p>F1.1. Coastal – Ferry Terminal Zone (land and coastal marine area) This zone provides for the integrated and efficient operation and development of existing ferry terminal facilities, and provisions for the development of new ferry terminal facilities. The Coastal – Ferry Terminal Zone applies to terminals at Devonport (includes Devonport and Victoria wharves), Stanley Bay, Northcote, Birkenhead, Beach Haven, Hobsonville, Mātiatia and Kennedy Point (Waiheke Island), and Whangaparāoia<u>Whangaparapara</u>, Tryphena and Port Fitzroy (Great Barrier Island). The existing ferry terminal facilities at Gulf Harbour, Bayswater, West Harbour, Half Moon Bay and Pine Harbour are within marinas and are in the Coastal – Marina Zone.</p>
Chapter F: Coastal	F2 Coastal – General Coastal Marine Zone	F2 Coastal - General Coastal Marine Zone	<p>Wording error</p> <p>Change to:</p> <p>F2.21.8.2 Discharge of untreated sewage discharge from vessels (4) The discharge must be more than 500m (0.27 nautical miles) from a mataitai reserve.</p>
Chapter F: Coastal	F2 Coastal – General Coastal Marine Zone	F2.11.3 (2)	<p>Grammatical error</p> <p>Change to:</p> <p>F2.11.3 (2) Require any proposal to discharge contaminants or water into the coastal marine area to adopt the best practicable option to prevent or minimise adverse effects on the environment, having regard to all of the following:</p>
Chapter F: Coastal	F2 Coastal – General Coastal Marine Zone	F2.11.3 (2) (f)	<p>Spelling error</p> <p>Change to:</p> <p>F2.11.3 (2) (f) cleaner production methods are used where practicable to minimise the volume and level of contaminates <u>contaminants</u> being discharged; and</p>
Chapter F: Coastal	F2 Coastal – General Coastal Marine Zone	F2.12.1	<p>Grammatical error</p> <p>Change to:</p> <p>F2.12.1. Background Auckland has a high concentration of recreational and boating activities. The direct discharge of untreated sewage into the coastal marine area from vessels reduces water quality. This can have localised adverse effects on amenity values, recreational activities, cultural values, ecology, and marine farming. The effects of discharges from vessels cause most concern during peak summer months and holiday periods, particularly in enclosed bays, harbours and popular anchorages.</p>
Chapter F: Coastal	F2 Coastal – General Coastal Marine Zone	F2.19.10.	<p>Referencing error</p> <p>Change to:</p> <p>F2.19.10 Note 1 Unless otherwise specified, activities listed in Table F2.19.10 include construction and occupation. Use of a structure has the activity status listed in this table unless it is addressed more specifically in Table F2.19. 9-8.</p>

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter F: Coastal	F2 Coastal – General Coastal Marine Zone	F2.19.4. (A45)	<p>Referencing error</p> <p>Change to:</p> <p>F2.19.4. (A45) Mangrove seedling removal:</p> <ul style="list-style-type: none"> • not in a marine reserve • in SEA-M1 only in areas listed in Schedule 4 Significant Ecological Areas – Marine Schedule Schedule 5 Significant Ecological Areas - Marine where mangroves are a minor component or absent or Appendix 5 Wading bird areas.
Chapter F: Coastal	F2 Coastal – General Coastal Marine Zone	F2.21.8.2.	<p>Grammatical error</p> <p>Change to:</p> <p>F2.21.8.2 (6) (b) Mahurangi Harbour from from Pudding Island to Sadler Point:</p>
Chapter F: Coastal	F2 Coastal – General Coastal Marine Zone	F2.23.2.	<p>Numbering error</p> <p>Change to:</p> <p>F2.23.2. (10) minor reclamation for the purpose of maintaining, repairing or upgrading a lawful reclamation:</p> <p>(e) (a) whether reclamations mitigate adverse effects through their form and design, taking into account the following:</p> <ul style="list-style-type: none"> (i) the compatibility of the design with the location; (ii) the degree to which the materials used are visually compatible with the adjoining coast; and (iii) the ability to avoid consequential erosion and accretion, and other natural hazards.
Chapter F: Coastal	F2 Coastal – General Coastal Marine Zone	F2.7.2.	<p>Numbering error</p> <p>Change to:</p> <p>F2.7.2 (4) Sediment deposition within the coastal marine area, that facilitates ongoing mangrove colonisation and spread, is reduced.</p> <p>(5) Mana Whenua values, mātauranga and tikanga are recognised and reflected in mangrove management.</p>
Chapter F: Coastal	F2 Coastal – General Coastal Marine Zone		<p>Referencing error</p> <p>Change to:</p> <p>F2.23 matters of discretion (3) specific matters for identified activities:</p> <p>(a) the matters for discretion in F2.23(1) do not apply to F2.23.1(3)(b)-(e);</p>
Chapter F: Coastal	F2 Coastal – General Coastal Marine Zone		<p>Referencing error</p> <p>Change to:</p> <p>In F2, where the words 'unusual or suspected...' is found, please add the word organisms so it reads: 'unusual <u>organisms</u> or suspected harmful aquatic organisms..'</p>
Chapter F: Coastal	F2 Coastal – General Coastal Marine Zone		<p>Grammatical error</p> <p>Change to:</p> <p>(A48) Mangrove removal Mangrove removal to enable the operation, maintenance, use and functioning of existing lawful structures, infrastructure, <u>or</u> to ensure public health and safety in the use or operation of infrastructure:</p> <ul style="list-style-type: none"> • greater than 200m² in the Coastal – General Coastal Marine Zone and SEA-M2, ONL and HNC overlay; or • greater than 30m² in SEA-M1, ONFs and HH overlays

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter F: Coastal	F2 Coastal – General Coastal Marine Zone		<p>Formatting error</p> <p>Change to:</p> <p>F2.21.4.2. In significant wading bird areas as identified in Appendix 5 Wading bird areas dredging must be timed to avoid bird nesting seasons and avoid adverse effects on birds using roosting areas and must not damage or disturb areas of salt marsh or nesting or roosting birds, or other indigenous biota. Dredging to maintain or clear an existing lawful drainage system</p> <p>(9) Upon completion of dredging, all equipment and litter must be removed.</p> <p>(10) Written advice must be given to the Council at least 10 working days prior to the work starting.</p> <p>(11) In significant wading bird areas as identified in Appendix 5 Wading bird areas dredging must be timed to avoid bird nesting seasons and avoid adverse effects on birds using roosting areas and must not damage or disturb areas of salt marsh or nesting or roosting birds, or other indigenous biota.</p>
Chapter F: Coastal	F2 Coastal – General Coastal Marine Zone		<p>Referencing error</p> <p>Change to:</p> <p>F2.19.4(A28)</p> <p>Common marine and coastal Coastal marine area disturbance for mineral extraction (excluding petroleum)</p>
Chapter F: Coastal	F5 Coastal - Minor Port Zone	F5.4.3 (A31)	<p>Wording error</p> <p>Change to:</p> <p>F5.4.3 (A31) Marine and port aneillary accessory structures and services excluding new pile moorings</p>
Chapter F: Coastal	F5 Coastal - Minor Port Zone	Table F5.6.1.1.1.	<p>Referencing error</p> <p>Change to:</p> <p>Table F5.6.1.1.1. Gabador Place: 20m Refer to I315 Gabador Place Precinct</p>
Chapter F: Coastal	F6 Coastal – Ferry Terminal Zone	Table F6.4.3. (A20)	<p>Wording error</p> <p>Change to:</p> <p>Table F6.4.3 Activity table (A20) Pile moorings existing at the date of plan notification including occupation and use by the vessel to be moored.</p>
Chapter I: Precincts	Auckland-wide Precincts	I103.4.1	<p>Referencing error</p> <p>Change to:</p> <p>Table I103.4.1 Activity table [rcp] [The regional coastal plan [rcp] provisions are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p>
Chapter I: Precincts	Central Precincts		<p>Referencing error</p> <p>Change to:</p> <p>Table I324.4.1 Activity table specifies the activity status of Coastal Marine Activity-Area Structures and their use in the Ōkahu Bay Precinct pursuant to section 12 of the Resource Management Act 1991.</p> <p>Table I324.4.1 Activity table [rcp] [The regional coastal plan [rcp] provisions are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p>

Chapter of the AUP	Sub-section of the chapter	Location in AUP	Nature of change and changes required to be made in the AUP
Chapter I: Precincts	North Precincts	I514.3.	<p>Referencing error</p> <p>Change to:</p> <p>I514.3. Policies [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p>
Chapter I: Precincts	South Precincts	I419.4.1.	<p>Referencing error</p> <p>Change to:</p> <p>Table I419.4.1 Activity table [rcp] [The regional coastal plan [rcp] provisions are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p>
Chapter L: Schedules	Schedule 11 Local Public View Schedule		<p>Referencing error</p> <p>Change to:</p> <p>Map 11.6 Queens Road, Panmure Basin [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p> <p>Map 11.7 Pilkington Road, Panmure Basin [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p>
Chapter L: Schedules	Schedule 9 Volcanic Viewshafts Schedule	Schedule 9 Volcanic Viewshafts Schedule	<p>Referencing error</p> <p>Change to:</p> <p>Schedule 9 Volcanic Viewshafts Schedule [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p>
Chapter M: Appendices	Appendix 20 Volcanic Viewshafts and Height Sensitive Areas - Values Assessments		<p>Referencing error</p> <p>Change to:</p> <p>Appendix 20 Volcanic Viewshafts and Height Sensitive Areas – Values Assessments [rcp/dp] [The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]</p>

Memo

Date 14/06/17

To: Phill Reid, Auckland-wide Manager
From: Juliana Cox, Principal Planner, Auckland-wide

Subject: **Plan Modification: Clause 20A Amendment to Chapter H of the Auckland Unitary Plan (AUP) Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).


This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

Rule or Section of Unitary Plan	H4.6.12 (1), H5.6.13 (1) , H6.6.14 (1) (Daylight standard within the Mixed Housing Suburban Zone, Mixed Housing Urban Zone and Terraced Housing and Apartment Buildings Zone)
Subject Site (if applicable)	N/A
Legal Description (if applicable)	N/A
Nature of change	<p>Re formatting of daylight standard across the following residential zones: Mixed Housing Suburban Zone, Mixed Housing Urban Zone and Terraced Housing and Apartment Buildings Zone.</p> <p>Discussion</p> <p>The purpose of this change is for increased clarity and readability. Previously the standard read as one large paragraph and created confusion. The amendment includes separation of the paragraph and the addition of bullet (a). The intent and interpretation of the provision remains the same. This change has been reviewed and agreed to by Council's legal team.</p> <p>The standard is now to read as follows:</p> <ol style="list-style-type: none"> 1) Where the proposed building and/or opposite building contains principal living room or bedroom windows in a dwelling, or main living/dining area or bedroom windows in supported residential care and boarding houses, then: <ol style="list-style-type: none"> a) That part of a building higher than 3m opposite buildings within the same site is limited in height to twice the horizontal distance between the two buildings, for a length defined by a 55 degree arc from the centre of the window.

	<p>The arc may be swung to within 35 degrees of the plane of the wall containing the window as shown in Figure H4.6.12.2 Required setbacks for daylight below.</p> <p>Refer to Table H4.6.12.1 Maximum height of the part of a building within a site facing a principal living room or bedroom window within the same site; Figure H4.6.12.1 Required setbacks for daylight and Figure H4.6.12.2 Required setbacks for daylight below.</p>
Effect of change	The effect and interpretation of the provision remains unchanged. No consequential changes required.
Changes required to be made	Standard to be reformatted as per Attachment 1 for the following: H4.6.12 (1), H5.6.13 (1) , H6.6.14 (1)

Prepared by: Juliana Cox

Approved by: Phill Reid
T4 Manager

Signature: 

Signature: 

Attachment 1

Tracked Changes

H4.6.12. Daylight

(1) Where the proposed building and/or opposite building contains principal living room or bedroom windows in a dwelling, or main living/dining area or bedroom windows in supported residential care and boarding houses, then:

- a) That part of a building higher than 3m opposite buildings within the same site is limited in height to twice the horizontal distance between the two buildings for a length defined by a 55 degree arc from the centre of the window. ~~(refer to Table H6.6.14.1 Maximum height of the part of a building within a site facing a principal living room or bedroom window within the same site; Figure H6.6.14.1 Required setbacks for daylight and Figure H6.6.14.2 Required setbacks for daylight below).~~ The arc may be swung to within 35 degrees of the plane of the wall containing the window as shown in Figure H4.6.12.2 Required setbacks for daylight below.

Refer to Table H4.6.12.1 Maximum height of the part of a building within a site facing a principal living room or bedroom window within the same site; Figure H4.6.12.1 Required setbacks for daylight and Figure H4.6.12.2 Required setbacks for daylight below).

H5.6.13. Daylight

(1) Where the proposed building and/or opposite building contains principal living room or bedroom windows in a dwelling, or main living/dining area or bedroom windows in supported residential care and boarding houses, then:

- a) that part of a building higher than 3m opposite buildings within the same site is limited in height to twice the horizontal distance between the two buildings for a length defined by a 55 degree arc from the centre of the window. ~~(refer to Table H6.6.14.1 Maximum height of the part of a building within a site facing a principal living room or bedroom window within the same site; Figure H6.6.14.1 Required setbacks for daylight and Figure H6.6.14.2 Required setbacks for daylight below).~~ The arc may be swung to within 35 degrees of the plane of the wall containing the window as shown in Figure H5.6.13.2 Required setbacks for daylight below.

Refer to Table H5.6.13.1 Maximum height of the part of a building within a site facing a principal living room or bedroom window within the same site; Figure H5.6.13.1 Required setbacks for daylight and Figure H5.6.13.2 Required setbacks for daylight below.

H6.6.14. Daylight

(1) Where the proposed building and/or opposite building contains principal living room or bedroom windows in a dwelling, or main living/dining area or bedroom windows in supported residential care and boarding houses, then:

- a) that part of a building higher than 3m opposite buildings within the same site is limited in height to twice the horizontal distance between the two buildings for a length defined by a 55 degree arc from the centre of the window. ~~(refer to Table H6.6.14.1 Maximum height of the part of a building within a site facing a principal living room or bedroom window within the same site; Figure H6.6.14.1 Required setbacks for daylight and Figure H6.6.14.2 Required setbacks for daylight below).~~ The arc may be swung to within 35 degrees of the plane of the wall containing the window as shown in Figure H6.6.14.2 Required setbacks for daylight below.

Refer to Table H6.6.14.1 Maximum height of the part of a building within a site facing a principal living room or bedroom window within the same site; Figure H6.6.14.1 Required setbacks for daylight and Figure H6.6.14.2 Required setbacks for daylight below.

Memo

Date 06/06/2017

To: Phill Reid, Auckland-wide Manager
 From: Emma Rush, Senior Advisor Special Projects – Heritage

Subject: **Plan Modification: Clause 20A Amendment to Chapter L: Schedules (Schedule 13 Heritage Orders Schedule), Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

Rule or Section of Unitary Plan	Schedule 13 – Heritage Orders Schedules
Subject Site (if applicable)	
Legal Description (if applicable)	
Nature of change	<p>Changes to the wording of this schedule are required to make the schedule correct and also consistent with the rest of the plan.</p> <p>Discussion</p> <ol style="list-style-type: none"> 1. Update the name of Heritage New Zealand Pouhere Taonga The schedule uses the previous name of this organisation – New Zealand Historic Places Trust. 2. Update the name of two places subject to a notice of requirement for a heritage order These places were subject to submissions to Schedule 14.1, resulting in agreement that the names be amended to be more historically correct. The update of names in Schedule 13 makes the names consistent within the plan.
Effect of change	The changes are all minor in nature, and seek to make Schedule 13 correct and also consistent with the rest of the plan.
Changes required to be made	<p>Update the name of Heritage New Zealand Pouhere Taonga.</p> <p>Update the name of:</p> <ul style="list-style-type: none"> • Gilfillan’s Store (former) • Thomas Doo Building. <p>See attached “marked up” Schedule 13.</p>

Prepared by: Emma Rush
Planner – Heritage

Approved by: Phill Reid
T4 Manager

Signature:



Signature:



Schedule 13 Heritage Orders Schedule

The RMA enables heritage protection authorities to make requirements for heritage orders to assist in the protection and conservation of historic heritage places. Details of the processes by which a requirement for a heritage order is considered are set out in the RMA. The RMA requires all places subject to 'confirmed' heritage orders to be identified in the Unitary Plan. Historic heritage places subject to heritage orders are identified in a register of places subject to heritage orders held by **Heritage New Zealand Pouhere Taonga the New Zealand Historic Places Trust**.

Notices of requirements for heritage orders are identified as plan modifications until such time as the requirement is confirmed by a heritage protection authority, and mapped as a plan modification.*

Any person wishing to undertake works within a place subject to a heritage order, or a requirement for a heritage order, must obtain approval for the works from the relevant heritage protection authority. This statutory protection takes immediate interim effect when a notice of requirement for a heritage order is given.

*Section 175 and 192 of the RMA state that a territorial authority must include a heritage order 'as soon as practicable' once the heritage order has been confirmed by the heritage protection authority and is not subject to any appeals.

Table: Schedule of heritage orders

Heritage order number	Heritage order name/ description	Address
1	Bluestone store	9-11 Durham Lane, Auckland Central
2	Courtville Annexe Building, middle flats - 3-storey block	9 Parliament Street, Auckland Central
3	Courtville - Corner flats, 5-storey block	11 Parliament Street, Auckland Central
4	Bank of New Zealand - facade only	125 Queen Street, Auckland Central
5	Civic Theatre	269-285 Queen Street, Auckland central
6	Terrace of shops	456 -486 Queen Street, Auckland Central
7	Thomas Wong Doo (canvas 2005) building Building	164-168 Hobson Street, Auckland Central
8	Ranchhod Chambers (formerly Gilfillan's Store (former)	95 Queen Street, Auckland Central

Heritage order number 1: Bluestone store

Heritage order number	1
Heritage protection authority	<u>Heritage New Zealand Pouhere Taonga New Zealand Historic Places Trust</u>
Location	9-11 Durham Lane, Auckland Central
Legacy reference	Heritage Order 031/342, Auckland Council District Plan (Central Area Section) 2005
Date	1987
Status	Confirmed

Conditions

None

Attachments

None

Heritage order number 2: Courtville Annexe building, middle flats

Heritage order number	2
Heritage protection authority	<u>Heritage New Zealand Pouhere Taonga New Zealand Historic Places Trust</u>
Location	9 Parliament Street, Auckland Central
Legacy reference	Heritage Order 079/343, Auckland Council District Plan (Central Area Section) 2005
Date	September 1987
Status	Confirmed

Conditions

None

Attachments

None

Heritage order number 3: Courtville – corner flats

Heritage order number	3
Heritage protection authority	<u>Heritage New Zealand Pouhere Taonga New Zealand Historic Places Trust</u>
Location	11 Parliament Street, Auckland Central (Corner

Schedule 13 Heritage Orders Schedule

	Waterloo Quadrant)
Legacy reference	Heritage Order 080/343, Auckland Council District Plan (Central Area Section) 2005
Date	September 1987
Status	Confirmed

Conditions

None

Attachments

None

Heritage order number 4: Bank of New Zealand

Heritage order number	4
Heritage protection authority	<u>Heritage New Zealand Pouhere Taonga New Zealand Historic Places Trust</u>
Location	125 Queen Street, Auckland Central
Legacy reference	Heritage Order 128/339, Auckland Council District Plan (Central Area Section) 2005
Date	July 1984
Status	Confirmed

Conditions

None

Attachments

None

Heritage order number 5: Civic Theatre

Heritage order number	5
Heritage protection authority	<u>Heritage New Zealand Pouhere Taonga New Zealand Historic Places Trust</u>
Location	269-285 Queen Street, Auckland Central (Corner Queen Street and Wellesley Street)
Legacy reference	Heritage Order 141/341, Auckland Council District Plan (Central Area Section) 2005
Date	May 1988

Schedule 13 Heritage Orders Schedule

Status	Confirmed
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Conditions

None

Attachments

None

Heritage order number 6: Terrace of shops (Queen Street associated retail use 2004)

Heritage order number	6
Heritage protection authority	Heritage New Zealand Pouhere Taonga New Zealand Historic Places Trust
Location	456-486 Queen Street, Auckland Central (between Turner Street and City Road)
Legacy reference	Heritage Order 151/340, Auckland Council District Plan (Central Area Section) 2005
Date	June 1989
Status	Confirmed

Conditions

None

Attachments

None

Heritage order number 7: ~~Thomas Weng Doo (canvas 2005) building~~ Building

Heritage order number	7
Heritage protection authority	Auckland Council
Location	164-168 Hobson Street, Auckland Central
Legacy reference	n/a
Date	n/a
Status	Subject to notice of requirement

Conditions

None

Attachments

None

Heritage order number 8: ~~Ranchhod Chambers~~ (formerly Gilfillan's Store (former))

Heritage order number	8
Heritage protection authority	Auckland Council
Location	95 Queen Street, Auckland Central
Legacy reference	n/a
Date	n/a
Status	Subject to notice of requirement

Conditions

None

Attachments

None

Memo

Date 13/06/2017

To: Phill Reid, Auckland-wide Manager
From: Emma Rush, Senior Advisor Special Projects – Heritage

Subject: **Plan Modification: Clause 20A Amendment to Chapter L: Schedules (Schedule 14.1 Schedule of Historic Heritage), Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).


This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

Rule or Section of Unitary Plan	Schedule 14.1 – Schedule of Historic Heritage
Subject Site (if applicable)	
Legal Description (if applicable)	
Nature of change	<p>Changes to the wording of this schedule are required to make the schedule correct and consistent.</p> <p>Discussion Table 1 Places The changes to this schedule correct the following:</p> <ul style="list-style-type: none"> • spelling and grammar errors, • consistency, • place names, • verified location, to ensure consistency with the extent of place (EOP) as mapped in GeoMaps, • verified legal description, to ensure consistency with EOPs, as above, and • referencing. <p>In addition, verified legal descriptions have been added where they were missing.</p> <p>Table 2 Areas The changes to this schedule consist of the following:</p> <ul style="list-style-type: none"> • correction of spelling and grammar errors, • consistency, and • the addition of referencing.
Effect of change	The changes are all minor in nature, and seek to make Schedule 14.1 correct and consistent.
Changes required to be made	See attached “marked up” Schedule 14.1 (Table 1 Places) (Note: a clean copy including clause 20A changes has been provided)

	See attached "marked up" Schedule 14.1 (Table 2 Areas) (Note: a clean copy including clause 20A changes has been provided).
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Prepared by: Emma Rush
Planner – Heritage

Approved by: Phill Reid
T4 Manager

Signature: 

Signature: 

SCHEDULE 14.1 SCHEDULE OF HISTORIC HERITAGE - TABLE 1 PLACES

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
00001	Roe's/- (Cornwallis) Mill R11_119, R11_1088 & R11_1064 Site of timber mill with earth holding dam, overflow tunnel, settlement, tramway and wharf	Kakamatua Stream, Waitakere Ranges Regional Park, Huia Road, Cornwallis	Pt Allotment 1 PSH OF Karangahape; Pt Allotment 5 PSH OF Karangahape PT ALLOT 1 SO 1432A KARANGAHAPE; ALLOT 14 SO 1432A KARANGAHAPE; PT ALLOT 1 SO 1432A KARANGAHAPE; PT ALLOT 5 DP 3191 KARANGAHAPE	B		A,D,H	Refer to planning maps		Yes	
00002	'Clark' Pottery and Brickworks-/Robert Holland Pottery and Brickworks R11_1508	<u>Wiseley Esplanade Reserve, 2A</u> , 4 Scott Road, 18, 20, 22, 24, 26, 28A, 28B 2 <u>Brickworks Bay Road, and Bannings Way</u> , Hobsonville	Lot 199 DP 447211; Lot 1 DP 71841; Lot 2 DP 71841; Lot 102 DP 468595; Lot 101 DP 468595; CMA; Road reserve; Lot 33 DP 447211; Lot 39 DP 447211; Lot 38 DP 447211; Lot 37 DP 447211; Lot 36 DP 447211; Lot 35 DP 447211; Lot 34 DP 447211;	A*	Entire extent of place	A,D,H	Refer to planning maps		Yes	
00003	Piha tramway <u>Tramway _</u> (Anawhata to Piha section)- Tramway remains	Piha		B		D	To be defined#		Yes	
00004	Mander and Bradley's Mill Timber mill site with dam, sawdust heaps and start of tramline	<u>Waitakere Ranges Regional Park, Mander Stream, Waitakere Ranges Regional Park, Piha Road, Waiatarua</u>	Pt Allotment 92 PSH OF Waitakere; Allotment 91 PSH OF Waitakere PT ALLOT 92 SO 854 WAITAKERE; ALLOT 91 SO 13064 WAITAKERE	B		D	Refer to planning maps		Yes	
00005	Driving Stream rafter dam Timber-rafter dam site	Driving Stream, Forest Hill Road, Waiatarua	Pt Allotment 7A PSH OF Waipareira; Lot 4 DP 102197; Pt Lot 3 DP 1266; Pt Lot 2 DP 1266	B		D	Refer to planning maps		Yes	
00006	Auckland Brick and Tile Co bBrickworks R11_1724 Site and remnants of brickworks and associated wharf	<u>Harbourview- Oranhihina, adjacent to 415 465</u> Te Atatu Road, Te Atatu Peninsula	Pt Lot 1 DP 44055; PART LOT 1 DP 370; PART BED AUCKLAND HARBOUR SO 67209; road reserve; CMA	B		A,D,E	Refer to planning maps		Yes	
00007	Carder/Vazey pPottery and bBrickworks R11_1508	<u>Wisely Esplanade Reserve, Bannings Way, Hobsonville; and 44B, 44C, 44D, 56, 58, 64, 66& and 72 Bannings Way, Hobsonville</u>	Lot 3 DP 100813; Lot 101 DP378286; LOT 2 DP 408422; Lot 3 DP 408422; Lot 4 DP408422; Lot 63 DP 398799; Lot 77DP 398799; Lot 75 DP 398799; Lot 74 DP 398799; Lot 69 DP 378286; CMA	A*	Entire extent of place	A,D,H	Refer to planning maps		Yes	

Attachment 1

00008	Gibbons' Huia Mill Timber mill site with earth holding dam	Waitakere Ranges Regional Park, 23 Huia Dam Road, Huia	Pt Allotment 9 DP 3191 PSH OF Karangahape; Pt Allotment 13 DP 3191 PSH OF Karangahape; road reserve Road Reserve	B		D	Refer to planning maps		Yes	
00010	Stone wall Q11_534	35 Falls Road, Te Henga	Allotment 86 PSH OF Waitakere PT ALLOT 86 SO 56578 WAITAKERE	B		D	Refer to planning maps		Yes	
00011	Cassels Stream rafter dam Q11_490 Timber rafter dam site	66 Kitewaho Road, Swanson; and Tram Valley Road, Swanson	Lot 200 DP 347095; Lot 10 DP 171369	B		D	Refer to planning maps		Yes	
00012	Cowan's Mill Saw pit site	Waitakere Ranges Regional Park, Piha Road, Piha	Allotment 73 PSH OF Waitakere ALLOT 73 SO 854 WAITAKERE	B		D	Refer to planning maps		Yes	
00013	Pirrit's Heel and Toe Plate Factory Factory site with dam	Oratia Stream, Millbrook Road, Henderson	Pt Lot 33 ALLT 90 PSH OF Waikomiti PT SEC 33 ALLOT 90 SO 15260; Oratia Stream	B		D	Refer to planning maps		Yes	
00014	Henderson's Mill R11_1065 Timber mill site with dam	Opanuku Stream; 46 Sel Peacock Drive; and 20 Alderman Drive, Henderson	Pt Lot 5 DP 130997; Pt Lot 5 DP 104914; Pt Lot 3 DP 149953; Pt Lot 5 DP 130997; Lot 8 DP 130997; Lot 6 DP 130997; Pt Lot 2 DP 149953; Lot 3 DP 130997; Pt Lot 7 DP 2251; Pt Lot 5 DP 104914; AREA D SO 64154; Opanuku Stream; road reserve	B		D	Refer to planning maps		Yes	
00015	Karekare Falls water flume	Waitakere Ranges Regional Park, Company Stream, Waitakere Ranges Regional Park, Karekare	Lot 8 DP 57223; Pt Allotment SE45 DP 2947 PSH OF Karangahape; Road reserve	B		D	Refer to planning maps		Yes	
00016	Karekau mill Mill Timber and flax mill site	Waitakere Ranges Regional Park, 2, and 6 Lone Kauri Road, Waitakere Ranges Regional Park, Karekare	Pt Allotment 106 SO 886 PSH OF Karangahape; Pt Allotment 106 DP 17776 PSH OF Karangahape; Pt Allotment 125 SO 27599 PSH OF Karangahape; Pt Lot 1 DP 35875; Road reserve	B		D	Refer to planning maps		Yes	
00017	Company Stream stringer dam Timber stringer dam site	174 Lone Kauri Road and 10A La Trobe Track, Karekare	Lot 2 DP 346188; Lot 4 DP 63610	B		D	Refer to planning maps		Yes	
00018	Pararaha Stream rafter dam Timber rafter dam site	Waitakere Ranges Regional Park, Pararaha Stream, Waitakere Ranges Regional Park, Lone Kauri Road, Karekare	Lot 9 DP 31127	B		D	Refer to planning maps		Yes	

Attachment 1

00019	Foote's Timber Mill holding dam site Earth holding dam site	<u>Waitakere Ranges Regional Park,</u> Pararaha Stream, <u>Waitakere Ranges Regional Park,</u> Karekare	Allotment 103 DP 4364PSH- OF Karangahape	B		D	Refer to planning maps		Yes	
00020	Foote's Timber Mill site Timber mill site	<u>Waitakere Ranges Regional Park,</u> Pararaha Stream, <u>Waitakere Ranges Regional Park, Lone Kauri Road,</u> Karekare	Allotment 103 DP 4364PSH- OF Karangahape	B		D	Refer to planning maps		Yes	
00021	Karekau tramline extension tunnel Q11_369	<u>Waitakere Ranges Regional Park,</u> Tunnel Point, <u>Waitakere Ranges Regional Park, Lone Kauri Road,</u> Karekare	Allotment SW59 PSH-OF- Karangahape <u>ALLOT SW59 DP 3734 KARANGAHAPE; AREA A SO 64997</u>	B		D	Refer to planning maps		Yes	
00022	Steam boiler Q11_355	<u>Waitakere Ranges Regional Park,</u> Tunnel Point, <u>Waitakere Ranges Regional Park,</u> Karekare	Allotment SW59 PSH-OF- Karangahape <u>AREA A SO 64997</u>	B		D	Refer to planning maps		Yes	
00023	Locomotive remains Q11_354	Karekare Beach, Karekare	Allotment 150 <u>SO 37513</u> PSH-OF- Karangahape	B		D	Refer to planning maps		Yes	
00024	Piha tramway <u>Tramway</u> - (Karekare to Whatipu wWharf section) Q11_369 (NZAA site number only covers a section of the route) Tramway site and remains	Extends from Karekare to Whatipu		B		D	To be defined#		Yes	
00025	Gibbons' Whatipu mill Timber mill site including earth holding dam	<u>Waitakere Ranges Regional Park,</u> Whatipu Stream, <u>Waitakere Ranges Regional Park,</u> Whatipu Road, Huia	Pt Allotment 34 PSH-OF- Karangahape; Allotment 123 PSH-OF Karangahape <u>PT ALLOT 34 SO 1383 KARANGAHAPE</u>	B		D	Refer to planning maps		Yes	
00026	Golden Stairs Stream driving dam Earth driving dam site	<u>Waitakere Ranges Regional Park,</u> Golden Stairs Marama Stream, <u>Waitakere Ranges Regional Park,</u> Whatipu Road, Huia	Allotment 90A PSH OF Karangahape	B		D	Refer to planning maps		Yes	
00027	Marama Stream driving dam Earth driving dam site	<u>Waitakere Ranges Regional Park,</u> Marama Stream, <u>Waitakere Ranges Regional Park,</u> Huia	Allotment 113 PSH OF Karangahape	B		D	Refer to planning maps		Yes	
00028	Gibbons' Niagara Mill holding dam Earth holding dam site	<u>Waitakere Ranges Regional Park,</u> Karamatura Stream, <u>Waitakere Ranges Regional Park,</u> Huia	Pt Allotment 27 PSH OF Karangahape; Lot 2 DP 12078	B		D	Refer to planning maps		Yes	

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00029	Gibbons' Niagara Mill Timber-mill-site	1247 Huia Road, Huia	Pt Allotment 27 PSH OF Karangahape; CMA	B		D	Refer to planning maps		Yes	
00030	Hobsonville Church and <u>Settlers'</u> Cemetery	1 Scott Road, Hobsonville	<u>PT-ALLOT 24- LOT 1 DP 192038; road reserve</u>	B		A,H	Refer to planning maps	Interior of building(s)		
00031	Whenuapai Village Hall	41-43 Waimarie Road, Whenuapai	<u>LOT 24 DP 15956; LOT 25 DP 15956</u>	B		A,B,G,H,G	Refer to planning maps	Interior of building(s)		
00032	Church (former)	302 West Coast Road, Glen Eden	Lot 4 DP 122886	B		A,B,F,B	Refer to planning maps	Interior of building(s)		
00033	Glen Eden Railway Station	145 West Coast Road, Glen Eden	<u>SEC 1 SO 70422</u>	A*	Station Bbuilding	A,F,H	Refer to planning maps			
00034	Playhouse Theatre	15 Glendale Road, Glen Eden	LOT 1 DP 181459— <u>PLAYHOUSE THEATRE</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00035	Residence	109 Hepburn Road, Glendene	LOT 1 DP 54424	B		A,F,G	Refer to planning maps	Interior of building(s)		
00036	Residence	105 Hepburn Road, Glendene	LOT 2 DP 51411	B		A,F,G	Refer to planning maps	Interior of building(s)		
00037	Residence	12 Neesons Way, Glendene	Lot 7 DP 320796	B		F	Refer to planning maps	Interior of building(s)		
00038	Residence	11 Punga Road, Whenuapai	LOT 2 DP 59385	B		A,F	Refer to planning maps	Interior of building(s)		
00039	Te Atatu anti-aircraft gun emplacements	<u>1-17 Longbush Road; 2-26 Riverstone Road; 465 Te Atatu Road, Te Atatu Peninsula</u>	<u>Lot LOT 100 DP 323329; LOT 94 DP 208882; LOT 19 DP 176610; LOT 97 DP 208882; LOT 109 DP 195675; PART BED AUCKLAND HARBOUR SO 67209; CMA</u>	A*	Gun emplacements	A,H	Refer to planning maps	Interior of building(s)		
00040	Residence	2 Fowey Avenue, Te Atatu South	LOT 1 DP 48414	B		A,F,G	Refer to planning maps			
00041	Holy Family Catholic Church	92 Taikata Road, Te Atatu	Pt Lot 23 DEEDS Whau 14, <u>road reserve</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s); driveway areas		
00042	Post Office and Fire Station (former)	57 Ferry Parade, Herald Island	LOT 215 DP 31409	B		A,F	Refer to planning maps	Interior of building(s)		
00043	Residence	12 Rewarewa Road, Te Atatu Peninsula	LOT 5 DP 50426-1/3 SH BG- FLAT-3DP 143979	B		A,F	Refer to planning maps	Interior of building(s)		
00044	Residence	46 Rewarewa Road, Te Atatu Peninsula	LOT 12 DP 59518	B		F	Refer to planning maps	Interior of building(s)		
00045	Residence	17 Ayrton Street, Te Atatu South	LOT 8 DP 47729	B		A,F	Refer to planning maps	Interior of building(s)		
00046	Commercial Building building	52 Ferry Parade, Herald Island	<u>PT-LOT 125 DP 31409- (SHOP) LOT 125 DP 31409; road reserve</u>	B		A	Refer to planning maps	Interior of building(s)		

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00047	First Methodist Church	2 Taikata Road, Te Atatu Peninsula	LOT 42 DP 38305 & PT-ALLOT 4 CHURCH PART ALLOT 4 PSH OF WAIPAREIRA; road reserve	B		A,B,F	Refer to planning maps	Interior of building(s)		
00048	Residence	5 Bridge Avenue, Te Atatu South	LOT 1 DP 40492	B		F,G	Refer to planning maps	Interior of building(s)		
00049	Residence	20 Tirimoana Road, Te Atatu South	LOT 4 DP 401231	B		A,F	Refer to planning maps	Interior of building(s)		
00050	Residence	62 Ferry Parade, Herald Island	LOT 142 DP 31409	B		F	Refer to planning maps	Interior of building(s)		
00051	Massey Post Office (former)	399 Don Buck Road, Massey	SEC 1 SO 68814; LOT 1 DP 211902; LOT 3 DP 211902; road reserve	B		A,B,G,H	Refer to planning maps	Interior of building(s)		
00051- 00052	Residence	44 Royal Road, Massey	LOT 1 DP 64770	B		A	Refer to planning maps	Interior of building(s)		
00053	Residence	335 Royal Road, Massey	LOT 2 DP 178247	B		F	Refer to planning maps	Interior of building(s)		
00054	Residence	99 Glen Road, Massey <u>Ranui</u>	Lot 2 DP 50606	B		A,F	Refer to planning maps	Interior of building(s)		
00055	Henderson Substation	2-12 Lincoln Park Avenue, Massey	LOT 1 DP 146083-PT-LOT- 40-DP29329	B		A,F	Refer to planning maps	Interior of building(s)		
00056	Broadcasting Corporation of Radio New Zealand –Transmitter <u>Station</u> Building	2-12 Selwood Road, Massey <u>Henderson</u>	LOT 8 & PT-LOT 7 DP 1034; road reserve	A*	Transmitter <u>station</u> Building	A,B,F,G	Refer to planning maps	Interior of building(s)		
00057	Wheeler Stream stringer dam Timber- stringer dam site	Waitakere Ranges Regional Park, Wheeler Stream, Waitakere Ranges- Regional Park, Bethells Beach	Lot 1 ALLOT 8 SO <u>23501</u> PSH-OF Waitakere	B		A,D	Refer to planning maps	Interior of building(s)	Yes	
00058	Wainamu Stream stringer dam Timber- stringer dam site	Waitakere Ranges Regional Park, Wainamu Stream, Waitakere Ranges- Regional Park, Bethells Beach	Lot 1 ALLOT 8 SO <u>23501</u> PSH-OF Waitakere	B		A,D	Refer to planning maps	Interior of building(s)	Yes	
00059	Three-unit Unit House	16 Clark Road, Hobsonville	Lot 1 DP 45286 Lot 2 DP <u>492135</u>	A*	Residence	A,F,H	Refer to planning maps	Interior of building(s)		
00060	Residence	39 Kopiko Road, Titirangi	LOT 358 DP 25642	B		A,F	Refer to planning maps	Interior of building(s)		
00061	Residence	41 Kopiko Road, Titirangi	LOT 359 DP 25642	B		A,F	Refer to planning maps	Interior of building(s)		
00062	Residence	11 Huia Road, Titirangi	LOT 5 DP 54666	B		A,F,G	Refer to planning maps	Interior of building(s)		

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00063	Church	2 Church Street, Swanson	LOT 1 DP 2503	B		A,F	Refer to planning maps	Interior of building(s)		
00064	Residence	710 Swanson Road, Swanson	LOT 7 DP 23604 1/2 SH BG-FLAT 1 DP 123286	B		A,F	Refer to planning maps	Interior of building(s)		
00065	Yozin Winery, Building and including residence	680 678, 682 and 686 Swanson Road, Swanson	Lot 1 DP 7651; Lot 2 DP 7651; Lot 3 DP 7651; Lot 4 DP 7651; Lot 5 DP 7651; Lot 6 DP 7651	B		A,H	Refer to planning maps	Interior of building(s)		
00066	Residence	731 Swanson Road, Swanson/Ranui	LOT 1 DP 122022-1/2 SH-BG FLAT 1 DP 122022	B		A,F	Refer to planning maps	Interior of building(s)		
00067	Residence	749 Swanson Road, Swanson	LOT 1 DP 67027	B		A,F	Refer to planning maps	Interior of building(s)		
00068	Residence	757 Swanson Road, Swanson	Lot 9 DP 16383	B		A,F	Refer to planning maps	Interior of building(s)		
00069	Lopdell House	418 Titirangi Road, Titirangi	Allotment 740 PSH OF Waikomiti ALLOT 740 SO 59927 WAIKOMITI, road reserve	A*	Main Building	A,B,F,G	Refer to planning maps	Interior of building(s)		
00070	Titirangi Soldiers' Soldiers' Memorial Church	116 Park Road, Titirangi	LOT 3 DP 16793, road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
00071	Residence	1 Williams Road, Hobsonville	LOT 1 DP 123769	B		A,F,G	Refer to planning maps	Interior of building(s)		
00072	Residence	2 Kohu Road, Titirangi	PT LOT 1 DP 25147	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00073	Residence	1/12 Pooks Road, Swanson/Ranui	LOT 19 DP 44258	B		A,F	Refer to planning maps	Interior of building(s)		
00074	Museum in the Hills, Titirangi Treasure House	418 Titirangi Road, Titirangi	ALLOT 740 SO 59927 WAIKOMITI	B		A,F	Refer to planning maps	Interior of building(s)		
00075	Residence	147 Sturges Road, Henderson	LOT 3 DP 193533	B		A,F	Refer to planning maps	Interior of building(s)		
00076	War Memorial	500 South Titirangi Road (Outside War Memorial Hall), Titirangi	PT LOT 17 DP 6678	B		A	Refer to planning maps	Interior of building(s)		
00077	Huia Filter Station	Corner of Manuka Road and Woodlands Park Road, Titirangi	LOT 5 DP 156565	B		A,F,G	Refer to planning maps	Interior of building(s)		
00078	St Mark's Church	705 Swanson Road, Swanson	LOT 3 DP 15932-CHURCH	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00079	Residence	200 Huia Road, Titirangi	LOT 15 DP 380428	B		A,F	Refer to planning maps	Interior of building(s)		
00080	Residence	12 Paturoa Road, Titirangi	LOT 71 DP 28967	B		A,F,G	Refer to planning maps	Interior of building(s)		

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00081	Residence	18 Lookout Drive, Laingholm	LOT 59 DP 19099	B		F	Refer to planning maps	Interior of building(s)		
00082	Residence	8 Western Road, Laingholm	LOT 218 DP 19098	B		A,F	Refer to planning maps	Interior of building(s)		
00083	Henderson Valley Primary School	Henderson Valley Primary School, 389 Henderson Valley Road, Henderson	PT LOT 19 DP 8632	B		A,B,H	Refer to planning maps	Interior of building(s)		
00084	Khaleel residence (residence)	56 Sturges Road, Henderson	LOT 2 RMA 20110487 LOT 3 DP 498436	B		A,F,H	Refer to planning maps	Interior of building(s)		
00085	Pukematekeo summit Summit bridge	Scenic Drive, Swanson Waitakere Ranges Regional Park, Pukematekeo Track, Te Henga Road, Te Henga	ALLOT 85A SO 15764 WAITAKERE	B		A,G,H	Refer to planning maps	Interior of building(s)		
00086	Nihotupu Filter Station	Corner of Woodlands Park Road and Scenic Drive, Titirangi	LOT 2 DP 484666	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00087	Spragg's Bush cemetery Cemetery	Spraggs Bush, Waitakere Ranges Regional Park, Waiaatarua 683 and 685 Scenic Drive, Waiaatarua	Lot 3 DP 22406; Pt Lot 1 DP 22406; Lot 2 DP 22406	B		A,H	Refer to planning maps		Yes	
00088	Swanson Cemetery	54 O'Neills Road, Swanson	ALLOT 192 SO 19116 WAIPAREIRA	B		A,B,G	Refer to planning maps	Interior of building(s)		
00089	Residence	66 O'Neills Road, Swanson	LOT 1 DP 99219	B		A,F	Refer to planning maps	Interior of building(s)		
00090	Waitakere Filter Station	105-121 Christian Road, Swanson	PT ALLOT N7A DP 3530 WAIPAREIRA	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00091	Infant Block	44 Titirangi School, 17 Kohu Road, Titirangi School, Titirangi	PTS OF LOT 4 DP 9262- LOT 7 DP 15333 & PT- ALLOT 46 TITIRANGI SCHOOL PT ALLOT 46 SO 29E WAIKOMITI; PT LOT 4 DP 9262	B		A,B,F	Refer to planning maps	Interior of building(s)		
00092	Wainui (residence)	499 Huia Road, Laingholm 200 Huia Road, Titirangi	LOT 15 DP 380428	B		F	Refer to planning maps	Interior of building(s)		
00093	Brick Bridge bridge	Little Muddy Creek, Huia Road, Laingholm Titirangi	Road reserve	B		A,G	Refer to planning maps	Interior of building(s)		
00094	McCahon Residence residence	67 Otitori Bay Road, Titirangi	LOT 11 DP 17297	B		A	Refer to planning maps	Interior of building(s)		
00095	Residence	30 Millbrook Road, Henderson	LOT 2 DP 420571	B		A,F,G	Refer to planning maps	Interior of building(s)		
00096	Church (former)	7 Clarks Lane, Hobsonville	LOT 5 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		

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00098	Limmer House	55 Henderson Valley Road, Henderson	LOT 2 DP 45951	B		A,F	Refer to planning maps	Interior of building(s)		
00099	Residence	4 Kukupa Road, Sunnyvale	Lot 2 DP 179561	B		A,F	Refer to planning maps	Interior of building(s)		
00100	Railway worker's residence	1/36 Newington Road, Henderson	<u>LOT 21 DP 17318</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
00101	<u>Carnarvon</u> Hospital	20 Lincoln Road, Henderson	PT LOT 5 DP 16989— HOSPITAL	B		A,F	Refer to planning maps	Interior of building(s)		
00103	Residence	9 Swanson Road, Henderson	LOT 2 DP 151433	B		F	Refer to planning maps	Interior of building(s)		
00104	Residence	51 Sturges Road, Henderson	LOT 54 DP 48012	B		A,F	Refer to planning maps	Post-1959 dwelling; interior of pre-1940 building(s); exterior of post-1959 building		
00105	Residence	5 Blacklock Avenue, Henderson	LOT 25 DP 20993-1/2-SH-BG-FLAT-2-DP-114538	B		A,F	Refer to planning maps	Interior of building(s), and across-lease area not related to house		
00106	Residence	8 10 Kellys Road, Oratia	<u>PT LOT 13 DP 10987</u>	B		F	Refer to planning maps	Interior of building(s)		
00107	Residence	651 West Coast Road, Oratia	LOT 2 DP 43630	B		A,F	Refer to planning maps	Interior of building(s)		
00108	Theets <u>Theet's</u> Cottage	132 Parker Road, Oratia	Lot 1 DP 167502	B		A,F	Refer to planning maps	Interior of building(s)		
00109	Endt Cottage	108 Parker Road, Oratia	LOT 2 DP 50785	B		A,F,G	Refer to planning maps	Interior of building(s)		
00110	Residence	587A West Coast Road, Oratia	<u>LOT 1 DP 314714 LOT 2 DP 482262</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00112	St Michael's Anglican Church (<u>former</u>)	426-448 Great North Road, Corbans Estate Winery, 2 Mt Lebanon Lane, Henderson	<u>LOT 3 DP 208135</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00113	Albion Vale and Oratia Folk Museum	527 West Coast Road, Oratia	LOT 2 DP 131742	A*	Albion Vale Building	A,B,F,G	Refer to planning maps	Interior of building(s)		
00114	Barn	8 Parker Road, Oratia	LOT 2 DP 39814	B		A,F	Refer to planning maps	Interior of building(s)		
00115	Clark House, Ngaroma / RNZAF Medical Unit	25 Clark Road, Hobsonville	<u>PART ALLOT 2 PSH OF WAIKAREIRA</u>	A*	Clark House/RNZAF Building Residence	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00116	Rose Hellaby House	515 and 517 Scenic Drive, West Coast Waiaatarua	<u>LOT 1 DP 4352; PT ALLOT 368 DP 4352 WAIKOMITI; LOT 1 DP 27164</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		

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00117	Piha Stream stringer dam-Timber-stringer-dam-site	<u>Waitakere Ranges Regional Park, Piha Stream, Waitakere-Ranges-Regional-Park, Piha</u>	Pt Allotment 71 PSH OF Waitakere	B		A,D	Refer to planning maps		Yes	
00119	Church	1-5 Parker Road, Oratia	ALLOT 238	B		A,B,F	Refer to planning maps	Interior of building(s)		
00121	Oratia Cemetery and Jewish Prayer House	541 West Coast Road, Oratia	<u>PT ALLOT 14 SO 898 WAIKOMITI PSH-GEMETERY</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00122	Catholic Church <u>(former)</u>	<u>Oratia Hall Reserve, 565-567 West Coast Road, Oratia</u>	<u>PT ALLOT 251 SO 2400 WAIKOMITI</u>	B		A,B,F	Refer to planning maps	Interior of building(s)		
00123	School <u>building</u>	<u>Oratia District School, 1 Shaw Road, Oratia</u>	<u>PT-LOT 1-DP 4212-PT ALLOT 251 SO 2400 WAIKOMITI-ORATIA-SCHOOL (PART 1 OF 2)-</u>	B		A,B,F	Refer to planning maps	Interior of building(s)		
00124	Residence	8 Shaw Road, Oratia	<u>LOT 1 DP 400670; LOT 4 DP 400670</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00126	Dental Clinic <u>clinic</u>	<u>Henderson Primary School, corner Corner of Edsel Road and Great North Road, Henderson Primary School, Henderson</u>	<u>PT ALLOT 90 DP 13664 WAIKAREIRA PT-ALLOT 8-SO 844 WAIKAREIRA</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00127	Falls Hotel (former)	<u>Falls Park, 22 Alderman Drive, Falls Park, Henderson</u>	<u>PT LOT 7 DP 1467 (PART 1 OF 2)</u>	A*	Hotel-Building	A,B,F,G	Refer to planning maps	Interior of building(s)		
00128	The Barracks and Winchelsea House	1 Watchmans Road, Karekare	LOT 1 DP 85987	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00130	Duke House, <u>including & Servants'-Quarters servants' quarters</u>	2 1 Squadron Drive, Hobsonville	<u>Lot 2-DP-89918 LOT 100 DP 475066; LOT 1 DP 475066</u>	A*	House; and Servants-Quarters Building-servants' quarters	A,F,H	Refer to planning maps	Interior of building(s)		
00131	Stone Surf Club Building	<u>Karekare Beach, 36 Watchmans Road, Karekare</u>	<u>ALLOT 150 SO 37513 KARANGAHAPE; CMA</u>	B		B,G	Refer to planning maps	Interior of building(s)		
00132	Henderson's Mill Cottage	<u>17 and 46 Sel Peacock Drive, Henderson</u>	<u>PT LOT 2 DP 149953; PT LOT 3 DP 149953; PT LOT 5 DP 130997; LOT 6 DP 130997; LOT 8 DP 130997</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
00133	Tui Glen Reserve Motor Camp and McLeod's House	<u>Tui Glen Reserve, 2 and 3 Claude Brookes Drive, Henderson</u>	<u>SEC 1 SO 371015; SEC 2 SO 371015</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		

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00134	Swans Arch	<u>21 Swan Arch Reserve</u> , Central Park Drive, Te Atatu South	<u>LOT 39 DP 134558</u>	A*	Arch-Structure	A,F,G	Refer to planning maps			
00135	Worker's Dwelling residence	9 Clarks Lane, Hobsonville	LOT 1 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		
00136	Coronation Bridge	<u>Great North Road, over-Opanuku Stream, intersection of Great North Road and Henderson Valley Road</u> , Henderson	<u>Road reserve</u>	B		A,F	Refer to planning maps			
00137	Corbans Wine Depot	Rotary Park, 450 Great North Road, Henderson	Lot 7 DP 208135; <u>road reserve</u>	B		A,B,H	Refer to planning maps	Interior of building(s)		
00138	Police House (former)	1 Edmonton Road, Henderson	PT LOT 1 DP 7645	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00139	Residence	4 Scott Road, Hobsonville	LOT 1 DP 71841	B		A,F	Refer to planning maps	Interior of building(s)		
00140	Church <u>Methodist Chapel</u>	1-3 Swanson Road, Henderson	LOT 1 DP 151433	B		A,B,F	Refer to planning maps	Interior of building(s)		
00141	Residence	45A Swanson Road, Henderson	LOT 3 DP 393571	B		A,G	Refer to planning maps	Interior of building(s)		
00142	Corbans Estate Winery Complex (former), including original cellar (1903-1909), stables (1907), boxing rooms (1920s), depot (1912), homestead (1923), garage (1924), distillery and exhibition rooms (1930s/1940s), barrel store (1920s), and fermentation vats of former Gables Building (1940s)	2 Mt Lebanon Lane, Henderson	Lot 3 DP 208135; <u>railway reserve</u>	B		A,F	Refer to planning maps	Interior of building(s) except for the interior of the homestead; 1960s shed; and rear pavillion		
00143	Henderson Railway Station	<u>35 Henderson Railway Station</u> , RAILSIDE AVENUE, Henderson	<u>Railway reserve; road reserve</u>	A*	Station Building	A,B,F	Refer to planning maps	Interior of building(s)		

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00144	Gun emplacements	19 Scott Road, Hobsonville	LOT 1 DP 355433	B		A,H	Refer to planning maps	Interior of building(s)		
00145	Residence	15 West Lynn Road, Titirangi	LOT 1 DP 127566 1/2 SH-BG FLAT 1-DP 102377	B		A,F	Refer to planning maps	Interior of building(s) and- cross-leased-area		
00146	Kilgour and Orpheus graves_R11_1059	<u>Waitakere Ranges Regional Park, Orpheus Graves Walk, Waitakere Ranges Regional Park, Cornwallis Road, Cornwallis</u>	<u>Pt-Allotment 1 PSH-OF-Karangahape PT ALLOT 1 SO 1432A KARANGAHAPE</u>	B		A	Refer to planning maps		Yes	
00147	<u>Plaque and McLachlan Monument</u>	<u>McLachlan Monument Track, Puonga Peninsula, Cornwallis Road, Cornwallis</u>	<u>PT ALLOT 1 SO 1432A KARANGAHAPE</u>	B		A,B	Refer to planning maps			
00148	Cornwallis Wharf	<u>120 Cornwallis Road, Cornwallis</u>	<u>PART TIDAL LANDS OF MANUKAU HARBOUR SURVEY OFFICE PLAN 67474; LOT 1 DP 15847; CMA</u>	B		A	Refer to planning maps			
00149	Karekare Stream swinging rafter dam- Timber swinging rafter dam site	<u>Waitakere Ranges Regional Park, Karekare Stream, Waitakere Ranges Regional Park, Piha</u>	Lot 1 DP 31241	B		A,D	Refer to planning maps		Yes	
00150	Residence	1/1 Palm Court Drive, Glen Eden	LOT 1 DP 79049 1/2 SH-BG FLAT 1-DP 105065	B		A,F	Refer to planning maps	Interior of building(s)		
00151	<u>Karekare Surf Life Saving Club Roll of Honour pPlaque</u>	<u>Watchmans Road, Karekare Beach, West Coast-Karekare</u>	<u>PT ALLOT SE45 DP 2947 KARANGAHAPE; CMA</u>	B		A	Refer to planning maps			
00152	Whatipu wharf <u>Wharf site and remains</u>	<u>Waitakere Ranges Regional Park, Paratutae Island, Waitakere Ranges Regional Park, Whatipu</u>	<u>Paratutae Island SO Survey Office Plan 1383G; AREA A SO 64997; CMA</u>	B		A,D,H	Refer to planning maps		Yes	
00153	Commercial Building <u>building</u>	2448-252 West Coast Road, Glen Eden	<u>PT LOT 2 DP 41124; road reserve PT-LOT 1-DP 41 - LEASE 6-YRS FROM 1/1/91 REN TO 31/12/04</u>	B		A,G	Refer to planning maps	Interior of building(s)		
00155	Whatipu Lodge complex, <u>including and associated residence</u>	<u>Whatipu Beach, Waitakere Ranges Regional Park, Whatipu Road, Whatipu</u>	<u>PT ALLOT 34 SO 1383 KARANGAHAPE; AREA A SO 64997</u>	B		A,B,D,F,G,H	Refer to planning maps	Interior of building(s)	Yes	
00157	Beacon	<u>Waitakere Ranges Regional Park, Destruction Gully, Whatipu, West-Coast</u>	<u>PT ALLOT 34 SO 1383 KARANGAHAPE</u>	B		A,H	Refer to planning maps	Interior of building(s)		

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00158	Whatipu Stream stringer dam-Timber-stringer dam site	<u>Waitakere Ranges Regional Park, Whatipu Stream, Waitakere Ranges Regional Park, Whatipu Road, Huia</u>	Allotment 111 PSH OF Karangahape <u>ALLOT 111 SO 8310D KARANGAHAPE</u>	B		A,D	Refer to planning maps		Yes	
00159	Reutleys <u>Routley's</u> Buildings	254-266 West Coast Road, Glen Eden	<u>PT LOT 1 DP 41 - LEASE 6 YRS FROM 1/1/91 REN TO 31/12/04 PT LOT 1 DP 41124; road reserve</u>	B		A,B,F	Refer to planning maps	Interior of building(s)		
00160	Residence	1192 Huia Road, Huia	LOT 2 DP 57022	B		A,F	Refer to planning maps	Interior of building(s)		
00161	Residence	38 West Coast Road, Glen Eden	<u>PT LOT 7 DP 20697</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00162	Hinge House	4334 <u>1322</u> Huia Road, Kiwanis-Camp, Huia	<u>PT ALLOT 28 DP 3191 KARANGAHAPE</u>	B		A	Refer to planning maps	Interior of building(s)		
00163	Residence	15 Rangiwai Road, Titirangi	LOT 1 DP 191856	B		A,F	Refer to planning maps	Interior of building(s)		
00164	Mangere Schoolhouse House (former)	9 Kukupa Road, Sunnyvale	LOT 1 DP 348154	B		A,F	Refer to planning maps	Interior of building(s)		
00165	Residence	47-49 Fred Taylor Drive, Massey	LOT 1 DP 458973	B		A	Refer to planning maps	Interior of building(s)		
00166	Lion Rock plaques	Lion Rock, Piha	<u>PIHA (LION ROCK) IS</u>	B		A,B,G,H	Refer to planning maps			
00168	Residence	19 Longbush Road, Te Atatu	Lot 87 DP 203198	A*	Residence	A,F,G	Refer to planning maps			
00169	The Knoll,(William Levy's House-residence)	29 Lucinda Place, Glen Eden	LOT 3 DP 87593	B		A	Refer to planning maps	Interior of building(s)		
00172	Residence	7 Crockett Lane, Henderson	LOTS 3 & 7-DP 45405	B		A,B,F	Refer to planning maps	Interior of building(s)		
00173	Huia Lodge	1332 Huia Road, Huia	<u>ALLOT 156 SO 45111 KARANGAHAPE; road reserve</u>	B		A,B,F	Refer to planning maps	Interior of building(s)		
00174	Gardner House, including and-brick garage	18 Links Road, New Lynn	<u>LOTS 5 DP 14039; LOT 6 DP 14039 & PT LOT 7 DP 14039</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00176	Residence	33 Akehurst Avenue, New Lynn	LOT 94 DP 8234 & LOT 1 DP 36014	B		A,F	Refer to planning maps	Interior of building(s)		
00177	<u>St Andrew's Anglican Church</u>	40 <u>12</u> Clayburn Road, Glen Eden	<u>PT ALLOT 532 SSO 41693 VICARAGE LOT 1 DP 82057</u>	B		F	Refer to planning maps	Interior of building(s)		
00178	Residence	73 Hutchinson Avenue, New Lynn	LOT 8 DP 8876	B		A,F	Refer to planning maps	Interior of building(s)		
00179	Residence	67 Hutchinson Avenue, New Lynn	LOT 1 DP 169314	B		A,F,H	Refer to planning maps	Interior of building(s)		

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00180	Residence	1/110 Hutchinson Avenue, New Lynn	LOT 3 DP 16719-1/2 SH-BG-FLAT-1DP-1441567	B		A,F	Refer to planning maps	Interior of building(s)		
00181	Little Huia ford	Huia Road, Little Huia	Road reserve; Lot 3 DP-34203; CMA	B		A,B,D	Refer to planning maps			
00182	Tongan Methodist Church	39 Margan Avenue, New Lynn	LOT 7 DP 38339; LOTS 15 DP 9257; -LOT 16 DP 9257	B		B,F	Refer to planning maps	Interior of building(s)		
00183	Residence	38 Seabrook Avenue, New Lynn	LOT 1 DP 21335-470935	B		F,G	Refer to planning maps	Interior of building(s)		
00184	Samoan Congregational Church	22 Hutchinson Avenue, New Lynn	LOT 1 DP 96956; <u>road reserve</u>	B		A,B,F	Refer to planning maps	Interior of building(s)		
00185	Residence	12 Hutchinson Avenue, New Lynn	LOT 6 DP 9257	B		A,F	Refer to planning maps	Interior of building(s)		
00186	Residence	50 Hutchinson Avenue, New Lynn	<u>LOT 1 DP 11123</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00188	Fairburn House	28 Links Road, New Lynn	LOT 2 DP 90757	B		F	Refer to planning maps			
00189	St Andrews Sunday School Hall (former)	40 Rankin Avenue (also known as 22 Margan Avenue), New Lynn	LOT 1 DP 49993	B		A,B,F	Refer to planning maps	Interior of building(s)		
00190	Residence	55 Hutchinson Avenue, New Lynn	LOT 5 DP 9999	B		A,F	Refer to planning maps	Interior of building(s)		
00191	Residence	63 Margan Avenue, New Lynn	<u>LOT 1 DP 145444</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00192	Residence	25 Seabrook Avenue, New Lynn	LOT 2 DP 9846 1/2 SH-BG-FLAT-1DP-128274	B		A,F	Refer to planning maps	Interior of building(s)		
00193	Residence	26 Seabrook Avenue, New Lynn	LOT 3 DP 65057	B		A,F	Refer to planning maps	Interior of building(s)		
00194	School Building building (former)	2A Seabrook Avenue, New Lynn	LOT 1 DP 351153	B		A,B,F	Refer to planning maps	Interior of building(s)		
00196	Residence	3150 Great North Road, New Lynn	PT LOT 12 DP 7106	B		A,F	Refer to planning maps	Interior of building(s)		
00198	New Lynn Police Station	3092 Great North Road, New Lynn	LOT 1 DP 180632; <u>road reserve</u>	B		B,F,H	Refer to planning maps	Interior of building(s)		
00199	Congregational Church	3043 Great North Road, New Lynn	LOT 167 DEEDS PLAN 9	B		A,F	Refer to planning maps	Interior of building(s)		
00200	Kiln	<u>Ambrico Historic Reserve</u> , 8 Ambrico Place, New Lynn	AMBRICO-HISTORICAL-RESERVE LOT 3 DP 124443	A*	Kiln Structure	A,F	Refer to planning maps	Interior of building(s)		
00201	Residence	7 Islington Avenue, New Lynn	LOT 16 DP 14282	B		A,F,H	Refer to planning maps	Interior of building(s)		

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00202	Residence	27 Islington Avenue, New Lynn	LOT 6 DP 9529	B		A,F	Refer to planning maps	Interior of building(s)		
00203	Residence	52 West Coast Road, Glen Eden	UNIT A DP 149584 <u>LOT 8 DP 31876</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00204	St Thomas' Anglican Church	2 and 4 Islington Avenue, New Lynn	LOT 2 DP 96956; LOT 1 DP 362816	B		A,B,F	Refer to planning maps	Interior of building(s)		
00205	Residence	82 Astley Avenue, New Lynn	LOT 1 DP 124818 <u>1/2-SH-BG-FLAT 1-DP-124818</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00206	Parker House	70 Astley Avenue, New Lynn	LOT 1 DP 68330	B		A,F	Refer to planning maps	Interior of building(s)		
00207	Residence	3075 Great North Road, New Lynn	LOT 1 DP 49151	B		A,F	Refer to planning maps	Interior of building(s)		
00208	Old <u>New Lynn</u> Post Office (former)	43 Totara Avenue, New Lynn	LOT 3 DP 209062; <u>LOT 2 DP 209280; road reserve</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00209	Residence	1/18 Reid Road, New Lynn	<u>LOT 1 DP 108591</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00210	Oag's Buildings	48-20 and 22 Totara Avenue, New Lynn	<u>PT ALLOT 257 SO 898 WAIKOMITI; road reserve</u>	B		A,B,F	Refer to planning maps	Interior of building(s)		
00211	Residence	1/2 Riverview Road, New Lynn	<u>LOT 10 DP 19388</u>	B		F,G	Refer to planning maps	Interior of building(s)		
00212	Residence	44 Lynwood Road, New Lynn	<u>LOT 4 DP 146296</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
00213	Residence	5 Pine Street, New Lynn	<u>LOT 1 DP 173761</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
00214	Residence	54 Delta Avenue, New Lynn	<u>LOT 4 DP 192913</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00216	Residence	13A Woodglen Road, Glen Eden	<u>LOT 2 DP 53545</u>	B		A,G	Refer to planning maps	Interior of building(s)		
00217	Waikumete Cemetery, including mausoleums-Mausoleums , Faith-in-the-Oaks Chapel, crematorium , Crematorium and historic landscape Historic Landscape	4128A Great North Road, Glen Eden; Glenview Road, Glen Eden	<u>LOT 1 DP 167031</u>	A*	Chapel, Crematorium, Caretaker's residence, Mausoleums Chapel; crematorium; caretaker's residence; mausoleums	A,B,F,G,H	Refer to planning maps			
00218	School Building building	<u>Glen Eden Primary School</u> , 3 Glenview Road, Glen Eden-Primary School, Glen Eden	<u>PT LOT 1 DP 21318; road reserve</u>	B		A,B,F	Refer to planning maps	Interior of building(s)		

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00219	Residence	173 Glengarry Road, Glen Eden	<u>LOT 1 DP 53000</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00221	Residence	4078 Great North Road, Glen Eden	<u>LOT 3 DP 158397</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00223	Residence	2 Nikau Street, New Lynn	<u>LOT 76 DP 16442</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00224	Residence	21 Evans Road, Glen Eden	<u>PT LOT 3 DP 54895</u>	B		F	Refer to planning maps	Interior of building(s)		
00225	Flax mill site	Glen Eden Picnic Ground, 31 Glendale Road, Glen Eden	Lot 1 DP 47207; Lot 6 DP 64780	B		A,D	To be defined#		Yes	
00226	Residence	41 Rosier Road, Glen Eden	<u>LOT 1 DP 380056</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
00227	Residence	46 Woodglen Road, Glen Eden	<u>LOT 4 DP 52804</u>	B		A,D	Refer to planning maps	Interior of building(s)	Yes	
00228	Residence	47 Rosier Road, Glen Eden	<u>LOT 1 DP 49562</u>	B		F	Refer to planning maps	Interior of building(s)		
00229	Residence	7 Claridge Street, Glen Eden	<u>ALLOT 569 SO 43203 WAIKOMITI</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00230	Residence	370 West Coast Road, Glen Eden	<u>LOT 2 DP 46165</u>	B		F	Refer to planning maps	Interior of building(s)		
00231	Whenuapai RNZAF Base—Bristol Block	<u>Whenuapai Royal New Zealand Air Force Base, corner of Tamatea Avenue and Tainui Crescent, Whenuapai</u>	<u>PART ALLOT 3 PSH OF WAIKAREIRA; CLOSED ROAD SURVEY OFFICE PLAN 30571</u>	B		A,H	Refer to planning maps	Interior of building(s)		
00232	Whenuapai RNZAF Base—Officers' Mess	<u>Whenuapai Royal New Zealand Air Force Base, corner of Kupe Avenue and Manaia Street, Whenuapai</u>	<u>PART ALLOT 3 PSH OF WAIKAREIRA; PART LOT 1 DP 9146</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00233	Hobsonville RNZAF Base—Married Quarters	<u>Hobsonville Royal New Zealand Air Force Base, Marlborough Crescent, Hobsonville</u>		B		A,F	Refer to planning maps	Interior of building(s)		
00235	Hobsonville RNZAF Base—Mill House (former)/Base Commander's House	<u>Hobsonville Royal New Zealand Air Force Base, 150, 172-190, and 192 Buckley Avenue, Hobsonville</u>	<u>LOT 1 DP 484575; LOT 7 DP 484575; LOT 10 DP 484575; LOT 12 DP 497762; LOT 13 DP 497762; CMA</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		

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00236	Residence	170B Hepburn Road, Glendene	LOT 1 DP 89599	B		A,F	Refer to planning maps	Interior of building(s)		
00237	Residence	172-230 Hepburn Road, Glendene	LOT 2 DP 1931	B		A,F	Refer to planning maps	Interior of building(s)		
00238	Residence	53 Astley Avenue, New Lynn	LOT 4 DP 34226	B		A,F	Refer to planning maps	Interior of building(s)		
00239	Residence	51 Astley Avenue, New Lynn	LOT 3 DP 34226	B		A,F	Refer to planning maps	Interior of building(s)		
00240	Residence	74 Astley Avenue, New Lynn	LOT 1 DP 427734	B		A,F	Refer to planning maps	Interior of building(s)		
00241	Residence	76 Astley Avenue, New Lynn	LOT 26 DP 7257	B		A,F	Refer to planning maps	Interior of building(s)		
00242	Residence	15 Woodglen Road, Glen Eden	LOT 1 DP 64711	B		A,G	Refer to planning maps	Interior of building(s)		
00243	Residence	43 Woodglen Road, Glen Eden	LOT 1 DP 49917	B		A,G	Refer to planning maps	Interior of building(s)		
00244	Residence	67 Woodglen Road, Glen Eden	LOT 2 DP 61799	B		A,G	Refer to planning maps	Interior of building(s)		
00245	Residence	87B Woodglen Road, Glen Eden		B		A,G	Refer to planning maps	Interior of building(s)		
00246	Worker's <u>residence</u> Residence	5 Clarks Lane, Hobsonville	LOT 6 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		
00247	Worker's <u>residence</u> Residence	4 Clarks Lane, Hobsonville	LOT 4 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		
00248	Worker's <u>residence</u> Residence	6 Clarks Lane, Hobsonville	LOT 3 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		
00249	Worker's <u>residence</u> Residence	10 Clarks Lane, Hobsonville	LOT 2 DP 411781	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00252	Donner House, <u>including studio and-Northeastern Studio</u>	50 Kohu Road, Titirangi	LOT 46 DP 19360	A*	Donner House	A,F,H	Refer to planning maps	Interior of building(s)		
00253	Swanson Railway Station	760 Swanson Road, Swanson		B		A,F	Refer to planning maps	Interior of building(s)		
00254	Railway worker's residence	38 Newington Road, Henderson	LOT 22 DP 17318	B		A,B,F,H	Refer to planning maps	Interior of building(s)		

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00255	Railway workers's residences	43 and 45 Newington Road, Henderson	<u>LOT 1 DP 201335; LOT 5 DP 201335; LOT 6 DP 201335</u>	B	Residences	A,B,F,H	Refer to planning maps	Interior of building(s)		
00257	Railway worker's residence	47 Newington Road, Henderson	<u>LOT 12 DP 17318</u>	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00258	Railway worker's residence	51 Newington Road, Henderson	<u>LOT 10 DP 17318</u>	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00259	Shadbolt House <u>and writing studio</u>	35 Arapito Road, Titirangi	<u>LOT 4 DP 15824</u>	B		A,B,H	Refer to planning maps	Interior of building(s)		
00260	Residence	<u>75-77 Candia Road, Swanson Henderson Valley</u>	<u>LOT 2 DP 61555</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00261	Brake House	73 Scenic Drive, Titirangi	<u>LOT 1 DP 81114</u>	A*	Residence	A,B,F,H	Refer to planning maps	Interior of building(s)		
00262	Waitakere Civic Centre	<u>Waitakere Central, 6 Henderson Valley Road, Henderson</u>	<u>LOT 2 DP 370255; railway reserve</u>	B		B,F,G,H	Refer to planning maps	Interior of building(s)_ except chamber and public spaces		
00265	Te Ake Ake wahi tapu R10_207 Reported burial area	<u>Wenderholm-sandspit, Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm</u>	<u>Pt Te Akeake; Pt Puhoi PT AKEAKE SO 44742; PT PUHOI DP 11077; SEC 1 BLK IV WAIWERA SURVEY DISTRICT SO 15351; CMA</u>	B		C,D	Refer to planning maps		Yes	Yes
00266	Noke Noke <u>and</u> ; Te Muri o Tarariki- includes R10_323- <u>Site of two historic-period Maori settlements, with including tree/s and chimney-</u>	<u>Te Muri, Mahurangi West Regional Park, 190 Ngarewa Drive Road, Mahurangi West</u>	<u>Nokenoke Block ML 80; Pt Puhoi SO 46204; Section 2 Blk IV Waiwera Survey, District SO 51002; Pt Lot 1 DP 62419; Pt Puhoi ML 139; CMA</u>	B		D	Refer to planning maps		Yes	Yes
00270	Orpheus graves Q11_357-Graves (13)- <u>from HMS Orpheus shipwreck</u>	<u>Muriwai Regional Park, Okiritoto Stream, Muriwai Regional Park, 447 Motutara Road, Muriwai Beach- Exact location unknown-</u>	Section 2 SO 65145	B		D	To be defined#		Yes	
00271	Otakamiro Pa pa Q11_146Ridge pa site with terrace/s and pit/s	<u>Muriwai Regional Park, Otakamiro Point, Muriwai Regional Park, 447 Motutara Road 3-19, Waitea Road, Muriwai Beach</u>	Pt Lot 136 DP 37374	B		D	Refer to planning maps		Yes	Yes
00272	Tipare Pa pa Q09_27Pa site with terrace/s, pit/s, midden	3588 South Head Road, South Head, Helensville	Pt Lot 1 DP 50362	B		D,H	Refer to planning maps		Yes	Yes
00273	Ngitu Pa pa Q09_26Ring-ditch pa site with terrace/s, pit/s, midden	3588 South Head Road, South Head, Helensville	Pt Lot 1 DP 50362	B		D,H	Refer to planning maps		Yes	Yes
00274	Undefended settlement site Q09_415 Settlement site with terrace/s and pit/s	3580 South Head Road, South Head, Helensville	Lot 1 DP 127829	B		D	Refer to planning maps		Yes	Yes

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00275	Pa site Q09_152Ring ditch pa site with pit/s and midden	1421 Run Road, Tapora, Wellsford	Lot 2 DP 375290	B		D,H	Refer to planning maps		Yes	Yes
00276	Pa site Q09_171 Pa with terrace/s and including fig tree/s	1421 Run Road, Tapora, Wellsford	Lot 2 DP 375290, <u>CMA</u>	B		D	Refer to planning maps		Yes	Yes
00277	Pa site Q09_36Swamp pa with pit/s and midden	90-Trig Road, South Head, Helensville	Lot 1 DP 156352	B		D,H	Refer to planning maps		Yes	Yes
00278	Kokotonui Papa Q09_400Headland pa site with terrace/s and pit/s	3401 South Head Road, South Head, Helensville	Sec 5 Blk VIII Okaka Survey District SEC 1 BLK VIII OKAKA SURVEY DISTRICT SO 37231	B		D	Refer to planning maps		Yes	Yes
00279	Te Kawau Papa Q09_29Headland pa site with terrace/s, pit/s and midden	3400 South Head Road, South Head, Helensville	Pt Lot 2 DP 127829; Road reserve	B		D	Refer to planning maps		Yes	Yes
00280	Pa site Q09_33Pa site with pit/s and midden	3400 South Head Road, South Head, Helensville	Pt Lot 2 DP 127829; <u>LOT 3 DP 127829</u>	B		D	Refer to planning maps		Yes	Yes
00281	Pa site Q09_34Pa site with terrace/s, pit/s, midden and including karaka tree/s	2911, 3192 and 3116, 3202 South Head Road, South Head, Helensville	Lot 7 DP 179864; Pt Lot 2 DP 96582; Section 22 Blk X Okaka SD; Lot 3 DP 198815;	B		D	Refer to planning maps		Yes	Yes
00282	Ihawanui Papa Q09_67Ridge pa site with terrace/s and pit/s	3116 3192 South Head Road, South Head, Helensville	Pt Lot 2 DP 96582	B		D,H	Refer to planning maps		Yes	Yes
00283	Te Kohuroa Papa Q09_719Pa site with terraces, midden and including karaka trees	434 Wharehine Road, Tauhoa, Wellsford	Pt Allotment 90 PSH of Tauhoa <u>ALLOT 90 PSH OF TAUHOA SO 66</u>	B		D	Refer to planning maps		Yes	Yes
00284	Pukekohuhu Papa Q09_48Hill pa site with terrace/s and midden	4021 Kaipara Coast Highway SH46, Mangakura, Warkworth	Pt Allotment 5 PSH of <u>Tauhou</u> Tauhoa	B		D	Refer to planning maps		Yes	Yes
00285	Pa site Q09_322Pa site with terrace/s, pit/s and midden	3716 Kaipara Coast Highway SH46, Mangakura, Warkworth	Pt Allotment 3 PSH of Tauhoa <u>SO 719</u>	B		D	Refer to planning maps		Yes	Yes
00286	Undefended settlement site Q09_323 Settlement site with terrace/s, and pit/s	3716 Kaipara Coast Highway SH46, Mangakura, Warkworth	Pt Allotment 3 PSH of Tauhoa <u>ALLOT 9 PSH OF TAUHOA SO 719</u>	B		D	Refer to planning maps		Yes	Yes
00287	Pa site Q09_325 Pa site with pit/s	3716 Kaipara Coast Highway SH46, Mangakura, Warkworth	Pt Allotment 3 PSH of Tauhoa <u>SO 719</u>	B		D	Refer to planning maps		Yes	Yes
00288	Boom Hill Pa (Boom hill) Q09_461 Ring ditch pa site with pit/s	44 Ogle Road, Mangakura, Warkworth	Allot 24 Psh of Tauhoa <u>SO 3315: ALLOT 42 PSH OF TAUHOA SO 719</u>	B		D	Refer to planning maps		Yes	Yes
00289	Pa site Q09_463 Ring ditch pa site with pit/s	44 Ogle Road, Mangakura, Warkworth	Allot 24 Psh of Tauhoa <u>ALLOT 42 PSH OF TAUHOA SO 719</u>	B		D	Refer to planning maps		Yes	Yes
00290	Pa site Q09_330 Ridge pa site with terrace/s, pit/s, midden and including karaka tree/s	1400 Kaipara Hills Road 216 Eves Road, Kaipara Hills, Warkworth	Mangakura ML 3506	B		D	Refer to planning maps		Yes	Yes
00291	Tapapanganui Papa Q09_765 Ring ditch pa site with terrace/s, pit/s and midden	426 Mainland Road, Kaipara Hills, Warkworth	Pt Allot 176 Psh of Tauhoa <u>SO 5611; Road reserve</u>	B		D	Refer to planning maps		Yes	Yes

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00292	Tauwhare Papa Q09_769 Ridge pa-site with terrace/s	426 Mainland Road, Kaipara Hills,- Warkworth	Allot 206 Psh of Tauhoa; road Road reserve	B		D	Refer to planning maps		Yes	Yes
00293	Pa site Q09_777 Ridge pa-site	426 Mainland Road, Kaipara Hills,- Warkworth	Pt Allotment 176 Psh of Tauhoa_SO 5611	B		D	Refer to planning maps		Yes	Yes
00294	Pa site R09_540 Ring ditch headland pa-site with midden	Whitmore Road, 212 Bishop Lane, Buckleton Beach,- Matakana	Pt Allot 9 Psh of Matakana- LOT 7 DP 481335; CMA	B		D	Refer to planning maps		Yes	Yes
00295	Tawharanui Papa R09_51 Headland pa-site with midden	793 Takatu Road, Tawharanui,- Matakana	Lot 1 DP 176860; Road road reserve	B		D	Refer to planning maps		Yes	Yes
00296	Pa site R09_121 Headland pa-site with terrace/s and midden	Scandrett Regional Park, 65 Scandrett Road and, Scandrett Bay, Matakana; Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay,- Matakana	Pt Allot 8 Psh of Mahurangi SO 891; Lot 1 DP 203800; CMA	B		D	Refer to planning maps		Yes	Yes
00297	Pa site R09_727 Pa-site with terrace/s	Northwest point, Motuketekete Island, Martins Bay	Motuketekete Island-Blk V- Kawau Survey District; CMA	B		D	Refer to planning maps		Yes	Yes
00298	Pa site Q09_42 Ring ditch pa-site with terrace/s, pit/s and midden	120 Trig Road, South Head,- Helensville	Section 1 Blk X Okaka Survey District PT SEC 1 BLK X OKAKA SURVEY DISTRICT SO 37227	B		D	Refer to planning maps		Yes	Yes
00299	Pa site Q09_79 Ring ditch pa-site with terrace/s, pit/s, midden and including karaka tree/s	3101 South Head Road, South Head,- Helensville	Lot 3 DP 157181	B		D,H	Refer to planning maps		Yes	Yes
00300	Te Rokotai Q09_374 including Pit/s, midden and karaka tree/s associated with pa site Q09_375	3037 South Head Road, South Head,- Helensville	Lot 2 DP 309938	B		D,H	Refer to planning maps		Yes	Yes
00301	Pa site Q09_37 Ridge peak pa-site with terrace/s and midden	2838 South Head Road, South Head,- Helensville	Lot 2 DP 339052 LOT 2 DP 473718	B		D	Refer to planning maps		Yes	Yes
00302	Pa site Q10_02 Headland pa-site with terrace/s and pit/s	Lake Ototoa Scenic Reserve, 68 Donohue Road, Waioneke,- Helensville; Lake Ototoa Scenic Reserve	Lot 1 DP 99409; Allotment 86 Psh of Waioneke ALLOT 86 PSH OF WAIONEKE SO 54393; PART OTATOA LAKE BED SURVEY OFFICE PLAN 59921	B		D,H	Refer to planning maps		Yes	Yes
00303	Pa site Q10_03 Headland pa-site with terrace/ and pit/s	Lake Ototoa Scenic Reserve, 68 Donohue Road, Waioneke,- Helensville; Lake Ototoa Scenic Reserve	Lot 1 DP 99409; Allotment 86 Psh of Waioneke ALLOT 86 PSH OF WAIONEKE SO 54393; PART OTATOA LAKE BED SURVEY OFFICE PLAN 59921	B		D,H	Refer to planning maps		Yes	Yes

00304	Pa site Q10_04 Headland-pa site with terrace/s, pit/s and midden	Lake Ototoa Scenic Reserve, 32 Donohue Road, Waioneke, Helensville; Lake Ototoa Scenic Reserve	Lot 1 DP 194141; Allotment 85 Psh of Waioneke ALLOT 85 PSH OF WAIONEKE SO 54393; PART OTATOALAKE BED SURVEY OFFICE PLAN 59921	B		D,H	Refer to planning maps		Yes	Yes
00305	Pa site Q10_22 Ring ditch pa site with pit/s and terrace/s	170 Fuller Road, Waioneke, Helensville	Allotment 48 Psh of Waioneke SO 33495	B		D,H	Refer to planning maps		Yes	Yes
00306	Pa site Q10_23 Hilltop ring ditch pa with terrace/s and midden	288 Fuller Road, Waioneke, Helensville	Lot 1 DP 31846 488137	B		D	Refer to planning maps		Yes	Yes
00307	Pa site Q10_640 Headland pa site with midden	146 Fuller Road, Waioneke, Helensville	Allot 46 Psh of Waioneke SO 33495	B		D,H	Refer to planning maps		Yes	Yes
00308	Pa site Q10_25 Ridge pa site with terrace/, pit/s and midden	Fuller Road, Waioneke, Helensville	Lot 6 DP 146453; Road-reserve	B		D	Refer to planning maps		Yes	Yes
00309	Pa site Q10_39 Pa site with pit/s and midden	Fuller Road, Waioneke, Helensville	Lot 6 DP 146453	B		D	Refer to planning maps		Yes	Yes
00310	Pa site Q10_27 Headland/ridge peak pa with terrace/s and midden	2176 South Head Road, Waioneke, Helensville	Lot 2 DP 34091; Road-reserve; Waioneke-Marginal Strip CROWN LAND BLK III WAIONEKE SURVEY DISTRICT; CMA	B		D	Refer to planning maps		Yes	Yes
00311	Pa site Q10_28 Ridge peak pa with terrace/s, pit/s and midden	2027 South Head Road, Waioneke, Helensville	Lot 9 DP 31846	B		D	Refer to planning maps		Yes	Yes
00312	Waioneke Papa Q10_32 Ridge peak ring ditch pa site with terrace/s, pit/s, midden and burials	33 and 43 Monk Road, Waioneke, Helensville	Lot 2 DP 321477; Lot 3 DP 321477	B		D	Refer to planning maps		Yes	Yes
00313	Pa site Q10_56 Pa site with terrace/s, pit/s and midden	2027 South Head Road, Waioneke, Helensville	Lot 9 DP 31846	B		D	Refer to planning maps		Yes	Yes
00314	Poaute Pa pa site Q10_10 Gunfighter ridge pa site with terrace/s, pit/s and midden	224 and 228 Wilson Road, Mairatahi, Helensville	Lot 4 DP 190403; Lot 1 DP 202004; Lot 1 DP 195026; SEC 1 SO 69391; LOT 3 DP 190403; road reserve	B		D,H	Refer to planning maps		Yes	Yes
00315	Pa site Q10_11 Ridge pa site with terraces, pit/s and midden	Te Kanae Road, Mairatahi, Helensville	Lot 2 DP 340383 LOT 2 DP 468653	B		D,H	Refer to planning maps		Yes	Yes
00316	Pa site Q10_12 Ring ditch pa site with terrace/s, pit/s and midden	94 Te Kanae Road, Mairatahi, Helensville	Pt Lot 1 DP 28697	B		D,H	Refer to planning maps		Yes	Yes
00317	Pa site Q10_34 Ridge pa site with terrace/s, pit/s and midden	2027 South Head Road; and McLeod Road, Waioneke, Helensville	Road-reserve; Lot 9 DP 31846; Sec 8 Blk III Waioneke Survey District SO 21271; Allotment 4 Psh of Mairatahi ALLOT 4 PSH OF MAIRETAHI SO 21271	B		D,H	Refer to planning maps		Yes	Yes
00318	Pa site Q10_57 Ridge pa site with terrace/s and pit/s	2027 South Head Road, Waioneke, Helensville	Lot 9 DP 31846	B		D,H	Refer to planning maps		Yes	Yes
00319	Pa site Q10_356 Ridge pa site with terrace/s and pit/s	McLeod Road, Waioneke, Helensville	Lot 1 DP 44956	B		D,H	Refer to planning maps		Yes	Yes

00320	Pa site Q10_411Headland pa site with terrace/s, pit/s, midden and including karaka tree/s	275 Mairerahi Road, Mairerahi, Helensville	Pt Mairerahi MAIRETAHI BLOCK ML 4: CMA	B		D	Refer to planning maps		Yes	Yes
00321	Opanui Papa Q10_13Pa site with terrace/s and pit/s	320 Wilson Road, Mairerahi, Helensville	Pt Lot 8 DP 44956	B		D,H	Refer to planning maps		Yes	Yes
00322	Pa site Q10_310Ridge pa site with terrace/s and pit/s	Wilson Road, Mairerahi, Helensville	Lot 1 DP 313739	B		D,H	Refer to planning maps		Yes	Yes
00323	Te Tuki Papa Q10_9Pa site with terrace/s, pit/s and midden	Wilson Road, Mairerahi, Helensville	Lot 2 DP 202134, CMA	B		D,H	Refer to planning maps		Yes	Yes
00324	Pa site Q10_30Ridge pa site with terrace/s, pit/s and midden	Kaikioire Creek Marginal Strip , Crosland Road, Mairerahi	Lot 4 DP 392285; Kaikioire Creek Marginal Strip CROWN LAND SO 36459	B		D,H	Refer to planning maps		Yes	Yes
00325	Pa site Q10_303Ridge pa site with terrace/s, pit/s and including karaka trees	Crosland Road, Mairerahi	Lot 4 DP 392285	B		D,H	Refer to planning maps		Yes	Yes
00326	Pa site Q09_720Pa site with pit/s and midden	2791 Kaipara Coast Highway, Glorit	Pt Mataia DP 11371	B		D	Refer to planning maps		Yes	Yes
00327	Huikarokaro Papa Q09_721Ridge pa site with terrace/s, pit/s and midden	2791 Kaipara Coast Highway, Glorit	Pt Mataia DP 11371	B		D	Refer to planning maps		Yes	Yes
00328	Pa site Q09_474Ridge Pa site with terrace/s, pit/s and midden	Kaipara Coast Highway, Araparera	Lot 1 DP 177643; Lot 1 DP 412240	B		D	Refer to planning maps		Yes	Yes
00329	Mouhara Pa Q10_743Pa site with terraces and midden	2441 Kaipara Coast Highway, 60 Barr Road, Kakanui	Lot 1 DP 402512	B		D	Refer to planning maps		Yes	Yes
00330	Oyster Point Pa site (Oyster Point) Q10_49Ridge pa site with terrace/s, pit/s and midden	413 Jordan Road, Makarau	Lot 2 DP 374680	B		D,H	Refer to planning maps		Yes	Yes
00331	Te Papa Papa Q10_52Ridge pa site with terrace/s, midden and including karaka trees	225 Jordan Road, Makarau; and 413 Jordan Road, Makarau; 413 Jordan Road, Makarau; Oyster Point Road	Lot 2 DP 313091; Lot 5 DP 313091; Lot 2 DP 374680; Road reserve	B		D,H	Refer to planning maps		Yes	Yes
00332	Pa site Q10_512Ridge pa site with pit/s and midden	408B Oyster Point Road, Makarau	Lot 5 DP 317983	B		D	Refer to planning maps		Yes	Yes
00333	Pa site Q10_515Ridge pa site with terrace/s, pit/s and midden	17E Oyster Point Road West, Kaukapakapa	Lot 4 DP 320085	B		D,H	Refer to planning maps		Yes	Yes
00334	Pa site Q10_59 Ridge pa site	344 Makarau Road, Makarau	Pt Allotment 32 Psh of Makarau DP 8060; LOT 3 DP 475858, Pt Allotment 21 Psh of Makarau; Road reserve	B		D,H	Refer to planning maps		Yes	Yes
00335	Pa site Q10_60	1 Tahekerua Road and Makarau Road, Makarau; 344 Makarau Road	Lot 9 DP 438073; Allotment N20 Psh of Makarau LOT 3 DP 475858	B		D	Refer to planning maps		Yes	Yes

00336	Te Whau Pa R10_2 R40_02 Ridge pa site with terrace/s, pit/s, midden and including karaka trees	105 Jervis Road and; 865, 983, and 983C Hibiscus Coast Highway, Hatsfields-Beach, Waiwera	Lot 2 DP 207906; Lot 4 DP 496111; Lot 1 DP 503426206283; Lot 8 DP 50326; Lot 1 DP 150277; Lot 7 DP 187866	B		D	Refer to planning maps		Yes	Yes
00337	Pa site (Ruarangi-haerere) Q10_61 Ridge pa site with terrace/s, pit/s, rua and midden	21 Lyon Road and 134 McPike Road, Woodhill	Lot 2 DP 181896; Lot 3 DP 496111; Road reserve LOT 1 DP 138527	B		D	Refer to planning maps		Yes	Yes
00338	Oaua Point pa Pa R09_34 Headland pa site with terrace/s and midden	700 Pukapuka Road, Pukapuka	Allotment 127 PSH OF Mahurangi ALLOT 127 PSH OF MAHURANGI SO 850C; CMA	B		D	Refer to planning maps		Yes	Yes
00339	Pa site R09_40 Headland pa with terrace/s and midden	700 Pukapuka Road, Pukapuka	Allotment 127 PSH OF Mahurangi ALLOT 127 PSH OF MAHURANGI SO 850C; CMA	B		D,H	Refer to planning maps		Yes	Yes
00340	Undefended settlement site R09_45 Settlement site with terrace/s, pit/s and midden	700 Pukapuka Road, Pukapuka	Allotment 127 PSH OF Mahurangi ALLOT 127 PSH OF MAHURANGI SO 850C	B		D,H	Refer to planning maps		Yes	Yes
00341	Pa site R09_46 Headland pa site with midden	700 Pukapuka Road, Pukapuka	Allotment 127 PSH OF Mahurangi ALLOT 127 PSH OF MAHURANGI SO 850C	B		D	Refer to planning maps		Yes	Yes
00342	Pa site R09_49 Headland pa site with midden and burial	700 Pukapuka Road, Pukapuka	Allotment 127 PSH OF Mahurangi ALLOT 127 PSH OF MAHURANGI SO 850C; CMA	B		D,H	Refer to planning maps		Yes	Yes
00343	Pa site R09_76 Headland pa site with midden	Esplanade Reserve; 453 Mahurangi West Road, Mahurangi West; Marginal strip	Lot 1 DP 152608; Lot 8 DP 152608; CMA	B		D,H	Refer to planning maps		Yes	Yes
00344	Pa site R10_164 Ridge pa site	184 Hungry Creek Road, Mahurangi West	Pt Puhoi ML 139	B		D	Refer to planning maps		Yes	Yes
00345	Pa site Q10_301 Ridge pa site with terrace/s, midden and including karaka trees	865 Wilson Road, Mairatahi	Lot 4 DP 206019	B		D,H	Refer to planning maps		Yes	Yes
00346	Pa site Q10_302 Ridge pa site with terrace/s and pit/s	Crosland Road, Mairatahi	Lot 4 DP 392285	B		D,H	Refer to planning maps		Yes	Yes
00347	Auhine pa Pa Q10_238 Ridge pa site with terrace/s, pit/s and midden	9 Slater Road, Mairatahi and 544 South Head Road, Parkhurst	Lot 2 DP 208382; Pt Otakanini Topu PT OTAKANINI-TOPU BLOCK ML 14113/2	B		D	Refer to planning maps		Yes	Yes
00348	Pa site Q10_250 Ring ditch pa site with terrace/s, pit/s and midden	45 Slater Road, Mairatahi	Lot 1 DP 189686	B		D,H	Refer to planning maps		Yes	Yes
00349	Pukehutu pa Pa Q10_132 Hilltop pa site with midden and including karaka trees	Tarawera Road, Parkhurst; Helensville	Pt Otakanini Topu PT OTAKANINI-TOPU BLOCK ML 14113/2; Road reserve	B		D,H	Refer to planning maps		Yes	Yes
00350	Mataia pa Pa Q10_201 Ridge pa site with terrace/s, pit/s and including karaka trees	544 South Head Road, Parkhurst	Pt Otakanini Topu PT OTAKANINI-TOPU BLOCK ML 14113/2	B		D,H	Refer to planning maps		Yes	Yes

00351	Kaituna Pa Q10_225Pa site with terrace/s, pit/s and midden	544 South Head Road, Parkhurst	Pt Otakanini Topu PT OTAKANINI-TOPU BLOCK ML 14113/2	B		D,H	Refer to planning maps		Yes	Yes
00352	Piopio pa Pa Q10_231Ridge pa site with terrace/s, pit/s, midden and including karaka trees	544 South Head Road, Parkhurst	Pt Otakanini Topu PT OTAKANINI-TOPU BLOCK ML 14113/2	B		D,H	Refer to planning maps		Yes	Yes
00353	Pa site Q10_233Ridge pa site with terrace/s, pit/s and midden	544 South Head Road, Parkhurst	Pt Otakanini Topu PT OTAKANINI-TOPU BLOCK ML 14113/2	B		D	Refer to planning maps		Yes	Yes
00354	Pa site Q10_246Ridge pa site with terrace/s, pit/s and midden	9-Slater Road, Mairetahi	Lot 2 DP 208382	B		D,H	Refer to planning maps		Yes	Yes
00355	Koiawaiti pa Pa Q10_178Ridge pa site with terrace/s, pit/s, midden and including karaka trees	544 South Head Road, Parkhurst	Pt Otakanini Topu PT OTAKANINI-TOPU BLOCK ML 14113/2	B		D,H	Refer to planning maps		Yes	Yes
00356	Otakanini pa Pa Q10_44Ring ditch pa site with terrace/s, pit/s and midden	198 Haranui Road, Haranui	Otakanini G1B Block ML 14506; Rroad reserve; CMA	B		D	Refer to planning maps		Yes	Yes
00357	Pa site Q10_131Ring ditch pa site with terrace/s, pit/s, midden and including karaka trees	11 Evans Road and Parkhurst; 219 South Head Road, Parkhurst	Pt Section 3 Blk IX Kaipara SD PT SEC 3 BLK IX KAIPARA SURVEY DISTRICT SO 2167/1; Lot 1 DP 110316	B		D	Refer to planning maps		Yes	Yes
00358	Pa site Q10_735Headland pa site with pit/s and midden	West Road and McLachlan Road, Kaukapakapa	Lot 2 DP 419827; Pt Allotment 68 Psh of Kaukapakapa PT ALLOT 68 PSH OF KAUKAPAKAPA DP 23216	B		D	Refer to planning maps		Yes	Yes
00359	Oparuparu Pa Q10_53Ring ditch pa site with terrace/s and burial	Haranui Road, Haranui	Otakanini C2A,BLK ML 15513; Otakanini C2B1B BLK ML 15513	B		D	Refer to planning maps		Yes	Yes
00360	Kaea Trig Pa site (Kaea Trig)- Q10_121Ridge pa site with terrace/s, pit/s and burial	Evans Road and Parkhurst; 368-Evans Road, Parkhurst; Road reserve; 244 Evans Road, Parkhurst	Section 2A Blk XIII Kaipara SD SURVEY DISTRICT SO 2167/3; Pt Section 14 Blk XIII Kaipara SD SURVEY DISTRICT SO 2167; Road road reserve; Lot 1 DP 116719	B		D,H	Refer to planning maps		Yes	Yes
00361	Pa site Q10_127Ridge pa site with terrace/s and pit/s	368-Evans Road, Parkhurst	Section 4 Blk XII Kaipara SD LOT 2 DP 464186	B		D,H	Refer to planning maps		Yes	Yes
00362	Te Pua a Te Marama Q10_534 & Q10_536Contact period Maori house site; ridge pa site with pit/s, midden and including karaka trees; associated undefended settlement with terrace/s and pit/s	501-Fordyce Road, Te Pua	LOT 4 DP 487154; Lot 12-DP 446324; Lot 1 DP 25739; Lot 2 DP 34039	A*	Entire site	A,D,E,F,G	Refer to planning maps		Yes	Yes
00363	Pa site (Te Hoki) Q10_537Ridge pa site with terrace/s, pit/s and midden	Fordyce Road, Te Pua	Lot 1 DP 25739	B		D,H	Refer to planning maps		Yes	Yes
00364	Pa site Q10_558Ring ditch pa site with terrace/s, pit/s and midden	173-Bradly Road, Ohirangi	Pt Lot 4 DP 11361	B		D,H	Refer to planning maps		Yes	Yes
00365	Pa site Q10_599Ridge pa site with terrace/s, pit/s, midden and including karaka trees	36 Goudie Road and Te Pua; Rimmer Road, Te Pua	Lot 3-DP 387632; Lot 2 DP 58235; Lot 5 DP 34039; LOT 2 DP 497902	B		D,H	Refer to planning maps		Yes	Yes

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00366	Pa site Q10_602Ring ditch ridge pa site with terraces	36 Goudie Road, Te Pua	Lot 3 DP 387632; LOT 2 DP 497902	B		D,H	Refer to planning maps		Yes	Yes
00367	Te Pua a Te Marama Pa Q10_605 Ridge pa site with terrace/s, pit/s, midden and including karaka trees.	Fordyce Road, Te Pua	Lot 12 DP 446324 LOT 4 DP 487154	B		D,H	Refer to planning maps		Yes	Yes
00368	Pa site Q10_54 Pa site with pit/s	482 Pinchgut Road, Kaukapakapa Kaipara Coast Highway, Punganui	Pt Allotment 68 PSH OF Kaukapakapa LOT 6 DP 474061	B		D	Refer to planning maps		Yes	Yes
00370	Pa site Q10_90Ring ditch ridge pa site with terrace/s, pit/s, midden and including karaka trees	1685 State Highway 16, Wharepapa	Pt Lot 4 DP 15476	B		D,H	Refer to planning maps		Yes	Yes
00371	Pa site Q10_103Ring ditch ridge pa site with terrace/s, pit/s, midden and including karaka trees	125 Hutchinson Road, Wharepapa	Lot 5 DP 356806	B		D,H	Refer to planning maps		Yes	Yes
00372	Pa site Q10_760Spur end ridge pa site with terrace/s, pit/s and midden	Eastern Boundary Road, Wharepapa and 417 Rimmer Road, Te Pua	Pt Lot 1 DP 138527	B		D	Refer to planning maps		Yes	Yes
00373	Pa site Q10_64Ridge pa site with terrace/s, pit/s and including karaka trees	1331 State Highway 16, Woodhill and 417 Rimmer Road, Te Pua	Lot 2 DP 73050; Pt Lot 1 DP 138527	B		D	Refer to planning maps		Yes	Yes
00374	Pa site Q10_483Ridge pa site with terrace/s, pit/s and including karaka trees	202 McPike Road, Woodhill and 417 Rimmer Road, Te Pua	Pt Hanekau BLK B2A ML 9038; Pt Lot 1 DP 138527	B		D,H	Refer to planning maps		Yes	Yes
00375	Pa site Q10_486Ridge pa site with terrace/s, pit/s and midden	202 McPike Road, Woodhill	Pt Lot 1 DP 21004 LOT 4 DP 437874	B		D,H	Refer to planning maps		Yes	Yes
00376	Pa site Q10_487 Ridge pa with pit/s	McPike Road, Woodhill	Ururua 1A1 PART URURUA 1A NO 1 BLOCK ML 8438	B		D,H	Refer to planning maps		Yes	Yes
00378	Korekore pa Pa Q11_5Ridge pa site with terrace/s, pit/s and burial	173D Fletcher Road, Woodhill	Lot 9 DP 211025	B		D	Refer to planning maps		Yes	Yes
00379	Tukautu pa Pa Q11_4 Ridge pa site with pit/s	75, 103, 107 and 111 Motutara Road, Muriwai Beach	Pt Lot 1 DP 32415; Lot 5 DP 19211; Lot 6 DP 19211; LOT 4 DP 19211	B		D	Refer to planning maps		Yes	Yes
00381	Pa site R08_24Pa site with terrace/s and pit/s	Rahuikiri Road 991 Pakiri Block Road, Pakiri, Wellsford	Lot 2 DP 408433	B		D,H	To be defined#		Yes	Yes
00382	Undefended settlement site R08_25 Settlement site with terrace/s and pit/s	529 Rahuikiri Road, Pakiri, Wellsford	Lot 3 DP 171609; Lot 2 DP 408433	B		D	To be defined#		Yes	Yes
00383	Piriraupi pa Pa Q11_89Ridge pa site with terrace/s and pit/s	223 Constable Road, Motutara	Lot 2 DP 190087 LOT 4 DP 464026	B		D	Refer to planning maps		Yes	Yes
00384	Parawai pa Pa Q11_116Ring ditch pa site with terrace/s	175 Bethells Road, Bethells	Lot 1 DP 206105	B		D	Refer to planning maps		Yes	Yes
00385	Kauwahaia pa Pa Q11_3Q11_03Island pa site with terrace/s, pit/s and midden	ML 14430, Kauwahaia-Kauwahaia Island, Motutara	Waitakere-Kauwahaia Island ML 14430	B		D,H	Refer to planning maps		Yes	Yes

00386	Kotau/Erangi pa Pa Q11_46Headland-pa-site-with terrace/s and midden	315 Bethells Road, Waitakere	Pt Waitakere BLK 1B1 DP 24975; CMA	B		D,H	Refer to planning maps		Yes	Yes
00387	Pa site Q09_58Ridge pa-site-with terrace/s, midden and including karaka trees	Run Road, Tapora	Section 6 Blk I Tauhoa SD SEC 6 BLK I TAUHOA SURVEY DISTRICT SO 55339	B		D	Refer to planning maps		Yes	Yes
00388	Undefended settlement site-Q09_174 Settlement site with terrace/s, pit/s and midden	1250 Burma Road and, Tapora, Wellsford; 1280 Run Road, Tapora, Wellsford	Lot 6 DP 166618; Lot 7 DP 166618; Road reserve	B		D	Refer to planning maps		Yes	Yes
00389	Ohoapewa pa Pa Q09_491-Pa site with terrace/s	115 Harataua Road, Port Albert	Lot 5 DP 196836; CMA	B		D	Refer to planning maps		Yes	Yes
00390	Pa site Q09_45Pa site with terrace/s and pit/s	856 Wharehine Road, Wharehine; and Wharehine Road, Wharehine	Lot 2 DP 183778; Lot 5 DP 207828	B		D	Refer to planning maps		Yes	Yes
00391	Heretoka pa Pa Q09_300Headland pa-site with terrace/s, pit/s and midden	Atiu Regional Park, Mullet Creek, Run Road, Tapora	Lot 2 DP 370114; CMA	B		D,H	Refer to planning maps		Yes	Yes
00392	Pa site Q09_301, Q09_46Pa site with terrace/s, pit/s and midden	Atiu Regional Park, Run Road, Tapora	Lot 2 DP 370114	B		D,H	Refer to planning maps		Yes	Yes
00393	Pa site Q09_297Defended headland pa-site with terrace/s	Atiu Regional Park, Run Road, Tapora	Lot 2 DP 370114; CMA	B		D,H	Refer to planning maps		Yes	Yes
00394	Pa site R09_169Headland pa-site with terrace/s, pit/s and midden	52 Kauri Drive, Sandspit 74 Kōkihi Lane, Snells Beach	Lot 2 DP 105559; Lot 3 DP 101669; CMA	B		D,H	Refer to planning maps		Yes	Yes
00395	Pa site RO9_1R09_01Headland pa-site with terrace/s and midden	1/286 317 Rahuikiri Road, Pakiri	Pakiri A Block ML 13437	B		D	Refer to planning maps		Yes	Yes
00396	Te Kiri's pa Pa R09_707Hilltop pa-site with terrace/s and midden	Pakiri Regional Park, M Greenwood Road; 1066 Pakiri Road; Witten Road, Pakiri	Lot 11 DP 312790; Allotment 49 Psh of Pakiri SEC 49 PSH OF PAKIRI SO 5563; Lot 10 DP 312790; Allotment 33 Psh of Pakiri PT ALLOT 33 PSH OF PAKIRI SO 4805; Road reserve	B		D	Refer to planning maps		Yes	Yes
00397	Pa site R09_808Ridge pa-site with terrace/s, pit/s and midden.	302 Pakiri River Road, Pakiri, Wellsford	Taumata A Block ML 14734; SEC 1 SO 442817	B		D	Refer to planning maps		Yes	Yes
00398	Okakari Point pa Pa R09_404 Headland pa-site with terrace/s and midden	Okakari Point, 566 Pakiri Road M Greenwood Road, Pakiri	Lot 2 DP 206283; CMA	B		D	Refer to planning maps		Yes	Yes
00399	Pukematekeo (Sugarloaf Mountain) pa Pa R09_544Hill pa-site with terrace/s, pit/s, midden and including karaka trees	1024, 1072, 1074 and 1080 Leigh Road, Matakana	Lot 2 DP 316080; Lot 1 DP 204809; Lot 2 DP 202167; Lot 2 DP 409615 LOT 2 DP 495115	B		D	Refer to planning maps		Yes	Yes
00400	Parapara pa Pa R09_53 Headland pa-site with midden	687 Leigh Road, Whangateau	Pt Allotment 29 PSH OF Omaha; Marginal strip SO 876; road reserve; CMA	B		D	Refer to planning maps		Yes	Yes

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00401	Te Kie Point pa Pa R09_534 Ring-ditch-headland-pa site with terrace/s and midden	305 Mangatawhiri Road, Omaha;- Broadlands Drive,-	Lot 8 DP 207879; Lot 1 DP 206523; CMA	B		D	Refer to planning maps		Yes	Yes
00402	Pa site R10_87 Headland-pa site with terrace/s and midden	4472- Coal Mine Bay, 1162 Whangaparaoa Road, Tindalls Beach Coal Mine Bay	Lot 2 DP 98532; Marginal-strip LOT 3 DP 98532	B		D,H	Refer to planning maps		Yes	Yes
00403	Pa site R10_100 Ring-ditch-pa site with terrace/s and midden	198 Pinecrest Drive, Hobbs Bay; 29- Island View Drive,- Okeremai Bay	Lot 1 DP 152517; Lot 194 DP112758	B		D,H	Refer to planning maps		Yes	Yes
00404	Pa site R10_105 Ring-ditch-pa site with terrace/s and midden	Mollyhawk Reserve, Mollyhawk Rise, Arkles Bay	Lot 103 DP 125800; Lot 110 DP125800	B		D,H	Refer to planning maps		Yes	Yes
00405	Pa site R10_102 Headland-pa site with terrace/s and midden	East Avenue (adjacent to 4 and 6- East Point) Avenue, Manly	Lot 3 DP 356951; CMA	B		D,H	Refer to planning maps		Yes	Yes
00425	Sandstone setts	Matakana Valley Road, Matakana	Road reserve	B		A,D,E,F	Refer to planning maps		Yes	
00426	Big Omaha wharf Wharf, including and shed	Big Omaha Wharf Road, Whangateau Harbour	CMA; road reserve	B		A,B,D,F,H	Refer to planning maps			
00427	Coatesville Settlers' Hall	4 Mahoenui Valley Road, Coatesville Recreation Reserve,- Coatesville		B		A,B,D,H	Refer to planning maps	Interior of building(s)		
00428	The Retreat (Underwood House) The Retreat/Underwood House	469 State Highway 1, Te Hana	Pt Lot 1 DP 93486 (2.9498HA)	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00429	St Cuthbert's Presbyterian Church	18 North Crescent, Kaukapakapa	Lot 2 DP 145766 (0.0853HA)	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00430	Kaukapakapa Hall and Library	947 Kaipara Coast Highway, Kaukapakapa	SEC 1 SO 379863	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00431	Henley House	887 Kaipara Coast Highway, Kaukapakapa	Lot 1 DP 342285 (4.4146HA)	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00432	St Clement's Anglican Church (former)	45 and 47 South Avenue, Kaukapakapa	ALLOT 162 PSH OF ARARIMU SO 27223; Pt Allot 12 Psh Of Ararimu (0.0749HA) road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00433	Petrol Filling Station filling station (former)	1591 Kahikatea Flat Road, Kaukapakapa	Lot 1 DP 189527 (0.231HA)	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		

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00434	Kaukapakapa Church, including Graveyard and Hall, graveyard and hall	4 and 8 Peak Road, Kaukapakapa	Pt Allot 13 SO 1036 (0-2668HA); PT ALLOT 13 PSH OF ARARIMU DP 1036; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00437	Kaukapakapa World War I Memorial (school)	Kaukapakapa School, 977 Kaipara Coast Highway, Kaukapakapa	PART ALLOT 13 PSH OF KAUKAPAKAPA	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00438	Stone Monument Kaukapakapa Centennial Monument	Corner Intersection of Kahikatea Flat Road and Kaipara Coast Highway, Kaukapakapa (in-road reserve)		B		A,B,D,F,H	Refer to planning maps			
00439	Ambury House	11 Fordyce Road, Parakai	Lot 4 DP 130503 (9-991HA)	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00440	Craigwell House	443-447 Parkhurst Road, Parakai 141 and 143 Parkhurst Road, Parakai	PT LOT 2 DP 3689; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00441	Fordyce Home	116 Fordyce Road, Parakai	LOT 8 DP 65506	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00442	Presbyterian Church	165 Parkhurst Road, Parakai	PT LOT 2 DP 3689	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00443	Parakai Domain War Memorial	Parakai Domain Recreation Reserve, 150 Parkhurst Road, Parakai Domain, Parakai	SEC 1 SO 439999	B		A,B,D,F,H	Refer to planning maps			
00444	Residence	21 Railway Street, Helensville	PT LOT 4A DEEDS PLAN 18/1	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00445	Residence	23 Railway Street, Helensville	PT LOT 4A DEEDS PLAN 18/1	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00446	Helensville Slaughterhouse-slaughterhouse	17A Pipitiwai Drive, Helensville	LOT 2 DP 386350	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00447	The Old Convent	2B McLeod Street, Helensville		B		A,D,F	Refer to planning maps	Interior of building(s)		
00448	Isaac McLeod's House	1 Mill Road, Helensville	LOT 1 DP 318833; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00449	Kaipara Guest House	2395 State Highway 16, Parakai		B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00450	St Joseph's Catholic Church	2 Kowhai Street, Helensville	LOT 1 BLK 10 DP 214	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		

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00451	Cameron Shops	81-85 Commercial-Road 81, 83 and 85 Commercial Road, Helensville	<u>LOT 2 DP 20150; LOT 3 DP 20150; road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00452	Union Bank of Australia/ Australia and New Zealand Bank	130 Commercial Road, Helensville	<u>LOT 1 DP 158813; road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00453	Dr Meinhold's Helensville Hospital (House B)	27 Garfield Road, Helensville		B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00454	Becroft Family Home	22 Garfield Road, Helensville		B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00455	Captain Rawson's House	35 Garfield Road, Helensville	<u>LOT 1 DP 129175</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00456	Residence	68-70 68 and 70 Garfield Road, Helensville	<u>PT LOT 9 DP 278; PT LOT 8 DP 278; road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00457	Police House <u>house</u>	12 Rimu Street, Helensville	<u>LOT 1 DP 180401</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00458	Malolo House	110 Commercial Road, Helensville	<u>PT WHENUAHOU BLK</u>	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00459	Residence	33 Garfield Road, Helensville	<u>LOT 4 DP 3900</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00460	Residence	51 Garfield Road, Helensville		B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00461	Residence	58 Garfield Road, Helensville	<u>LOT 3 DP 278</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00462	Residence	4 Gow Street, Helensville	<u>PART OTAMATENU! BLOCK & PART WIOMU BLOCK; road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00463	St Andrew's Presbyterian Church <u>manse (former)</u> Youth Centre	39 Garfield Road, Helensville	<u>LOT 1 DP 416210</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00464	St Andrew's Presbyterian Church (1883 part only)	39A Garfield Road, Helensville	<u>LOT 2 DP 416210</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00465	Residence	11 Gow Street, Helensville	<u>LOT E DEEDS PLAN P74</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00466	Residence	17 Karaka Street, Helensville	<u>LOT 1 BLK III DP 169; LOT 2 BLK III DP 169; road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		

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00467	Residence	7 Porter Crescent, Helensville	<u>LOT 24 DP 4614</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00468	Church of Christ-/Forester's Hall (former)	124 Commercial Road, Helensville	<u>LOT 9 DEEDS PLAN 36; road reserve</u>	B		A,B,D,H	Refer to planning maps	Interior of building(s)		
00469	Old-Methodist Church (former)	118 Commercial Road, Helensville	<u>LOT 11 DEEDS PLAN 36; road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00470	Helensville Courthouse	98 Mill Road, Helensville	<u>LOT 2 DP 195488</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00471	Kaipara Medical Centre	51 Commercial Road, Helensville	<u>LOT 2 DP 28569; road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00472	Grand Hotel	1 Bridge Railway Street, Helensville	<u>LOT 2 DP 47569; road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00473	Helensville Post Office	102-104-Commercial Road, Helensville	<u>SEC 19 BLK XIV KAIPARA SURVEY DISTRICT SO 32673</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00474	Old-Helensville South Bakery butchery (former)	7 Commercial Road, Helensville	<u>LOT 1 DP 16950; road reserve</u>	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00475	Bank of New Zealand Building	108 Commercial Road, Helensville	<u>PT TE REWAREWA DP 9944; SEC 13 BLK XIV KAIPARA SURVEY DISTRICT SO 18379; road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00476	Regent Theatre	14 Garfield Road, Helensville	<u>LOT 1 DP 24368</u>	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00477	Helensville Railway Station	<u>2 and 18-20 Railway Street, Helensville</u>	<u>LOT 1 DP 154834; SEC 1 SO 69924; rail corridor</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00478	Dr Meinhold's Helensville Hospital (former-Heuse-A)	23 Garfield Road, Helensville		B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00479	Te Makiri	44 Rogan Avenue, Helensville	<u>LOT 3 DP 45125</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
00480	Residence	11 Kowhai Street, Helensville	<u>PT LOT 7 BLK IV DP 214</u>	B		A,B,D,H	Refer to planning maps	Interior of building(s)		
00481	St Martin's Church	912 State Highway 16, Waimauku	<u>PT WAIKOUKOU BLK 2B DP 458781; road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		

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00482	Huapai Tavern	302- 301 Main Road, Huapai	<u>LOT 1 DP 147550; LOT 2 DP 458781; road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00483	Kumeu Railway Station Goods Shed-goods shed	37 Main Road, Kumeu	<u>LOT 6 DP 159039; rail corridor</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00484	Foresters' Arms (former)/Riverhead Hotel (Forester's Arms)	33 York Terrace, Riverhead	<u>LOT 3 DP 116247; road reserve</u>	B	Historic portion of tavern building (as shown in Schedule 14.23)	A,B,D,F,H	Refer to Schedule 14.23	Interior of building(s); buildings and structures that are not the primary feature	Yes	
00485	Appletree Cottage and former US-United States Army Base (former)	4 Anderson Road, Warkworth-Matakana	<u>LOT 1 DP 319755; LOT 2 DP 468892</u>	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00486	Wech House (former)	1212 State Highway 1, Pohuehue		B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00487	Shaw House (former)	1472 State Highway 1, Warkworth	<u>LOT 2 DP 128205</u>	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00488	Scandrett Homestead homestead	<u>Scandrett Regional Park, 114 Scandrett Road, Scandrett Regional Park, Scandrett Bay</u>	<u>LOT 1 DP 203800</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
00489	Graveyard, including trees and structures	Adjacent to 357 Ridge Road, Mahurangi-East-Scotts Landing	<u>PT ALLOT 202 PSH OF MAHURANGI SO 17333; PT ALLOT 9 PSH OF MAHURANGI SO 1110F</u>	B		A,H	Refer to planning maps		Yes	
00490	Jones Homestead homestead	<u>Tawharanui Regional Park, 1181 Takatu Road, Tawharanui Regional Park, Tawharanui</u>	<u>PT TAWHARANUI ML 1874</u>	B		A,B,D,F	Refer to planning maps	Interior of building(s)		
00491	Bluebell Point historic settlement including midden and boatyard site R09_235 Midden; historic settlement and boatyard site	<u>Tawharanui Regional Park, Bluebell Point, Tawharanui Regional Park, 1181 Takatu Road, Tawharanui</u>	<u>Pt Tawharanui ML 1874; CMA</u>	B		A,C,D,H	Refer to planning maps			Yes
00492	<u>Matatuahu graves R09_264, including historic settlement and macrocarpa tree</u> Graves	Matatuahu Point, Tawharanui Regional Park, Tawharanui Peninsula		B		A,B,C,D,F,H	Refer to planning maps			Yes

00493	Mataia Homestead, including and Gardner brickworks site	2791 Kaipara Coast Highway, Glorit	Pt Mataia DP 11371	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
00494	Bow-string arch bridge	Adjacent to 2008 Kaipara Coast Highway, Kakanui	Road reserve	B		A,B,D,E,F,H	Refer to planning maps			
00495	Mahurangi West Hall (former school)	401 Mahurangi West Road, Mahurangi West	SEC 40 BLK XV MAHURANGI SURVEY DISTRICT SO 3504	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00496	Rodmersham	Mahurangi Regional Park, Martins Bay Road, Martins Bay	LOT 4 DP 28362; CMA	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00497	Couldrey House	Wenderholm Regional Park, 37 22 Schischka Road (also known as 37 Shischka Road), Wenderholm Regional Park, Wenderholm	PT PUHOI DP 11077	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
00498	Old-Sullivan Homestead (former)	Mahurangi Regional Park, 190 Ngarewa Drive, Mahurangi Regional Park, Mahurangi West	LOT 1 DP 59474	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00499	Waiwera bath house Bath House	Waiwera Beach, 37 Waiwera Place, Waiwera	LOT 1 DP 46560; LOT 2 45650	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00500	Te Muri Cemetery	Te Muri, Mahurangi West Regional Park, 490 Ngarewa Drive, Mahurangi West	Section 2 Blk IV Waiwera SD; Pt Puhoi PT PUHOI 46204; SEC 2 BLK IV WAIWERA SURVEY DISTRICT SO 51002	B		A,B,C,D,H	Refer to planning maps		Yes	Yes
00501	Omana	801 South Head Road, Mairatahi	LOT 3 DP 162604	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00502	Nestle Brae	219 South Head Road, Parkhurst	LOT 1 DP 110316	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00503	Lorraine Lochnorrie Estate Homestead	184 173 Inland Road, Punganui	PT ALLOT NE 27 PSH OF ARARIMU SO 37	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00504	Presbyterian Church	997 Wainui Road, Wainui	PT ALLOT 54 PSH OF WAIWERA SO 721	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00505	Dacre Cottage	East Coast Road, Karepiro Bay, Redvale	PT LOT 4 DP 95984; LOT 4 DP 465984; PT LOT 4 SO 60399; CMA	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	

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00506	Pillbox - Reta Gun emplacement (Reta)	Shakespear Regional Park, 1501 Whangaparaoa Road, Shakespear Regional Park Army Bay	PT ALLOT 248 PSH OF WAIWERA SO 1564	B		A,B,D,E,H	Refer to planning maps			
00507	Tiritiri Matangi Lighthouse lighthouse-complex, including lighthouse keepers house, signal station, diaphonic fog signal station, and gun cotton store	Tiritiri Matangi Island	SEC 8 BLK 111 TIRITIRI SURVEY DISTRICT SO 59438; SEC 7 BLK III TIRITIRI SURVEY DISTRICT SO 50358; SEC 2 BLK III TIRITIRI SURVEY DISTRICT SO 23207; CMA	A		A,B,D,E,F,H	Refer to planning maps	Interior of building(s) other than <u>except</u> for interior of lighthouse keeper's house	Yes	
00512	Slaughter's gun cotton fog signal, including Foundations and remains of signal apparatus; path to gun cotton store	Tiritiri Matangi Island	Section 82 Blk III Tiritiri Survey District SO 59438	B		A,B,D,E,F,H	To be defined#		Yes	
00514	Te Whanga/Shakespear Homestead homestead	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 248 PSH OF WAIWERA SO 1564; ALLOT 247 PSH OF WAIWERA SO 1564	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
00515	Pillbox - Podges Gun emplacement (Podges)	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT LOT 1 DP 2187; LOT 1 DP 48098; CMA	B		A,B,D,E,H	Refer to planning maps			
00516	Manager's house (RHR Shakespear's house)	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	PT ALLOT 248 PSH OF WAIWERA SO 1564	B		A,B,H	Refer to planning maps	Interior of building(s)		
00517	Anti-tank ditch	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt DP 2187; PT ALLOT 1 PSH OF WAIWERA DP 2187; PT ALLOT 248 PSH OF WAIWERA SO 1564; PT LOT 1 DP 2187; LOT 1 DP 48098; PT ALLOT 248 PSH OF WAIWERA SO 40537; road reserve; CMA	B		A,B,D,E,F,H	Refer to planning maps		Yes	
00518	Te Haruhi landing site R10_699 Historic landing place	Te Haruhi Bay, Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 246 Psh of Waiwera SO 1438; Pt Allotment 252 Psh of Waiwera SO 61343; CMA	B		A,B,C,D,E,F,H	Refer to planning maps		Yes	Yes

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00519	Paeroa <u>Homestead</u> (Wharepapa)	1685 State Highway 16, Wharepapa	<u>PT LOT 4 DP 15476</u>	B		A,B,D,F,H	Refer to planning maps			
00520	Waimauku Hunting Lodge	311 Waikoukou Valley Road, Waikoukou Valley	<u>LOT 1 DP 387309</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00521	Wilkins House <u>historic landscape</u> <u>Historic Landscape, including bridge remains and well</u> <u>Bridge-Remains and Well</u>	934 Old North Road, Waimauku- <u>Waikoukou Valley</u>	<u>PT ALLOT 3 PSH OF ARARIMU SO 2986; LOT 1 DP 8963; LOT 1 DP 19511</u>	B		A,B,D,F,H	Refer to planning maps		Yes	
00522	Residence	200 Taupaki Road, Taupaki	<u>LOT 1 DP 93013</u>	B		A,D,F,H	Refer to planning maps	Interior of building(s)		
00523	Cottle House (former)	207 Annandale Road, Taupaki	<u>LOT 1 DP 425670: road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00524	Taupaki Hall	21A Taupaki Road, Taupaki	<u>LOT 4 DP 8476</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00525	Sinton House (former)	238 State Highway 16, Brigham's Creek-Taupaki	<u>LOT 1 DP 326070</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00526	Residence	182 Wairere Road, Waitakere	<u>LOT 2 DP 64135</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00527	Waitakere School (former)	<u>Waitakere War Memorial Park</u> , 13 Bethells Road, <u>Waitakere War Memorial Park</u> , Waitakere	<u>PT ALLOT 27 PSH OF WAIPAREIRA SO 36531</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00528	Church of Christ Hall	267 Rodney Street, Wellsford	<u>PT LOT 4 DP 1618</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00529	Police Lock-Up <u>lock-up</u>	108 Rodney Street, Wellsford Police Station, Wellsford	<u>LOT 2 DP 183334</u>	B		A,B,D,F,H	Refer to planning maps	<u>Interior of building(s); 3-metres of station adjoining building for distance of 3-metres from adjoining to lock up</u>		
00530	Post Office (former)	156 and -158 Rodney Street, Wellsford	<u>SEC 44 BLK XVI OTAMATEA SURVEY DISTRICT SO 17591</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00531	Matheson House	65 Grand View Road, Matheson Bay	<u>LOT 2 DP 75118</u>	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00532	Leigh Library	15 Cumberland Street, Leigh	<u>ALLOT 121 LEIGH VILLAGE SO 49592</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00533	St Michael & <u>and</u> All Angels Church	12 Hauraki Road, Leigh	<u>ALLOT 81 LEIGH VILLAGE SO 1100</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00534	Whangateau Hall	<u>Whangateau Domain Recreation Reserve</u> , <u>533 511 Leigh Road</u> , Whangateau	<u>ALLOT 156A PSH OF OMAHA SO 6463; road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		

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00535	Legge House	27 Booth Road, Wellsford Port Albert	<u>PT ALLOT 2 PSH OF WHAREHINE SO 824: road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00536	Port Albert School (former)	Adjacent to 946 Port Albert Road, Port Albert	<u>LOT 1 DP 199603: road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00537	Port Albert Lodge of the Ancient Order of Druids	671 Wellsford Valley Road, Port Albert	<u>LOT 1 DP 391028</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00538	Wesleyan Methodist Church, including cottage and Cottage	15 Church Hill Road, Port Albert	<u>LOT 1 DP 92160; PT ALLOT 169 PSH OF ORUAWHARO SO 824: road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00540	Port Albert Hall	980 Port Albert Road, Port Albert	<u>PT ALLOT 160 PSH OF ORUAWHARO SO 824</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00541	Minniesdale House	47 Shegadeen Road, Wharehine	<u>LOT 1 DP 485263</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00542	Minniesdale Chapel	67 Shegadeen Road, Wharehine		B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00543	Wharehine War Memorial	279 Pah Hill Road, Wharehine	<u>ALLOT 50 PSH OF WHAREHINE 20 42595</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00544	Grant House	326 J V Grant Road, Wharehine	<u>LOT 2 DP 444639; LOT 5 DP 444639: road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00545	Matakana House	11 Matakana Valley Road, Matakana	<u>LOT 1 DP 349625: road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00546	Matakana Dairy Company (former)	30 Matakana Valley Road, Matakana	<u>LOT 2 DP 68577; LOT 3 DP 53818</u>	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00547	St Leonard's Church	24 Matakana Valley Road, Matakana	<u>LOT 1 DP 176084</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00548	George V Monument	Adjacent Adj: to 992 Matakana Road, Matakana	<u>SEC 1 SO 67764: PT ALLOT 5 PSH OF MATAKANA: road reserve</u>	B		A,B,D,F,H	Refer to planning maps			
00549	Kaipara Flats Church (former)	947 Kaipara Flats Road, Kaipara Flats	<u>LOT 4 DP 412418</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00550	Holden House (former)	8 Belmont Place, Warkworth	<u>LOT 9 DP 336746</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
00551	Warkworth Town Hall	19 Neville Street, Warkworth	<u>LOT 4 SEC 1 ALLOT 67 PSH OF MAHURANGI SO 1150J; LOT 3 SEC 1 ALLOT 67 PSH OF MAHURANGI SO 1150J: road reserve</u>	A	Main building	A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00552	Courthouse	2-4 and 4 Elizabeth Street, Warkworth	<u>LOT 1 DP 167426</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00553	Masonic Lodge	3 Baxter Street, Warkworth	<u>LOT 1 DP 98309</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		

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00554	Post Office	17 Neville Street, Warkworth	<u>LOT 2 DP 140468: road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00555	Lime Kilns kilns	Kowhai Park Domain, 1 and 3 Matakana Road, Kowhai Park, Warkworth	<u>ALLOT 430 PSH OF MAHURANGI SO 54887; PT LOT 1 DP 55475; LOT 1 DP 60431</u>	B		A,B,D,E,F,H	Refer to planning maps		Yes	
00556	Bridge House	16-32 Elizabeth Street, Warkworth	<u>LOT 1 DP 197981</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00557	The Warkworth Establishment <u>Hotel</u>	9 Queen Street, Warkworth	<u>LOT 2 DP 26658: road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00558	Broomfield House	3 Neville Street, Warkworth	<u>LOT 1 DP 40569</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00559	Christ Church (Anglican)	<u>1 Bambro Street (also known as 39-43 Percy Street), Warkworth</u>	<u>LOT 1 DP 441372</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00560	Warkworth Band Hall	4 Church Hill Road, Warkworth	<u>PART SEC P ALLOT 67 PSH OF MAHURANGI; PT ALLOT 321 PSH OF MAHURANGI</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00561	Elizabeth Street <u>bridge</u> Bridge	Elizabeth Street, Warkworth	<u>Road reserve</u>	B		A,B,D,F,H	Refer to planning maps			
00562	Bakehouse (former)	19A Queen Street, Warkworth	<u>LOT 3 DP 52117</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00563	Residence	16 Hill Street, Warkworth	<u>LOT 5 DP 35262: road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00564	Methodist Church	29 Neville Street, Warkworth	<u>LOT 3 DP 186917</u>	B		A,B,D,F,H	Refer to planning maps	Interior of <u>building(s); Building, and non-historic section of church</u>		
00565	Band <u>Retunda rotunda</u> and <u>Obelisk-obelisk</u>	<u>3-5 Church Hill Road, Warkworth</u>		B		A,B,D,F,H	Refer to planning maps			
00566	Bank of New Zealand	11 Neville Street, Warkworth	<u>LOT 1 DP 455609</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00567	<u>Warkworth Craft Gallery Rodney House/Hinemoa House</u>	2 Baxter Street, Warkworth	<u>LOT 2 DP 455609: road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00568	Rodney Motors (former)	41 Queen Street, Warkworth	<u>LOT 2 DP 92292: road reserve</u>	B		A,D,F,H	Refer to planning maps	Interior of building(s)		
00569	Coombes/Daldy Lime Kilns (2)	<u>Adj 34 and 36 Sandspit Road, Warkworth</u>		B		A,B,D,E,F,H	To be defined#		Yes	
00571	Residence	15 Lilburn Street, Warkworth	<u>PT SEC 6 ALLOT 67 PSH OF MAHURANGI SO 1150J</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		

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00572	Presbyterian Manse <u>manse</u> (former)	42 Bertram Street, Warkworth	<u>LOT 1 DP 61981</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00573	St Columba's Church	<u>5 and 7-7 Pulham Road (also known as 44 Bertram Street), Warkworth</u>	<u>LOT 2 DP 61981; road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00574	Residence	49 Lilburn Street, Warkworth	<u>LOT 2 DP 49474</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00575	Little Riverina	33 Wilson Road, Warkworth	<u>LOT 4 DP 159361</u>	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00576	Wilson's Cement Works R09_703 including Site and remains of cement works, quarry and associated wharf	Eastern end of Wilson Road, Upper-Mahurangi River, Mahurangi-Harbour/Warkworth	<u>SEC 2 SO 379415; LOT 37 DP 340235; LOT 36 DP 340235; ALLOT 373 PSH OF MAHURANGI SO 44560; SEC 1 SO 379415; LOT 3 DP 54387; ALLOT 374 PSH OF MAHURANGI SO 44560; LOT 4 DP 204384; LOT 2 DP 204384; SEC 1 SO 70472; ALLOT 432 PSH OF MAHURANGI SO 54658; LOT 4 DP 157198; Mahurangi River; road reserve</u>	A	Entire extent of place	A,B,D,E,F,H	Refer to planning maps		Yes	
00577	Wilson's Cement Works Manager's House <u>manager's house</u> (former)	108 Wilson Road, Warkworth	<u>LOT 2 DP 54387</u>	B		A,B,D,E,F,H	Refer to planning maps	Interior of building(s)		
00578	Port Albert Reserve <u>historic landscape</u> , Historic Landscape including <u>grandstand, World War I obelisk and Grandstand, World War II memorial</u> , Memorial, and WWI Obelisk	<u>Port Albert Recreation Reserve, Wellsford Valley Road, Port Albert Reserve, Port Albert</u>	<u>PT ALLOT 195 PSH OF ORUAWHARO SO 14286</u>	B		A,B,D,F,H	Refer to planning maps		Yes	
00581	Prictor House (former)	479 Port Albert Road, Hoteo North	<u>LOT 1 DP 54958</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00582	Hoteo North School (former)	<u>Hoteo North Domain, Kaipara Coast Highway, Wellsford-Hoteo North</u>	<u>ALLOT 147 PSH OF TAUHOA SO 2999; road reserve</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00583	The Grange	375 Hamilton Road, Snells Beach	<u>LOT 1 DP 370644</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00584	Morrison House (former)	11 Duck Creek Road, Snells Beach	<u>LOT 5 DP 203455</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		

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00585	Coppermine engine house, including chimney and pump house, and associated wharf site	Mine Point, Dispute Cove, Kawau Island Historic Reserve, Kawau Island	Lot 3 DP 422931; CMA; Lot 231 DP 7674; CMA	A		A,D,E,F,H	Refer to planning maps		Yes	
00586	Mansion House historic landscape, gardens and valley R09_504704, R09_704504, R09_801, R09_802; Gardens and designed landscape including gardens and plantings; archaeological sites of European and Maori settlements, and pa site	Kawau Island Historic Reserve, Mansion House Bay, Kawau Island	Pt Lot 2 DP 39418; Lot 3 DP 422931; Lot 1 DP 39418; Lot 9 DP 39418; Lot 3 DP 39418; Lot 4 DP 39418; Lot 5 DP 39418; CMA LOT 1 DP 39418; PT LOT 2 DP 39418; LOT 3 DP 39418; LOT 4 DP 39418; LOT 5 DP 39418; LOT 6 DP 39418; LOT 7 DP 39418; LOT 9 DP 39418; LOT 3 DP 422931; PT LOT 2 SO 45718; CMA	A*	Mansion House; all pre-1889 plantings and garden features	A,B,D,F,H	Refer to planning maps		Yes	Yes
00587	Kawau Coppermine smelting house site, R09_642 including ruin, Ruin of smelting house; site of smelting works complex, and; slag reclamation	Smelting House Bay, Kawau Island	Lot 277 DP 7675; Lot 276 DP 7675; Lot 278 DP 7675; Lot 279 DP 7675; CMA LOT 272 DP 7675; LOT 273 DP 7675; LOT 274 DP 7675; LOT 275 DP 7675; LOT 276 DP 7675; LOT 277 DP 7675; LOT 278 DP 7675; LOT 279 DP 7675; LOT 3 DP 422931; CMA	A		A,D,E,H	Refer to planning maps		Yes	
00589	Mansion House jetty and abutments	Mansion House Bay, Kawau Island	CMA; Pt Lot 2 DP 39418 PT LOT 2 SO 45718; PT LOT 2 DP 39418; LOT 3 DP 422931; CMA	B		A,B,D,E,F,G,H	Refer to planning maps		Yes	
00590	Two House Bay cottage R09_800, including former Former-manager's cottage; row of olive trees, and; archaeological site of former dwelling	Two House Bay, Kawau Island Historic Reserve, Two House Bay, Kawau Island	Lot 1A DP 6975; Lot 1B DP 6975; Section 8 Blk VI Kawau SD; Lot 8 DP 39418; Lot 3 DP 422931; Lot 5 DP 39418; CMA LOT 3 DP 422931; LOT 5 DP 39418; LOT 8 DP 39418; LOT 1A DP 6975; LOT 1B DP 6975; SEC 8 BLK VI KAWAU SURVEY DISTRICT SO 59206; CMA	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	

00591	Former Scott Homestead and site - (former), including R09_689	Mahurangi Regional Park, 2 Ridge Road, Scotts Landing	SEC 49 MAHURANGI VILLAGE SO 20073; SEC 42 MAHURANGI VILLAGE SO 20073; SEC 44 MAHURANGI VILLAGE SO 20073; SEC 45 MAHURANGI VILLAGE SO 20073; MAHURANGI VILLAGE SO 20073; MAHURANGI VILLAGE; SEC 205 MAHURANGI VILLAGE SO 21369; PT SEC 50 MAHURANGI VILLAGE SO 20073; LOT 5 DP 51860; SEC 219 MAHURANGI VILLAGE SO 55439; CMA	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
00592	Puhoi Hotel complex including stables and ancillary residence-Stables and Ancillary Residence	5-7 5 and 7 Saleyards Road, Puhoi	LOT 1 DP 146772; LOT 2 DP 23398; LOT 3 DP 23398; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00593	Church of St Peter and St Paul Complex including church, convent and presbytery Church, Convent and Presbytery	77 & 83 Puhoi Road, Puhoi	ALLOT 125 PSH OF PUHOI SO 975A	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00594	Puhoi Library	Opposite to 108-109 Puhoi Road, Puhoi	PT ALLOT 36 PUHOI VILLAGE SO 47417; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00595	Puhoi Hall	88 Puhoi Road, Puhoi	LOT 3 DP 93336; road reserve	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00598	Old School House house (former)	10 Krippner Road, Puhoi	LOT 1 DP 47587	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00601	Wayside Shrine	Adjacent to 60 and 64 Puhoi Road, Puhoi	Road reserve	B		A,B,D	Refer to planning maps	Interior of building(s)		
00602	Cook House (former)	982 Hibiscus Coast Highway, Waivera Hatfields Beach	LOT 2 DP 168843; road reserve	B		A,D,F,H	Refer to planning maps	Interior of building(s)		
00603	Orewa House	498 Hibiscus Coast Highway, Orewa	LOT 1 DP 75940	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00604	Orewa House Watchhouse	498 Hibiscus Coast Highway, Orewa		B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00605	Stoney Homestead	12 Galbraith Greens, Silverdale	LOT 2 DP 438874	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00606	Dovedale	95 M Greenwood Road, Pakiri	LOT 1 DP 179443	B		A,B,F,H	Refer to planning maps	Interior of building(s)		

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00607	St Andrew's Presbyterian Church (former)	1151 Leigh Road, Omaha Flats/Matakana	<u>PT LOT 2 DP 185730</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00608	Holy Trinity Anglican Church and cemetery	24 Wainui Road, Silverdale	<u>LOT 1 DP 342380</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00609	Methodist Church (former)	<u>Silverdale Reserve</u> , 45-19 Wainui Road (also known as 31 and 33 Silverdale Street), Silverdale Pioneer Village, Silverdale	<u>ALLOT 556 PSH OF WAIWERA SO 40407</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00612	Wade Hotel	2 Tavern Road, Silverdale	<u>LOT 2 DP 420269</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00614	Silverdale Hall	7 Silverdale Street, Silverdale	<u>PT ALLOT 178 PSH OF WAIWERA SO 892</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00615	<u>Glanville House (former) Residence</u>	17 and 18 Claude Road, Stanmore Bay	<u>LOT 1 DP 33497; LOT 2 DP 33497; LOT 3 DP 33497</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00616	St Stephen's Anglican Church	3-5 Stanmore Bay Road, Manly		B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00617	<u>Stanmore Bay Cemetery</u>	149 Stanmore Bay Road, Stanmore Bay	<u>PT ALLOT 51 PSH OF WAIWERA</u>	B		A,H	Refer to planning maps			
00618	Thorburn Family burial site-Burial Site	82 Duck Creek Road, Stillwater	<u>PT ALLOT 10 PSH OF OKURA: road reserve</u>	B		A	Refer to planning maps			
00619	Hobbs Homestead	198 Pinecrest Drive, Hobbs Bay	<u>LOT 1 DP 152517</u>	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)		
00652	Pukekiwiriki Pa R12_4 Hill pa site with terrace/s and pit/s	94R Redhill Road, Papakura	<u>Pt Allotment 104 SBSC 1- PSH OF Opaheke PART ALLOT 104 SBRN SEC 1 PSH OF OPAHEKE</u>	B		A,C,D	Refer to planning maps		Yes	Yes

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00653	Settlement site R12_65-Settlement site with terrace/s and pit/s	<u>Hays Creek Esplanade Reserve</u> , 230 Hunua Road, Drury; <u>Esplanade Reserve</u> , 200 Hunua Road, Drury	Lot 1 DP 161014; Lot 3 DP 161014	B		D	Refer to planning maps		Yes	Yes
00654	Midden R11_995-Shell midden	12/1 Great South Road, <u>Conifer Grove</u> <u>Takanini</u>	Part Section 7 Blk XIV Otahuhu SD	B		D	To be defined#		Yes	Yes
00655	Orona settlement site R12_167 Settlement site with midden	Orona Island (east of <u>Pararekau Island</u>), <u>Papakura Channel</u> , Manukau Harbour	Part Tidal Lands of Manukau Harbour Survey Office Plan 67474; CMA	B		D	Refer to planning maps		Yes	Yes
00657	Midden R12_191-Shell midden	Conifer Grove Esplanade Reserve, 9 Elana Court, Conifer Grove	Lot 1 DP 102688	B		D	Refer to planning maps		Yes	Yes
00658	Midden R12_192-Shell midden	<u>Pararekau Island</u> , 149 <u>Capriana Drive</u> , <u>Pararekau Road</u> , Hingaia	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00659	Midden R12_193-Shell midden	<u>Pararekau Island</u> , 149A <u>Capriana Drive</u> , <u>Pararekau Road</u> , Hingaia	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00660	Midden R12_194-Shell midden	<u>Pararekau Island</u> , 149A <u>Capriana Drive</u> , <u>Pararekau Road</u> , Hingaia	Allotment 44 PSH OF Papakura <u>LOT 1000 DP 476406</u>	B		D	Refer to planning maps		Yes	Yes
00661	Midden R12_195-Shell midden	<u>Pararekau Island</u> , 149A <u>Capriana Drive</u> , <u>Pararekau Road</u> , Hingaia	Allotment 44 PSH OF Papakura <u>LOT 1000 DP 476406</u>	B		D	Refer to planning maps		Yes	Yes
00662	Midden R12_196-Shell midden	<u>Pararekau Island</u> , 149A <u>Capriana Drive</u> , <u>Pararekau Road</u> , Hingaia	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00663	Pit R12_197	<u>Pararekau Island</u> , 149A <u>Capriana Drive</u> , <u>Pararekau Road</u> , Hingaia	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00664	Gum digger site R12_198-Gum digging site with pit/s	147 <u>Capriana Drive</u> , <u>Pararekau Road</u> , Hingaia	Allotment 46 PSH OF Papakura	B		D	Refer to planning maps		Yes	
00665	Midden R12_199-Shell midden	Hingaia Esplanade Reserve, 206 Oakland Road, Hingaia	Lot 14 DP 22402	B		D	Refer to planning maps		Yes	Yes
00666	Midden R12_203-Shell midden	50 Hayfield Way, Hingaia	Lot 4 DP 206639	B		D	Refer to planning maps		Yes	Yes
00667	Midden R12_667-Shell midden	265R Harbourside Drive, Hingaia	Lot 702 DP 382903	B		D	Refer to planning maps		Yes	Yes

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00668	Midden R12_676-Shell-midden	18 Pescara Point, Hingaia	Lot 128 DP 382903	B		D	Refer to planning maps		Yes	Yes
00669	Midden R12_677-Shell-midden	2 Portofino Point, Hingaia	Lot 104 DP 382903	B		D	Refer to planning maps		Yes	Yes
00670	Midden R12_678-Shell-midden	5 Asola Place, Hingaia	Lot 71 DP 382903	B		D	Refer to planning maps		Yes	Yes
00671	Midden R12_679-Shell-midden	58 Derbyshire Lane, Hingaia	Lot 11 DP 105149	B		D	Refer to planning maps		Yes	Yes
00672	Midden R12_680-Shell-midden	36 Derbyshire Lane, Hingaia; Hingaia Esplanade Reserve, 36 Derbyshire Lane and 146 Pararekau Road, Hingaia	Lot 3 DP 128108; Lot 17 DP 105149	B		D	Refer to planning maps		Yes	Yes
00673	Midden R12_681-Shell-midden	Hingaia Esplanade Reserve, 206 Oakland Road, Hingaia	Lot 14 DP 22402	B		D	Refer to planning maps		Yes	Yes
00674	Midden R12_682-Shell-midden	Hingaia Esplanade Reserve, 21 Hayfield Way, Hingaia; 21 Hayfield Way, Hingaia	Lot 4 DP 103473; Lot 1 DP 186470	B		D	Refer to planning maps		Yes	Yes
00675	Midden R12_683-Shell-midden	Hingaia Esplanade Reserve, 21 Hayfield Way, Hingaia	Lot 4 DP 103473	B		D	Refer to planning maps		Yes	Yes
00676	Midden R12_684-Shell-midden	55 Hayfield Way, Hingaia	Lot 3 DP 206639	B		D	Refer to planning maps		Yes	Yes
00677	Midden R12_685-Shell-midden	50 Hayfield Way, Hingaia	Lot 4 DP 206639	B		D	Refer to planning maps		Yes	Yes
00678	Midden R12_686-Shell-midden	264 Hingaia Road, Hingaia	Lot 1 DP 203719	B		D	Refer to planning maps		Yes	Yes
00679	Midden R12_687-Shell-midden	264 Hingaia Road, Hingaia	Lot 1 DP 203719	B		D	Refer to planning maps		Yes	Yes
00680	Undefended settlement site R12_688 Undefended settlement site with terrace/s, pit/s and midden	279 Park Estate Road, Hingaia	Pt Lot 14 DP 4963; PART TIDAL LANDS OF MANUKAU HARBOUR; CMA	B		D	Refer to planning maps		Yes	Yes
00682	Midden R12_692-Shell-midden	Pararekau Island, 149A Capriana Drive, Pararekau Road, Hingaia	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00683	Midden R12_693-Shell-midden	Pararekau Island, 149A Capriana Drive, Pararekau Road, Hingaia	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes

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00684	Midden R12_694-Shell-midden	<u>Pararekau Island, 149A Capriana Drive, Pararekau Road, Hingaia</u>	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00685	Midden R12_737-Shell-midden	50 Hayfield Way, Hingaia	Lot 4 DP 206639	B		D	Refer to planning maps		Yes	Yes
00686	Midden R12_738-Shell-midden	50 Hayfield Way, Hingaia	Lot 4 DP 206639	B		D	Refer to planning maps		Yes	Yes
00687	Midden R12_739-Shell-midden	50 Hayfield Way, Hingaia	Lot 4 DP 206639	B		D	Refer to planning maps		Yes	Yes
00688	Midden R12_743-Shell-midden	152 Park Estate Road, Hingaia	Section 1 SO 432649	B		D	Refer to planning maps		Yes	Yes
00689	Midden R12_744-Shell-midden	<u>Pararekau Island, 149 Capriana Drive, Pararekau Road, Hingaia</u>	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00690	Midden R12_745-Shell-midden	<u>147 Capriana Drive, Pararekau Road, Hingaia</u>	Allotment 46 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00691	Midden R12_746-Shell-midden	<u>147 Capriana Drive, Pararekau Road, Hingaia</u>	Allotment 46 PSH OF Papakura	B		D	Refer to planning maps		Yes	Yes
00692	Pa and wharf site R12_8Pa-site; wharf-site and remains	27 Bremner Road, Drury	Section 1 SO 395394; <u>PART TIDAL LANDS OF MANUKAU HARBOUR; CMA</u>	B		D	Refer to planning maps		Yes	Yes
00693	<u>Ballards Cone paPa site (Ballards-Cone) R12_278 Pa-site with terrace/s, pit/s, stonework and burial/s; wahi tapu</u>	<u>1189 Ponga Road, 121 MacWhinney Drive, 475 Quarry Road and 206 Peach Hill Road, Drury</u>	Allotment 37 PSH OF Hunua; Allotment 199 PSH OF Hunua; Lot 1 DP 19546; Lot 2 DP 206902	B		D	Refer to planning maps		Yes	Yes
00694	Settlement site R12_331 Settlement site with terrace/s, pit/s and midden	491 Drury Hills Road, Drury	Lot 9 DP 209270	B		D	Refer to planning maps		Yes	Yes
00695	Settlement site R12_332 Settlement site with terrace/s, pit/s and midden	41 Elizabeth Place, Drury	Lot 3 DP 210899	B		D	Refer to planning maps		Yes	Yes
00696	Pa site R12_334Pa site with terrace/s and pit/s	577 Ponga Road, Drury	Lot 2 DP 164558	B		D	Refer to planning maps		Yes	Yes
00697	Settlement site R12_335 Settlement site with terrace/s, pit/s and midden	52 Elizabeth Place, Drury	Lot 7 DP 105179	B		D	Refer to planning maps		Yes	Yes
00698	Settlement site R12_336 Settlement site with terrace/s, pit/s, midden and stonework	52 Elizabeth Place, Drury; and 469 Drury Hills Road, Drury	Lot 7 DP 105179; Lot 2 DP 105179	B		D	Refer to planning maps		Yes	Yes

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00700	Rings/Kirikiri redoubt R11_956-Redoubt site	931 and 935 Papakura-Clevedon Road, Ardmore; 934 Papakura-Clevedon Road, Ardmore	Lot 2 DP 62570; LOT 1 DP 493110; Lot 1 DP 62570; Road reserve	B		A,D	Refer to planning maps	Existing buildings	Yes	Yes
00701	St James' Church and graveyard	630 Papakura-Clevedon Road, Ardmore	PART ALLOT 52 PSH OF PAPAURA	B		A,B,F,G,H	Refer to planning maps			
00702	Christ Church	1444 Alfriston Road, Alfriston	PART ALLOT 18 PSH OF PAPAURA	B		A,B,F,G,H	Refer to planning maps			
00704	Aroha Cottage	201 Jesmond Road, Drury	LOT 1 DP 365133	B		A,F	Refer to planning maps	Interior of building(s)		
00705	Alfriston Hall, including and World War I Memorial	300 Mill Road, Alfriston	LOT 1 DP 57676	B		B,G	Refer to planning maps			
00706	Military Milestones plaque	312 Great South Road, Papakura		B		D	Refer to planning maps		Yes	
00707	St Johns John's Church and cemetery	9 Cameron Place, Drury	LOT 9 DEEDS WHAU 72	B		A,B,F,G,H	Refer to planning maps	Interior of building(s) and hall ; hall		
00708	Christ Anglican Church and Selwyn Chapel	403-105 Great South Road, Papakura	Part Lot 1 DP 30968; Part Lot 2 DP 30968; Lot 3 Pet-Lots 1 and 2-DP 30968 NA/1947/70 and NA597/157	B		A,B,F,G,H	Refer to planning maps			
00709	Residence	141 Park Estate Road, Hingaia	LOT 1 DP 84769	B		F,H	Refer to planning maps	Interior of building(s)		
00710	Molloy House	264 Hingaia Road, Hingaia	LOT 1 DP 203719	B		F,G,H	Refer to planning maps	Interior of building(s)		
00711	Vela House	40 Hingaia 10 Hinau Road, Hingaia	PART LOT 600 DP 386486	B		F,G	Refer to planning maps	Interior of building(s)		
00712	Papakura Army Camp Commandant's House (former) Hilldene Building	113 Harbourside Drive, Hingaia	LOT 3 DP 369556	B		A,H	Refer to planning maps	Interior of building(s)		
00713	Pa site R10_3	159 and 161 Attwood Road; (163 Attwood Road); Paremoremo	Lot 2 DP 42830; Lot 2 DP 211369; (Lot 1 DP 211369)	B		D	To be defined#		Yes	Yes

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00714	Wairoa Pa R10_13	23 Beach Road Castor Bay	Pt Lot 92 DP 211369	B		D	To be defined# Refer to planning maps		Yes	Yes
00715	Settlement site/Midden R10_14	<u>Chatham Reserve, R</u> 66 Chatham Avenue_ Paremoremo	Lot 16 DP 18517	B		D	To be defined#		Yes	Yes
00716	Rahopara/-Rahoparaoperetu Pa R10_21 & R10_253	R 20 The Esplanade, Castor Bay	Lots 7 DP 8563; & Lot 8 DP 8563; Lot 2 DP 77877; <u>CMA</u>	B		D	Refer to planning maps		Yes	Yes
00717	Te Matarae a Mana Pa (Kauri Point) R11_35	<u>Kauri Point Centennial Park, R</u> 93 Onetaunga Road, <u>Birkenhead-Eastern-Headland of Kendall Bay.</u>	Pt Lots 4 & 5 <u>LOT 3 DP 125289</u> ; <u>LOT 4 DP 125289</u>	B		D	Refer to planning maps		Yes	Yes
00718	Te Wai Iti o Tora Pa R11_37	<u>Island at end of Island Bay Reserve.</u> Island Bay Road, Beach Haven	Road Reserve; <u>CMA</u>	B		D	Refer to planning maps		Yes	Yes
00719	Midden/settlement site R11_49	<u>Hilders Park, R</u> <u>1 Reserve at end Beach Haven Road,</u> <u>Beach Haven.</u>	Pt Allot 144 Parish of Takapuna; Pt Lots 1 & 2- Deeds 682; <u>Pt Lot 2 Deeds 682</u>	B		D	To be defined#		Yes	Yes
00720	Settlement site R11_50	<u>Tauhinui Historical Reserve, 9 Te Kawau Place;</u> <u>Tauhinui Historical Reserve, end of William Pitcher Place, Greenhithe</u>	Lot 2 DP 160574; Lot 10 DP 113399	B		D	To be defined#		Yes	Yes
00721	Pa site (Mauri) R11_52	51 Onetaunga Road, Chatsworth	<u>Pt Lot 162, PSH of Takapuna PT ALLOT 162 PARISH OF TAKAPUNA</u>	B		D	To be defined#		Yes	Yes
00722	Te Onewa/-(Stokes Point) Pa pa R11_54	Stokes Point/Northcote Reserve, <u>Princes Street, Northcote R 1 Queen Street Northcote Point</u>	Pt Allot 68 <u>TOWN of Woodside</u>	B		D	Refer to planning maps		Yes	Yes
00723	Pa site R10_94 and Middens R10_249, R10_250, and R10_251	50 Rock Isle Road, Torbay	Pt Lot 4 DP 7938	B		D	Refer to planning maps		Yes	Yes
00724	Pit/s, Midden/s and drain R10_96	80 Vaughans Road, Long Bay	Lot 4 DP 61603	B		D	To be defined#		Yes	Yes

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00725	Fort Cautley military fortification, North Head, and Maungauika Pa site R11_97; R11_1722; R11_916	<u>North Head, R18</u> Takarunga Road, Devonport	Allot 38 Sec. 2 PSH of Takapuna SEC 1 SO 454837	A		A,D	Refer to planning maps		Yes	Yes
00727	Takararo/(Mount GumbriaCambria) Pa R-11_110	<u>Mount Cambria</u> <u>Reserve, R 33A</u> <u>Vauxhall Road 50-54</u> Church Street, Devonport	Pt Lot 4 DP 131812; <u>Lot 3</u> <u>DP 131812</u> ; Lot 2 DP 131812; Pt Lot 5 DP 131812 Reserve NZ Gazette 1890	B		D	Refer to planning maps		Yes	Yes
00728	Burial ground/midden R10_131	32 Saltburn Road, Milford	Lot 2 DP 47755	B		D	Refer to planning maps		Yes	Yes
00729	Te Marae o Hinekakea village site R10_163	54 Iona Avenue, Paremoremo	Pt Allot 7 <u>Parish</u> PSH of Paremoremo	B		D	To be defined#		Yes	Yes
00730	Settlement site/midden R10_188	<u>Long Bay Regional</u> <u>Park, RA 2000</u> <u>Beach Road and R</u> <u>260 Vaughans</u> <u>Road, Long Bay</u>	Lot 1 DP 54617, <u>Long Bay</u> <u>Regional Park</u> SEC 1 SO 70452; CMA	B		D	Refer to planning maps		Yes	Yes
00731	Pa and settlement Settlement site (pa) R10_191, (R10_189, R10_190) Pa site with midden, terrace/s, pit/s	Long Bay Regional Park, 2000 Beach Road and R 260 Vaughans Road, Long Bay	PT Long Bay Regional Park Lot 1-3 DP 46292 LOT 1 DP 54617; SEC 1 SO 70452	B		D	Refer to planning maps		Yes	Yes
00734	Midden R10_192	<u>Long Bay Regional</u> <u>Park, RA 2000</u> Beach Road, Long Bay	Lot 1 DP 54617, <u>Long Bay</u> <u>Regional Park</u>	B		D	To be defined# Refer to planning maps		Yes	Yes
00735	Midden R10_193	<u>Long Bay Regional</u> <u>Park, RA 2000</u> Beach Road, Long Bay	Lot 1 DP 54617, <u>Long Bay</u> <u>Regional Park</u>	B		D	To be defined# Refer to planning maps		Yes	Yes
00736	Midden R10_199	<u>Long Bay Regional</u> <u>Park, 1550 RA-2000</u> Beach Road, Long Bay	Pt Allotment 12 PSH <u>Parish</u> of Okura, <u>Long Bay</u> <u>Regional Park</u>	B		D	Refer to planning maps		Yes	Yes

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00737	Midden R10_200	<u>Long Bay Regional Park, RA 2000</u> Beach Road, Long Bay	Lot 1 DP 54617, Long Bay Regional Park	B		D	To be defined# <u>Refer to planning maps</u>		Yes	Yes
00738	Middens/terraces R10_201 <u>and</u> ; ditch (Historic); R10_1098, <u>including</u> ; botanical (fig trees)	<u>Long Bay Regional Park, RA 2000</u> Beach Road, Long Bay	Pt Lot 1 DP 157590; Pt Lot 2 DP 157591; Long Bay Regional Park LOT 1 DP 54616; SEC 2 SO 460210; SEC 3 SO 460210; SEC 3 SO 70452; SEC 4 SO 70452; SEC 5 SO 460210	B		D	To be defined# <u>Refer to planning maps</u>		Yes	Yes
00739	Midden/findspot/cultivation R11_203	181 Vauxhall Road, Narrow Neck	Lot 16 DP 304	B		D	To be defined# <u>Refer to planning maps</u>		Yes	Yes
00740	Middens R10_232	Manuka Reserve, Manuka Road, Bayview	Lot 36 DP 45178; (Pt Crown Land; Lots 37 & 44 DP 45178) Manuka Reserve, Bayview	B		D	To be defined#		Yes	Yes
00741	Pit/findspot (aeze) R10_239	Esplanade Reserve, Wharf Road, Greenhithe R 38 <u>Kittiwake Drive, Schnapper Rock</u>	Lot 194 DP 323425;	B		D	To be defined#		Yes	Yes
00745	Midden R10_252	<u>The Tor (Island) - Waiake Beach Reserve, R 921</u> Beach Road, Waiake Beach Reserve, Torbay.	Lot 4 DP 24216	B		D	Refer to planning maps		Yes	Yes
00747	Pits/terraces/mounds R10_255	297 Paremoremo Road, Paremoremo	Lot 2 DP 209827	B		D	To be defined#		Yes	Yes
00748	Pit/midden R10_256	293 Paremoremo Road, Paremoremo	Lot 1 DP 209827	B		D	To be defined#		Yes	Yes

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00749	Middens R10_257	<u>Lucas Esplanade Reserve, R 361</u> Paremoremo Road, Lucas Heights	Crown Land 2620 Lucas- Esplanade Reserve	B		D	To be defined#		Yes	Yes
00750	Middens R10_258	<u>Lucas Esplanade Reserve, R 361</u> Paremoremo Road, Lucas Heights	Crown Land 2620 Lucas- Esplanade Reserve	B		D	To be defined#		Yes	Yes
00751	Pits/gum <u>Gum</u> digging holes R10_259	285 Paremoremo Road, Paremoremo	Lot 2 DP 108916	B		D	To be defined#		Yes	
00752	Midden R10_260	287 Paremoremo Road, Paremoremo	Lot 1 DP 108916	B		D	To be defined#		Yes	Yes
00753	<u>Gum digger fireplace/hut site</u> Fireplace- (gum digger)/hut site (historic) R10_261	<u>Centennial Park, R184</u> Beach Road, Campbells Bay	Lot 1 DP 194867, Centennial Park	B		A,D	To be defined#		Yes	
00754	Tauhinu pa site/historic-midden R11_285	<u>Tauhinu Historical Reserve, R 8 Te Kawanui</u> <u>Pass</u> Accessway between 1 & 6 Te Kawanui Pass, Greenhithie	Lot 10 DP 113399, Tauhinu Historical Reserve	B		D	Refer to planning maps		Yes	Yes
00755	Pa site R11_287	<u>Fred Anderson Reserve, R 26</u> Valhalla Drive, Beach Haven	<u>Lot 45 DP 52814; Lot 46 DP 52814</u> , Lots 45 & 46 DP-52814, Fred Anderson Reserve	B		D	To be defined#		Yes	Yes
00756	Midden and house site <u>Historic midden;</u> historic house site R10_288;	<u>Long Bay Regional Park, 1550 RA-2000</u> Beach Road, Long Bay	Pt Allotment 12 Parish of SH-OF-Okura, Long Bay Regional Park	B		D	Refer to planning maps		Yes	Yes
00757	Midden R10_289	<u>Long Bay Regional Park, RA 2000</u> Beach Road, Long Bay	Lot 1 DP 54616, Long Bay Regional Park	B		D	To be defined#		Yes	Yes
00758	Pa site R10_290	<u>Long Bay Regional Park, RA 2000 and 1550</u> Beach Road, Long Bay	Lot 1 DP 54617; Pt Allotment 12 Parish of SH-OF-Okura, Long Bay Regional Park	B		D	Refer to planning maps		Yes	Yes

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00759	Midden/terraces R10_292	<u>Long Bay Regional Park, RA 2000</u> Beach Road, Long Bay	Lot 1 DP 54617, Long Bay Regional Park	B		D	To be defined#		Yes	Yes
00760	Midden R10_295	RA 2000 Beach Road, Long Bay	Lot 1 DP 51779	B		D	To be defined#		Yes	Yes
00761	Midden R10_321	<u>Long Bay Regional Park, RA 2000</u> Beach Road, Long Bay	Lot 1 DP 54617, Long Bay Regional Park	B		D	To be defined#		Yes	Yes
00762	Midden R10_384	112 Kitchener Road, Milford	Lot 2 DP 18057	B		D	Refer to planning maps		Yes	Yes
00763	Midden R10_392	<u>Long Bay Beach Road Reserve, R</u> 1045 Beach Road, Torbay, Long Bay Road Reserve	Lot 3 DP 78206	B		D	To be defined#		Yes	Yes
00764	Pa site (Maunganui/Mangonui pa site)- R11_529	51 Onetaunga Road, Chatsworth	Pt Allotment 163 PSH OF Takapuna	B		D	To be defined#		Yes	Yes
00765	Pits R10_672	62 Warman Road, Okura	Lot 1 DP 381599	B		D	To be defined#		Yes	Yes
00766	Terrace/midden R10_673	62 Warman Road, Okura	Lot 1 DP 381599	B		D	To be defined#		Yes	Yes
00767	Terrace/midden R10_674	72 Warman Road, Okura	Lot 6 DP 381599	B		D	To be defined#		Yes	Yes
00768	Pits R10_675	64 Warman Road, Okura	Lot 3 DP 381599	B		D	To be defined#		Yes	Yes
00769	Midden R10_676	33 Gails Drive, Okura	Lot 3 DP 68216	B		D	To be defined#		Yes	Yes
00770	Midden R10_677	<u>Okura Esplanade Reserve, R 16</u> Deborah Place, Okura	Lot 3 DP 198628, Okura Esplanade Reserve	B		D	To be defined#		Yes	Yes
00771	Midden R10_678	56 Warman Road, Okura	Lot 13 DP 186600	B		D	To be defined#		Yes	Yes

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00772	Midden R10_681	<u>Okura Esplanade Reserve, R 16</u> Deborah Place, Okura	Crown Land Survey Office Plan 2529/1, Okura Esplanade Reserve	B		D	To be defined#		Yes	Yes
00773	Midden R10_682	46 Warman Road, Okura	Lot 14 DP 186600	B		D	To be defined#		Yes	Yes
00774	Midden/burial R10_700	30 Audrey Road, Takapuna	Pt Lot 17 DP 13179	B		D	To be defined#		Yes	Yes
00775	Midden R10_718	17A Fenwick- Avenue; and 19 Fenwick Avenue, Milford	Lot 1 DP 162661; Lot 1 DP 147226; Lot 2 DP 147226; Lot 2 DP 162661	B		D	To be defined#		Yes	Yes
00776	Midden R10_719	R 12 Dodson Avenue, Milford	Pt Lot 86 DP 657	B		D	To be defined#		Yes	Yes
00777	Middens R10_720	<u>Long Bay Regional Park, RA 2000</u> Beach Road, Long Bay	Lot 2 DP 54616	B		D	To be defined#		Yes	Yes
00778	Middens R11_831	<u>23-25 Colonial Road, Chatswood</u> Birkenhead	Lot 461 DP 73331	B		D	To be defined#		Yes	Yes
00779	Middens R11_912	<u>Onepoto Domain, R</u> 24 Tarahanga Street, <u>Onepoto-</u> <u>Domain, Northcote-</u>	Lot 51 DP 38481	B		D	To be defined#		Yes	Yes
00780	Findspot (adzes) R11_913	9 Herbert Street, Hauraki	Lot 1 DP 40826	B		D	To be defined#		Yes	Yes
00781	European ditch and bank, <u>and shell</u> /middens-(shell)-R11_914	<u>Jutland Road-</u> Jutland Reserve, <u>Jutland Road,</u> <u>Hauraki</u>	<u>Road Reserve-</u> Lot 47 DP 40748; <u>road reserve</u> Jutland- Reserve	B		A,D	To be defined#		Yes	Yes
00783	Midden R11_917	Tui Park, Rambler Crescent, Beach Haven	Pt Allotment 144 PSH OF Takapuna; Tui Park	B		D	To be defined#		Yes	Yes
00784	Pa site/burial R11_918	10-12 <u>Awanui</u> <u>Street</u> ; 15-17 <u>Awanui Street</u> , and- R_14 Awanui Street, Birkenhead	<u>Lots 5 & 6 DP 15768;</u> LOT 1 DP 192659; LOT 25A DP 211; <u>LOT 5 DP 15768;</u> LOT 24A DP 211; <u>ROAD</u> <u>RESERVE; CMA</u>	B		D	Refer to planning maps		Yes	Yes

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00785	Midden/mound/depressions R11_919	R 12 Kahika Road, Birkdale	Lot 1 DP 72063	B		D	To be defined#		Yes	Yes
00786	Middens R11_920	R 107 Aeroview Drive, Beach Haven	Lot 48 DP 56178	B		D	To be defined#		Yes	Yes
00787	Middens R11_921	Charcoal Bay, Rosecamp Road Foreshore, R_34 ReaseRosecamp Road, Beach Haven	Lot 58 DP 73732; (Lot 59 DP 73732)	B		D	To be defined#		Yes	Yes
00788	Midden R11_922	13 Herbert Street, Hauraki	Pt Lot 110 ALLQT 26 Section 1 PSH OF Takapuna	B		D	To be defined#		Yes	Yes
00789	Middens R11_923	Jutland Reserve, R 196 Jutland Road, Hauraki	Lot 47 DP 40748	B		D	To be defined#		Yes	Yes
00790	Middens R11_924	Kaipatiki Reserve, R 83 Pemberton Avenue, Bayview	Crown Land Survey Office Plan 2473	B		D	To be defined#		Yes	Yes
00791	Middens R11_925	Kauri Point Domain, R_112 Balmain Road, Chatswood	Allotment 371 PSH OF Takapuna	B		D	To be defined#		Yes	Yes
00792	Middens R11_926	Shepherds Park, R 47 Cresta Avenue, Beach Haven	Lot 155 DEEDS 682	B		D	To be defined#		Yes	Yes
00793	Middens R11_963	6 St Leonards Road, Hauraki	Lot 2 DP 40077	B		D	To be defined#		Yes	Yes
00794	Middens R11_964	9 and 11 & 9 Winscombe Street, and; 12 Westwell Road, Belmont	Lot 11 DP 9536; Lot 6 DP 19498; Lot 11 DP 17875;	B		D	To be defined#		Yes	Yes
00795	Middens R11_965	Reserve steps, St Leonards Road, Hauraki	St Leonards Road reserveReserve	B		D	To be defined#		Yes	Yes
00796	Middens R11_966	Westwell Road Reserve, Westwell Road, Belmont	Westwell-Road reserveReserve	B		D	To be defined#		Yes	Yes
00797	Middens R11_967	R 24 Tarahanga Street, Northcote	Lot 25 DP 50831	B		D	To be defined#		Yes	Yes
00798	Midden R11_968	Aramoana Avenue, Road Reserve; 86A Ngataranga Road; 88 Ngataranga Road, Devonport	Aramoana Road reserve Reserve; Lot 12 DP 21369; Pt Lot 2 DP 27773	B		D	To be defined#		Yes	Yes
00799	Midden R11_969	R 76 Aramoana Avenue, Devonport	Lot 3 DP 88065;	B		D	To be defined#		Yes	Yes
00800	Midden R11_970	31A Norwood Road, Bayswater	Lot 2 DP 33501	B		D	To be defined#		Yes	Yes
00801	Middens R11_971	R 122 Bayswater Avenue, Bayswater	Pt Allotment 13 SECT 1 PSH OF Takapuna; Lot 10 DP 36683	B		D	To be defined#		Yes	Yes
00802	Terrace (European) R11_972	Killarney Park, R 39 Killarney Street, Takapuna	Pt Lots 3 & 4 DEEDS T 17; Pt Lots 5 & 6 Blk SEC XI DEEDS T 17 T 17; Lot 1 DP 61455, Killarney Park	B		D	Refer to planning maps		Yes	Yes
00803	Midden R11_974	28 Bay Park Place, Birkdale	Lot 2 DP 173430; Lot 5 DP 173430	B		D	To be defined#		Yes	Yes

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00804	Pits R11_975	On-cliff edge, accessed through 27B R 19 Maritime Terrace, Birkenhead Birkenhaed	Lot 5 DP 145096	B		D	To be defined#		Yes	Yes
00805	Middens R11_976	Kaipatiki Esplanade Reserve, R83 Pemberton Avenue, Bayview	Lot 70 DP 82103	B		D	To be defined#		Yes	Yes
00806	Midden R11_977	Kauri Point Domain, R 112 Balmain Road, Chatswood	Allotment 371 PSH OF Takapuna, Kauri Point Domain	B		D	To be defined#		Yes	Yes
00807	Middens R11_978	95 and 103 Aeroview Drive, Beach Haven; 95 Aeroview Drive, Beach Haven	Lot 14 DP 56178; Lot 10 DP56178	B		D	To be defined#		Yes	Yes
00808	Middens R11_979	Hellyers Creek Reserve, R 240 Beach Haven Road, Birkdale	Allotment 543 PSH OF Takapuna, Hellyers Creek Reserve	B		D	To be defined#		Yes	Yes
00809	Terrace/mMidden/Findspot (Adze)- R11_980	2 Te Kawau Pass, Greenhithe	Lot 5 DP 113399	B		D	To be defined# Refer to planning maps		Yes	Yes
00810	Midden/terraceTerrace R10_998	203-303-239 Vaughans Road, Okura	Lot 20 DP 66117	B		D	Refer to planning maps		Yes	Yes
00811	Midden R10_999	203-303-239 Vaughans Road, Okura	Lot 20 DP 66117	B		D	Refer to planning maps		Yes	Yes
00812	Midden R10_1000, R10_875	203-303-257 Vaughans Road, Okura	Lot 48-19 DP 66117	B		D	Refer to planning maps		Yes	Yes
00813	Midden R10_1001	203-303-237 Vaughans Road, Okura	Lot 18 DP 66117	B		D	To be defined# Refer to planning maps		Yes	Yes
00814	Settlement, including (midden/pit/s)- R10_1002	203-303-235 and 237 Vaughans Road, Okura	Lot 17 DP 66117; Lot 18 DP 66117	B		D	Refer to planning maps		Yes	Yes
00815	Midden R10_1003	203-303-233 Vaughans Road, Okura	Lot 16 DP 66117	B		D	Refer to planning maps		Yes	Yes
00816	Midden/terrace R10_1004	203-303-231 Vaughans Road, Okura	Lot 15 DP 66117	B		D	To be defined# Refer to planning maps		Yes	Yes
00817	Midden/terrace R10_1005	203-303-229 Vaughans Road, Okura	Lot 14 DP 66117	B		D	Refer to planning maps		Yes	Yes

00818	Midden R10_1006	<u>Deborah Reserve, R</u> 43 Okura River Road, Okura	Lot 17 DP 20050; Lot 5 DP 62121	B		D	To be defined# Refer to planning maps		Yes	Yes
00819	Historic m Midden R10_1007	4656 Warman Road, Okura	Lot 13 DP 186600	B		D	To be defined#		Yes	Yes
00820	Midden R10_1008	136 Okura River Road, Okura	Lot 8 DP 52628	B		D	To be defined#		Yes	Yes
00821	Midden R10_1009	59 Vaughans Road, Okura	Lot 1 DP 346326	B		D	To be defined#		Yes	Yes
00822	Midden R10_1010	19 Vaughans Road, Okura	Lot 4 DP 52628	B		D	To be defined#		Yes	Yes
00823	Midden R10_1011	<u>Deborah Reserve, R</u> 43 Okura River Road, Okura	Lot 17 DP 20050; CMA	B		D	To be defined# Refer to planning maps		Yes	Yes
00825	Ditches R11_1257	57 Upper Harbour Drive Greenhithe	Lot 2 DP 127366	B		D	To be defined# Refer to planning maps		Yes	Yes
00826	Terraces/midden R11_1304	7C and Clifton Road; 9A Clifton Road, Hauraki	Lot 3A DP 3060; Lot 2 DP 91750	B		D	To be defined#		Yes	Yes
00827	<u>Bear Garden</u> Historic stone wall (Bear- Garden) R11_1952	15, 16, and 20 Queens Parade; 2, 4 Garden 2 Garden Terrace; 1, 8, and 9 Kapai Road; 33 Clarence Street; 5, 7, 13, 15, 17, 19, 25, 27, 29, and 31 Anne Street, Devonport	Pt Allot 22A Sec 2 Parish of TAKAPUNA; Lot 1 DP 179830; Lot 2 DP 179830; Pt Lot 6 DP 1926; Pt Lot 7 DP 1926; Pt Lot 12 DP 1926; Pt Lot 13 DP 1926; Lot 14 DP 1926; Lot 1 DP 28425; Lot 2 DP 28425; Lot 16 SECT 1 DEEDS T 37; Lot 19 DP 1926; Lot 15 Sec 1 Deeds T37; Lot 24 DP 1926; Pt Lot 1 DP 1926; <u>LOT 1 DP 107613; LOT 1 DP 101077; LOT 9 SEC 1 DEEDS T37; LOT 10 SEC 1 DEEDS T37; LOT 11 SEC 1 DEEDS T37; LOT 12 SEC 1 DEEDS T37; road reserve</u>	B		A,D	Refer to planning maps		Yes	
00830	Fort Takapuna (Operetu) Military fortification (historic) R11_1723	R 170 Vauxhall Road, Narrow Neck	Section 3 SO 69845; Sec 1 SO 355498, Sec 2 SO 355498, Sec 3 SO 355498	A		A,D	Refer to planning maps		Yes	
00831	Duder's brickworks and jetty site R11_1795	1-88 Wakakura Crescent, Devonport	Lot 5 DP 20927; CMA	B		A,D	Refer to planning maps		Yes	
00832	Midden (Maori and European)- R11_1797	Hall Street, Northcote	Road reserve	B		D	To be defined#		Yes	Yes

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00834	Auckland Gas Company brickworks site R11_1809, & R11_1943	R 27 and Lake-Road; R-29 Lake Road; and R_1 Abbotsford Terrace, Devonport	Lot 2 DP 94976; Lot 2 DP 76084; Pt Lot 1 DP 77578; Pt Lot 1 DP 76084	B		D	Refer to planning maps		Yes	
00835	Naval station site R11_1817 & R11_1950	Windsor Reserve, R 2 Victoria Road, Devonport	Lot 2 DP 110322; Lot 1 DP 110322; Lot 2 DP 110322; Lot 3 DP 110332; Pt Allotment 22C SECT 2 PARISH OF Takapuna; Pt Allotment 22C SECT 2 PSH OF Takapuna	B		D	Refer to planning maps		Yes	
00836	Stone Adze/stone flakes and findspot R11_1819	Torpedo Bay, King Edward Parade, Devonport	CMA; To be defined	B		D	To be defined#		Yes	Yes
00838	Old Albany Public School (former)	Albany Senior High School, 536 Albany Highway, Albany	SEC 3 SO 417589	A*	Former school building	A,B,F,G	Refer to planning maps	Interior of building(s)		
00839	Albany Memorial Library and Stone Wall	R 21 Library Lane, Albany	PT LOT 14 DP 17618	A*	Albany Memorial Library; building; Stone Wall; and Arch.	A,B,F,G,H	Refer to planning maps			
00840	Pannill Residence (former)	5 Burnside Court, Rosedale	LOT 62 DP 174618; road reserve	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00842	Greenhithe School building (former)	Collins Park, R 15 Greenhithe Road, Collins Park, Greenhithe	PT LOT 5 DP 7132	B		A,B,F,G	Refer to planning maps			
00843	Grey Oaks	22 Rame Road, Greenhithe	Lot 9 DP 157230	A*	Residence; and Oak tree(s)	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00844	Albany Cemetery	R 539 Albany Highway, Albany	Sec 13 SO 456618	A*	Graves	A,B,D,E,F,G	Refer to planning maps			
00845	Albany Wharf remains	Lucas Esplanade Reserve, Dairy Flat Highway, Albany	Landing Reserve-LANDING RESERVE SURVEY OFFICE PLAN SO-1488; CMA	A*	Wharf remains	A,D	Refer to planning maps		Yes	
00847	Te Wharau Reserve Pa R10_787 site, including terraces, hangi, and midden; European-period track, house site and landing remains)	Te Wharau Reserve, R 63 The Avenue, Lucas Heights Albany	TE WHARAU 2 BLOCK ML 5578	A*	Pa	D	Refer to planning maps		Yes	Yes
00848	Albany Coronation Hall/Community Hall	R 21 Library Lane, Albany	PT LOT 14 DP 17618	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00850	The Cottage/Stevenson House (former)	12 The Avenue, Albany	Lot 2 DP 108622-Lot 1 DP 466595	B		A,B,F,G	Refer to planning maps	Interior of building(s)		

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00851	Albany Hotel	276 Dairy Flat Highway, Albany	Lot 1 DP 399232	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00852	Collins House (former)	20-24 Greenhithe Road, Greenhithe	Lot 16 DP 145822	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00853	Glenfield Community Hall	497-519 R 511 Glenfield Road, Glenfield	Pt Allot 216 Parish of TAKAPUNA; <u>road reserve</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00854	Gillespie House (former)	59 Seaview Road, Glenfield	<u>LOT 50 DP 51749</u>	A*	Residence	A,F,G	Refer to planning maps	Interior of building(s)		
00855	Mission Hall	411 Glenfield Road, Glenfield		A*	Hall (circa 1915 origin-portion)	A,B,F,G,H	Refer to planning maps	1-Interior of building(s) modern, and later-attached/surrounding buildings		
00859	Residence	73 Stanley Road, Glenfield	Lot 28 DP 49039	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
00860	Cox Residence (former)	123 Stanley Road, Glenfield	Pt Lot 10 DP 258	B	Cox <u>residence</u> villa	A,F,G,H	Refer to planning maps; <u>limited to being that land delineated by the landscape d-landscaped area around Cox residence the scheduled building</u>	Interior of building(s); gate structures; deck; and all vegetation		
00865	Vaughan Homestead	<u>Long Bay Regional Park, Reserve, 1550 Beach Road, Long Bay Drive</u>	<u>PT ALLOT 12 PARISH OF OKURA</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)	Yes	
00867	<u>Residence Spicer House (former)</u>	59 Knights Road, Rothesay Bay	Lot 2 DP 58258	A*	Residence	A,H	Refer to planning maps	Interior of building(s)		
00868	Pillbox	<u>1047 Beach Road/Gilbert Place, Torbay</u>	<u>LOT 33 DP 126857</u>	A*	Pillbox	A,H	Refer to planning maps			

00869	Pillboxes (2)	Long Bay Regional Park, 1550 and 2000 Beach Road (northern pillbox) and R 2000 Beach Road (southern pillbox), Long Bay	LOT 1 DP 54617; PT ALLOT 12 PARISH OF OKURA; SEC 4 SO 70452; LOT 2 DP 54616;	A*	Pillboxes	A,H	Refer to planning maps			
00870	Pillbox	Cliffop Walkway - Masterton to Beechwood, R 58 Masterton Road, Rothesay Bay Esplanade Reserve		A*	Pillbox	A,H	Refer to planning maps			
00871	Pillbox	513A Beach Road, (North end, Murrays Bay-Beach	Road reserve; Allotment 393 PSH Parish of Takapuna; road reserve	A*	Pillbox	A,H	Refer to planning maps			
00872	Pillboxes (2)	Browns Bay Esplanade Reserve, Browns Bay		A*	Pillboxes	A,H	Refer to planning maps			
00873	Pillbox	Corner Beach Road and Long Bay Drive	Road reserve	A*	Pillbox	A,H	Refer to planning maps			
00874	Gum diggers site, including hearth & building foundations outline	Centennial Park, 184 Beach Road, Cambells Bay	LOT 1 DP 194867	A*	Gum diggers H-hearth; & building foundation outline	D	Refer to planning maps		Yes	
00875	War Memorial	Manly Esplanade, Browns Bay	Road Reserve	A*	Memorial structure	A,B,H	Refer to planning maps			
00876	St Mary's Pioneer Cemetery	168 Deep Creek Road, Torbay	Lot 1 DP 66226, Lot 2 DP 66226	A*	Graves	A,B,D,E,H	Refer to planning maps		Yes	
00880	Kiln House, including its (interior) cast iron columns (Refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	A*	Kiln House	A,B,E,F,H	Refer to planning maps and Schedule 14.2 (diagram) 14.3	Interior of building(s), except for interior cast iron columns	Yes	

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00881	Syrup Packing House (Refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	A*	Syrup Packing House	A,B,F,G,H	Refer to planning maps and Schedule 14.2(diagram) 14.3	Interior of building(s)	Yes	
00882	Women's Amenities and eCrib room (Refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	A*	Woman's Womens' Amenities and eCrib room	A,B,F,H	Refer to planning maps and Schedule 14.2(diagram) 14.3	Interior of building(s)	Yes	
00883	Packing hHouse and Drier Station (Refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	A*	Packing house and Drier Station	A,B,E,H	Refer to planning maps and Schedule 14.2(diagram) 14.3	Interior of building(s)	Yes	
00884	Pan and Powerhouse (Refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	A*	Pan and Powerhouse	A,B,E,H	Refer to planning maps and Schedule 14.2(diagram) 14.3	Interior of building(s)	Yes	
00885	Cistern House, including its (interior) cast iron columns (Refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	A*	Cistern House	A,B,E,H	Refer to planning maps and Appendix-9.3(diagram)-Schedule 14.3	Interior of building(s), except for interior cast iron columns	Yes	
00886	Melthouse (Refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,E,G,H	Refer to planning maps and Schedule 14.2(diagram) 14.3	Interior of building(s)	Yes	
00887	Sugar Elevator Tower (Refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,E,H	Refer to planning maps and Schedule 14.2(diagram) 14.3	Interior of building(s)	Yes	
00888	Boiler House (Refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,E,H	Refer to planning maps and Appendix-9.3(diagram)-Schedule 14.3	Interior of building(s)	Yes	
00889	Wharf - 1927 section (Refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,D,H	Refer to planning maps and Schedule 14.2(diagram) 14.3			

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00890	Wharf - rebuilt concrete section - *Refer to specific provisions in the Chelsea Precinct	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,H	Refer to planning maps and Schedule 14.2(diagram)-14.3			
00891	Lighter wWharf - mooring bollards & walkway (1988) - *Refer to specific provisions in the Chelsea Precinct	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,H	Refer to planning maps and Schedule 14.2(diagram)-14.3			
00892	Sack Conveyor - Remnant Piers - *Refer to specific provisions in the Chelsea Precinct	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,D,E,H	Refer to planning maps and Schedule 14.2(diagram)-14.3			
00894	Cistern House extension (Refer to specific provisions in the Chelsea Precinct)	100 Colonial Road Chelsea Estate, Chatswood	Lot 3 DP405428	B		A,B,F,G,H	Refer to planning maps and Schedule 14.3Appendix 9.3(diagram)	Interior of building(s)	Yes	
00895	Manager's House	57 Colonial Road Chelsea Estate, Chatswood		A*	Manager's House	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00896	Four Chelsea Estate Refinery cottages/Cottages	60 Colonial Road, Birkenhead	<u>LOT 5 DP 405428; road reserve</u>	A*	Four Cottages/Houses	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00897	LeRoy Homestead (former)	3 Glade Place, Birkenhead	Lot 2 DP 80447	A*	<u>Residence-Residence</u>	A,F,G	Refer to planning maps	Interior of building(s)		
00898	Gilderdale Thompson Residence (former)	9 Hinemoa Street, Birkenhead	Lot 1 DP 11421,-Lot 2-DP-134760	A*	<u>Residence-Residence</u>	A,F,G	Refer to planning maps	Interior of building(s)		
00899	Former Hellaby's Butcher Shop Building (former)/(Marinovic Buildings) & Outbuilding	94-98 Hinemoa Street, Birkenhead	<u>LOT 100 DP 498519; road reserve</u>	A*	Hellaby's Building; outbuildings (Marinovic Building) & Outbuilding	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00900	Shop	100 Hinemoa Street, Birkenhead	Lot 1 DP 82684; <u>road reserve</u>	B		A,F,G	Refer to planning maps	Interior of building(s); garage; single level building; three door galvanised garage; and pre-1950's one storey building attached to the primary commercial building		
00901	All Saints Church	181 Hinemoa Street, Birkenhead	Lot 2 DP 15597	A*	Church building	A,B,F,G,H	Refer to planning maps			
00902	Zion Hill Methodist Church complex and Hall Complex	237 Onewa Road, Birkenhead	Pt Lot 7 DP 27187	A*	Original church; & original hall	A,B,D,F,G,H	Refer to planning maps	Interior of building(s); and exterior of eastern detached outbuilding		

00904	Pompallier Cemetery (Birkenhead and Northcote Protestant/Anglican and Cemetery and Birkenhead-Roman Catholic cemeteries and urupa) Cemetery	<u>Pompallier Reserve, Birkenhead Anglican Cemetery, Birkenhead Catholic Cemetery, R 2 and 4</u> Glenfield Road, Pompallier-Reserve/Cemetery, Birkenhead	<u>PT ALLOT 121 PARISH OF TAKAPUNA; PT ALLOT 152 PARISH OF TAKAPUNA</u>	A*	Graves	A,B,D,F,H	Refer to planning maps			
00906	Clement Wragge Gardens complex/Palm Gardens	<u>Needles Eye Reserve, 8, and 10, 12 and 14</u> Awanui Street, and reserve (Needles-Eye), Birkenhead	<u>PT LOT 4 DP 3444; LOT 1 DP 192659; LOT 25A DP 211; road reserve: PART BED WAITEMATA HARBOUR SURVEY OFFICE PLAN 67176: CMA</u>	A*	All pre-1923 garden-pre-1923 garden features & plantings	A,B,D,G,H	Refer to planning maps			
00907	Birkenhead Point sea wall Sea-Wall	<u>Hinemoa Park, R 1</u> Hinemoa Street, Birkenhead		A*	Sea Wall	A,B,G,H	Refer to planning maps			
00908	War Memorial Monument	<u>Nell Fisher Reserve, R 204</u> Hinemoa Street, Nell Fisher-Reserve, Birkenhead	<u>Lot 1 DP 20559</u>	A*	Monument Monument	A,B	Refer to planning maps			
00909	Glenfield Road Public Cemetery	<u>Glenfield Cemetery, Corner Glenfield Road and Eskdale Roads, Birkenhead</u>	<u>Pt Allot 122 Parish of TAKAPUNA, Pt Allot 122-Parish of TAKAPUNA</u>	A*	Graves	A,B,D,F,H	Refer to planning maps			
00910	St John The Baptist Church	49 Church Street, Northcote Point	<u>Lot 51 Allot 31 Sec 2 Parish of TAKAPUNA</u>	A*	Church building	A,B,F,H	Refer to planning maps			
00912	<u>St Peter's Rural Training School for Maori Boys (former)/Hato Petera House/Administration complex, Administration Complex and school buildings complex/School-Building/s-Complex</u>	103 College Road, Northcote	<u>Lot 2 DP 134763</u>	A*	Hato Petera School buildings complex	A,B,C,F,G,H	Refer to planning maps	Interior of building(s)		Yes
00913	St Aidan's Presbyterian Church	97 Onewa Road, Northcote	<u>LOT 2 DP 156500</u>	A*	Church building	A,B,F,H	Refer to planning maps	Interior of building(s)		
00914	Northcote College _C Block	<u>Northcote College, 1</u> Kauri Glen Road, Northcote	<u>Pt Lot 1 DP 70475</u>	A*	C sSchool Block	A,B,F	Refer to planning maps	Interior of building(s)		
00915	<u>Northcote Public School Infant Department (former)/Northcote College-Old Gymnasium</u>	<u>Northcote College, 1</u> Kauri Glen Road, Northcote	<u>Pt Lot 1 DP 70475</u>	A*	<u>Building</u> Old school-gymnasium building	A,B,F	Refer to planning maps			
00916	Shops (former)	26 Queen Street, Northcote Point	<u>Lot 1 DP 15027; road reserve</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
00917	Northcote Tavern	37 Queen Street, Northcote Point	<u>PT LOT 7 DP 23966; LOT 4 DP 23966; road reserve</u>	A*	Tavern building	A,B,F,G,H	Refer to planning maps	Interior of building(s) and free standing garage		
00918	<u>Shop (former)/residence</u> Residence	55 Queen Street, Northcote Point	<u>Lot 1 DP 26653; road reserve</u>	B		A,F	Refer to planning maps	Interior of building(s)		

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00919	Lepper's Post Office/Shop (former)	60 Queen Street, Northcote Point	Pt Allot 30 Parish of TAKAPUNA	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00920	Northcote Post Office (former)	115 Queen Street, Northcote Point	Lot 1 DP 122388; <u>road reserve</u>	A*	1929 portion 1929 portion of building	A,B,F,H	Refer to planning maps	Interior of building(s); and later additions		
00921	Bridgeway Cinema and Shops	120-128 Queen Street, Northcote Point	Pt Lot 1 DP 2133; Lot 6 DP-423599; <u>road reserve</u>	A*	Cinema/s hop-Cinema/shop complex	A,B,F,H	Refer to planning maps	Interior of building(s)		
00922	Thomas Hilditch Shop, dwelling & Workshop (former)	130 Queen Street, Northcote Point	Lot 1 DP 13328; <u>road reserve</u>	A*	Shop; dwelling & workshop	A,H	Refer to planning maps	Interior of building(s)		
00923	Northcote Methodist Church and Hall	139 Queen Street, Northcote Point	Lot 14 DP 343; Lot 1 DP 26751	A*	Church & hall buildings	A,B,F,H	Refer to planning maps	Interior of building(s)		
00924	War Memorial Hall	2 Rodney Road, Northcote Point	Lot 2 Allot 53 Parish of TAKAPUNA; <u>road reserve</u>	A*	Hall building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00925	Onewa Masonic Lodge	14 Rodney Road, Northcote Point	Lot 8 Allot 52 Parish of TAKAPUNA	A*	Masonic lodge building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
00926	Northcote War Memorial Monument/Pavilion	69 Onewa Road (corner Onewa Road and Lake Road), Northcote	PT ALLOT 2 PARISH OF TAKAPUNA; <u>road reserve</u>	A*	Monument/pavilion-Pavilion	A,B,G,H	Refer to planning maps			
00927	Northcote Point sea wall, (including sea wall Sea Wall at "The Gold Hole")	<u>Gold Hole</u> , Queen Street and Princes Street, Northcote Point		A*	Sea wall	A,B,D,E	Refer to planning maps			
00928	Public telephone box/Octagonal Telephone Box	Corner Queen Street and Stafford Streets, Northcote Point	Road Reserve	A*	Telephone Telephone box	B,H	Refer to planning maps			
00929	Auckland Harbour Bridge Memorial	Stokes Point, Northcote Reserve, Princes Street, Northcote Point		A*	Memorial	A,B	Refer to planning maps	Excludes all structural features of the bridge above		
00930	Birkenhead & Northcote Gas Company wharf/Wharf Remnants	Council Terrace, Northcote Point	PART BED WAITEMATA HARBOUR SURVEY OFFICE PLAN 67176	A*	Wharf remnants	A,D	Refer to planning maps			
00931	Northcote Point flagpole/Flagpole	Stokes Point, Northcote Reserve, Queen Street / Princes Street, Northcote Point	PT ALLOT 68 TOWN OF WOODSIDE	A*	Flagpole	A,B	Refer to planning maps			
00932	Lymington Castle	47 Verbena Road, Birkdale	Lot 3 DP 315307	A*	Residence Residence	A,F,G	Refer to planning maps	Interior of building(s)		
00933	Hilder's Cottage (former)	2A John Bracken Way 158 Beach Haven Road, Beach Haven	LOT 1 DP 145712	B		A,F,G	Refer to planning maps	Interior of building(s)		
00934	St Peter's Anglican Church	56A Tramway Road, Beach Haven	Pt Lot 1 DP 170343	B		A,B,F	Refer to planning maps			
00935	Fordham Cottage (former)	8 Fordham Street, Beach Haven	Lot 6 DP 194479	B		A,F	Refer to planning maps	Interior of building(s)		

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00939	Birkdale Primary School Open-Air Classroom (Durham Hall)	Birkdale Primary School, 10 Salisbury Road, Birkdale	<u>PT LOT 129 DP 1375</u>	B		A,B,F	Refer to planning maps	Interior of building(s)		
00940	Residence	9 Awanui Street, Birkenhead	Lot 2 DP 15768	B		A,F	Refer to planning maps	Interior of building(s)		
00944	Residence	6 Glade Place, Birkenhead	Lot 1 DP 20732, Pt Lot 2 DP 20732, Lot 15 DP 20732-4/143sh 900m2	B		A,F	Refer to planning maps	Interior of building(s)		
00945	Residence	19 Hinemoa Street, Birkenhead	<u>PT LOT 9 DP 211</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00946	Residence	24 Hinemoa Street, Birkenhead	Pt Lot 1 DP 31690, Pt Lot 2 DP 31690, Pt Lot 4 DP 47454	B		A,F	Refer to planning maps	Interior of building(s)		
00947	The Cliffs	25 Hinemoa Street, Birkenhead	Lot 1 DP 55784	B		A,F	Refer to planning maps	Interior of building(s)		
00948	Residence	38A Hinemoa Street, Birkenhead	Lot 2 DP 61661	B		A,F	Refer to planning maps	Interior of building(s)		
00950	Residence	52 Hinemoa Street, Birkenhead	Lot 3 DP 19968	B		A,F	Refer to planning maps	Interior of building(s)		
00951	The Knoll	58 Hinemoa Street, Birkenhead	Pt Lot 10 DP 211, Pt Lot 10 DP 211	B		A,F	Refer to planning maps	Interior of building(s)		
00952	Birkenhead (South) Post Office (former)	74 Hinemoa Street, Birkenhead	Sec 3 SO 63238	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00954	George Dickson Residence (former)	93 Hinemoa Street, Birkenhead	<u>LOT 1 DP 197343</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00955	Police Station and cell block Cell Block (former)	110-112 Hinemoa Street, Birkenhead	Lot 13 Blk I DP 804, Pt Lot 12 Blk I DP 804	B		A,F	Refer to planning maps	Interior of building(s)		
00956	Residence	120 Hinemoa Street, Birkenhead	Lot 1 DP 59379, Lot 3 DP 59379	B		A,F	Refer to planning maps	Interior of building(s)		
00957	Commercial Building/Residence	128-130 Hinemoa Street, Birkenhead	Pt Lot 1 DP 4738; <u>road reserve</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
00962	Hawkins Store (former)	243 Hinemoa Street, Birkenhead	Lot 7 DP 8981; <u>road reserve</u>	B		A,B,F	Refer to planning maps	Interior of building(s); and portions of building to the rear of primary two-storey front building		
00968	Residence	45 Huka Road, Birkenhead	Lot 3 DP 45414	B		A,F	<u>Refer to planning maps</u>	Interior of building(s)		
00970	Waldergrave	11 Maritime Terrace, Birkenhead	Lot 1 DP 64936	B		A,F	Refer to planning maps	Interior of building(s)		
00971	Residence	24 Maritime Terrace, Birkenhead	Lot 1 DP 94529	B		A,F	Refer to planning maps	Interior of building(s)		
00973	Residence	235 Onewa Road, Birkenhead	<u>LOT 1 DP 27187</u>	B		A,F	Refer to planning maps	Interior of building(s)		

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00974	Residence	50 Palmerston Road, Birkenhead	Pt Lot 30 DP 804	B		A,F	Refer to planning maps	Interior of building(s)		
00981	Residence	8 Roseberry Avenue, Birkenhead	Lot 1 DP 62798	B		A,F	Refer to planning maps	Interior of building(s)		
00985	St Vincent De Paul House	92 Onewa Road, Northcote Point	<u>LOT 3 DP 137862</u>	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
00986	Residence	4A Clarence Road, Northcote Point	<u>LOT 2 DP 123599</u>	B		A,F	Refer to planning maps	Interior of building(s)		
00989	Residence	19 Clarence Road, Northcote Point	Pt Lot 32 Deeds T19; Pt Lot 33 Deeds T19	B		A,F	Refer to planning maps	Interior of building(s)		
00993	Residence	17 Onewa Road, Northcote	Lot 1 DP 46603	B		A,F	Refer to planning maps	Interior of building(s)		
00994	Northcote Presbyterian Manse	95 Onewa Road, Northcote	Lot 1 DP 156500	B		A,F	Refer to planning maps	Interior of building(s)		
00998	Residence	48 Princes Street, Northcote Point	Lot 3 DP 19012	B		A,F	Refer to planning maps	Interior of building(s)		
00999	Residence	49 Princes Street, Northcote Point		B		A,F	Refer to planning maps	Interior of building(s)		
01002	Residence	61 Princes Street, Northcote Point	Pt Lot 30 DP 3609	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01003	Residence	1 Queen Street, Northcote Point	Allot 32 Town of WOODSIDE	A*	Residence <u>Residence</u>	A,F,G,H	Refer to planning maps	Interior of building(s)		
01005	Residence	15 Queen Street, Northcote Point	Allot 25 Town of WOODSIDE	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01006	Te Arotai	17 Queen Street, Northcote Point	Allot 24 Town of WOODSIDE	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01007	Residence	18 Queen Street, Northcote Point	Allot 11 Town of WOODSIDE	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01008	M.H. Walsh sShops and dDwellings (former)	4/43 and 2/43 Queen Street, Northcote Point	<u>LOT 1 DP 70891; road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01018	Residence	89 Queen Street, Northcote Point	Pt Lot 4 DP 33551	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01020	Residence	94 Queen Street, Northcote Point	Lot 18 DP 2412; <u>road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01021	Residence	96A Queen Street, Northcote Point	<u>LOT 19 DP 2412; road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01022	Ambleside	97 Queen Street, Northcote Point	Lot 2 DP 45718; Lot 3 DP 45718	B		A,F,G,H	Refer to planning maps	Interior of building(s)		

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01025	Residence	119 Queen Street, Northcote Point	Lot 1 DP 51072; <u>road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01028	Residence	138 Queen Street, Northcote Point	Lot 5 DP 4187	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01030	Council Chambers (former)	152 Queen Street, Northcote Point	Lot 1 Allot 53 Parish of TAKAPUNA; <u>road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01031	Dudding House (former), <u>including wall (including street wall)</u>	208 Queen Street, Northcote Point	Pt Allot 51 Parish of TAKAPUNA; Pt Allot 51- Parish of TAKAPUNA	B		A,F,G	Refer to planning maps	Interior of building(s)		
01032	Residence	18 Raleigh Road, Northcote	Lot 8 DP 46419	B		A,F,G	Refer to planning maps	Interior of building(s)		
01034	William Hector George Cottage (former)	8 Richmond Avenue, Northcote Point	Pt Lot 51 DP 343; <u>road reserve</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01043	Residence	10 Stafford Road, Northcote Point	Pt Lot 72 DP 712	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01050	Frank Sargeson's Cottage	14A Esmonde Road, Takapuna	Pt Lot 1 DP 105922	A*	Cottage	A,B,D,F,G,H	Refer to planning maps			
01051	Old Post Office (former), including outbuilding and Outbuilding	187A Hurstmere Road, Takapuna	<u>SEC 1 SO 65186; road reserve</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01052	Lake House	Barrys Point Reserve, <u>37 Fred Thomas Drive, Takapuna</u>	<u>LOT 2 DP 61305</u>	A*	Lake House villa	A,B,F,G	Refer to planning maps			
01053	Earnoch	194 -196 Hurstmere Road, Takapuna	Lot 1 DP 52995	A*	Residence <u>Residence</u>	A,F,G	Refer to planning maps	Interior of building(s)		
01054	Pumphouse	<u>Lake Pupuke Reserve, Killarney Park, 39 Killarney Street, Killarney Park, Takapuna</u>	<u>PT LOT 3 DP 1558; LOT 1 DP 84317</u>	A*	Pumphouse building <u>Pumphouse</u>	A,B,F,G	Refer to planning maps	Interior of building(s)		
01055	Duddings Store (former)	335 Lake Road, Hauraki	Pt Lot 1 DP 61717; <u>road reserve</u>	A*	Main brick building— <u>Belvedere</u>	A,F,G	Refer to planning maps	Interior of building(s)		

01056	Thorne Estate Dairy	8 Minnehaha Avenue, Takapuna	Pt Lot 19 DP 7523; Pt Lot 20 DP 7523	B		A,F,G	Refer to planning maps	Interior of dairy of dairy; and interior and exterior of residence; and the two pohutukawa <u>two pohutukawa</u> trees that each have <u>each have</u> one limb resting on the roof of the Thorne Estate Thorne Estate Dairy as at <u>30 September at 30 September 2013</u> . (These two Pohutukawa trees are <u>trees are</u> to be deemed 'free standing' for the <u>for the</u> purposes of the plan rules.)		
01057	'Porthcurnow' East	14 Muritai Road, Milford	Lot 2 DP 66040	B		A,F,G	Refer to planning maps			
01058	St Joseph's Convent (former)	2 Taharoto Road, Takapuna	Pt Allotment 77 Parish of Takapuna	A*	Former convent building	A,F,G	Refer to planning maps	Interior of building(s); modern school and accessory buildings		
01059	Golder House and Garage	14 Rewiti Avenue, Takapuna	Lot 1 DP 206400	A*	Residence- Residence; and garage	A,E,F,G	Refer to planning maps			
01060	Castor Bay Battery complex -Complex	Kennedy Park (Castor Bay), R 137 Beach Road, 141 Beach Road, 139 Beach Road, Castor Bay	Lot 1 DP 92235, Lot 13 DP 38175, Lot 1 DP 104826, Lot 2 DP 104826, Allot 463 Parish of TAKAPUNA, Lot 2 DP 176897, Lot 10 DP 38175, Lot 5 DP 334604, Lot 6 DP 334604, Lot 7 DP 334604 ALLOT 463 PARISH OF TAKAPUNA; LOT 1 DP 104826; LOT 10 DP 38175; LOT 11 DP 38175; LOT 12 DP 38175; LOT 13 DP 38175	A*	All World War II military-associated installations associated installations including (but not limited to): Battery complex; 1) tunnel network; 2) cliff face search light emplacements; 3) 'frying pan' gun emplacements; 4) observation post building	A,B,D,E,H	Refer to planning maps			

01062	War Memorial Gates and two Coronation Oak Trees	Takapuna Primary School, 23 Auburn Street, Takapuna Primary School, Takapuna	Pt Allot 79 Parish of TAKAPUNA, Pt Allot 79 Parish of TAKAPUNA, Pt Allot 79 Parish of TAKAPUNA	A*	Memorial gates, and two Coronation oak trees	A,B,G	Refer to planning maps			
01063	Takapuna Primary School Open – Air-Open-Air Classroom Block	Takapuna Primary School, 23 Auburn Street, Takapuna Primary School, Takapuna	Pt Allot 79 Parish of TAKAPUNA, Pt Allot 79 Parish of TAKAPUNA, Pt Allot 79 Parish of TAKAPUNA	B		A,B,G,F,G	Refer to planning maps	Interior of building(s)		
01064	Tiro Nui	8 Bayview Road, Hauraki	<u>LOT 34 DP 6902</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01065	Residence	14 Bayview Road, Bayview	<u>LOT 11 DP 57593</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01066	Takapuna Automatic Telephone Exchange Building (former)	187A Hurstmere Road, Takapuna	<u>SEC 1 SO 65186; road reserve</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01067	Residence	14 Eversleigh Road, Belmont	Lot 1 DP 39384	B		A,F,G	Refer to planning maps	Interior of building(s)		
01068	St Vincent de Paul Catholic Church	2 Shakespeare Road, Milford	Pt Lot 10 DP 9528; <u>road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01070	Allen House (former)	24 Hauraki Road, Hauraki	Lot 1 DP 98802	B		A,F,G	Refer to planning maps	Interior of building(s)		
01072	Merkesworth Castle	253 Hurstmere Road, Takapuna	Lot 1 DP 362322; <u>LOT 2 DP 362322</u>	A*	Residence	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01073	Hurstmere	288 Hurstmere Road, Takapuna	Lot 1 DP 46813	A*	Residence	A,F,G	Refer to planning maps	Interior of building(s)		
01074	Geddis House	5 Jutland Road, Hauraki	Lot 1 DP 43921	B		A,F,G	Refer to planning maps	Interior of building(s)		
01075	Pumphouse Residence (former)	26 Killarney Street, Takapuna	Lot 2 DP 119949	B		A,F,G	Refer to planning maps	Interior of building(s)		
01076	The Stables (Black Rock)	17 Kitchener Road, Takapuna	Lot 3 DP 38812	B		A,F,G	Refer to planning maps	Interior of building(s)		
01077	<u>Residence Halling Homestead (former)</u>	68 Kitchener Road, Milford Takapuna	Pt Lot 4 DP 657	B		A,F,G	Refer to planning maps	Interior of building(s)		
01078	Takapuna Methodist Church Complex	429 Lake Road, Takapuna	<u>Pt Lot 43, Lots 44 – 46 & Pt Lot 47 DP 6879 Lot 44 DP 6879; LOT 45 DP 6879; LOT 46 DP 6879; Pt Lot 47 DP 6879; road reserve</u>	B		A,B,F,G,	Refer to planning maps	Interior of building(s)		

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01079	St Leonards' /Wilson Complex <u>including</u> Original Wilson Home, cChapel, sSummer hHouse, cCottage, and front entrance gates and pillars	212 Lake Road, Hauraki	Lot 1 DP 164021	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01080	Grace Abbott rResidence (former)	415 Lake Road, Takapuna	Lot 1 DP 147270; <u>road reserve</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01081	Silverton'-/Shakespear rResidence	437 Lake Road, Takapuna	Pt Lot 49 DP 6879; <u>LOT 2 DP 33587</u>	B		A,F,G	Refer to <u>planning maps</u> ; <u>Extent of place limited to footprint of existing building only</u> ; <u>Refer to planning maps</u>	Interior of building(s)		
01082	Becroft House	7-9 Lake View Road, Takapuna	Lot 9 DP 48472; Lot 10 DP 48472	B		A,F,G	Refer to planning maps	Interior of building(s)		
01083	Second House	18 Northboro Road, Hauraki	Lot 2 DP 35324	A*	Residence	A,E,F,G	Refer to planning maps	Interior of building(s)		
01084	First House	20 Northboro Road, Hauraki	Lot 3 DP 35324	A*	Residence	A,E,F,G	Refer to planning maps	Interior of building(s)		
01085	Macferson rResidence	30 Onepoto Road, Hauraki	Lot 1 DP 71142	B		A,F,G	Refer to planning maps	Interior of building(s)		
01086	Milford Free Kindergarten	<u>R 17 Sylvan Park Avenue (also known as 14 Pierce Road)</u> , Milford	<u>LOT 10 DP 7524</u>	B		A,E,F	Refer to planning maps	Interior of building(s)		
01088	W.H. Shakespear rResidence/Mt.-Carmel Convent (former); Carmel College	<u>Carmel College</u> , 116 Shakespeare Road, Milford	<u>Lot 2 DP 203069</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01089	Takapuna Library (former)	2 The Strand, Takapuna	Lot 5 DP 20819; <u>road reserve</u>	B		A,B,F,G	Refer to planning maps			
01090	Residence	17 Albert Road, Devonport	<u>LOT 1 DP 153692</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01091	Residence	28 Albert Road, Devonport	Pt Lot 5 DP 2344; Lot 6 DP 2344	B		A,F,G	Refer to planning maps	Interior of building(s)		
01093	Residence	21 Aramoana Avenue, Devonport	Pt Lot 31 DP 21368	B		A,F,G	Refer to planning maps	Interior of building(s)		
01094	Ngataranga	14 Birkley Road, Bayswater	Lot 1 DP 43307	B		A,F,G	Refer to planning maps	Interior of building(s)		

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01095	Shop/Residence (former)	58 Calliope Road, Stanley Point	Lot 6 DP 340; <u>road reserve</u>	A*	Commercial building	A,F,G,H	Refer to planning maps	Interior of building(s)		
01096	Residence	26 Cheltenham Road, Devonport	Pt Allot 12A Sec 2 Parish of TAKAPUNA, Pt Allot 12A-See 2 Parish of TAKAPUNA	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01098	Duder House	11 Church Street, Devonport	Lot 1 Deeds 1092	A*	Residence	A,F,G,H	Refer to planning maps	Interior of building(s)		
01099	Holy Trinity Church and Hall	18-20 Church Street, Devonport	Lot 2 DP 57880	A*	Church, and hall	A,B,F,G,H	Refer to planning maps			
01100	Devonport Power Station (former)	47-49 Church Street, Devonport	<u>PT ALLOT 17A SEC 2 PARISH OF TAKAPUNA; road reserve</u>	A*	Power station building	A,B,E,F,G,H	Refer to planning maps	Interior of building(s)		
01102	Residence	16 Hastings Parade, Devonport	<u>LOT 1 DP 166810</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01103	Takapuna Boating Club Building Club and saltwater swimming pool	17 Sir Peter Blake Parade, Bayswater	<u>LOT 1 DP 20033; Lot 2 DP20033 DP 20033; Part Lot 1 DP 17189; Pt Lot Pt Lot 1 DP 19921; Road reserve; CMA</u>	A*	Boating Club building	A,B,F,G	Refer to planning maps	Interior of building(s)		
01104	St Michael's and All Angels' Church	159 Bayswater Avenue, Bayswater	Lot 1 DP 93090; <u>road reserve</u>	A*	Church building	A,B,F,G,H	Refer to planning maps			
01106	Elizabeth House	5 King Edward Parade, Devonport	<u>PT ALLOT 19 SEC 2 PARISH OF TAKAPUNA</u>	A*	Residence Residence	A,F,G,H	Refer to planning maps	Interior of building(s) except the main staircase and original dining room ceiling		
01107	Rockcliff (residence)	6A King Edward Parade, Devonport	Lot 1 DP 77570	A*	Residence Residence	A,F,G,H	Refer to planning maps	Interior of building(s)		
01108	Masonic Tavern	29 King Edward Parade & 3A Church Street, Devonport		A*	Masonic Tavern	A,B,C,D,E,F,G,H	Refer to planning maps	Interior of building(s)	Yes	Yes
01109	Residence	60 King Edward Parade, Devonport	Lot 1 DP 49902	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01110	Residence	62 King Edward Parade, Devonport	Pt Allot 13 Sec 2 Parish of TAKAPUNA, Pt Allot 13-See 2 Parish of TAKAPUNA	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01111	Takapuna Grammar School	<u>Takapuna Grammar School, 210 Lake Road, Belmont</u>	<u>LOT 1 DP 18718</u>	A*	Main Block	A,B,F,G	Refer to planning maps	Interior of building(s)		
01112	Buffalo Hall/Court Victoria Hall (former)	2 Lake Road, Devonport	Lot 2 DP 20511; <u>SEC 1 SO 470272; SEC 2 SO 470272; road reserve</u>	A*	Buffalo Hall/Court Victoria Hall	A,B,F,G,H	Refer to planning maps	Interior of building(s)		

01113	Residence	9 Mays Street, Devonport	<u>LOT 4 DP 49550; LOT 6 DP 198; PT LOT 7 DP 198</u>	A*	Residence - <u>Residence</u>	A,F,G,H	Refer to planning maps	Interior of building(s)		
01114	<u>Presbyterian Church (former)/Devonport Museum</u>	Mount Cambria Reserve, R 33A Vauxhall Road, Devonport	<u>LOT 2 DP 131812; PT LOT 4 DP 131812; PT LOT 5 DP 131812; LOT 1 DP 57112</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01115	First State house on the North Shore	27 Niccol Avenue, Narrow Neck	Lot 1 DP 122558	A*	Residence - <u>Residence</u>	A,B,F,G	Refer to planning maps	Interior of building(s)		
01116	Residence	14 Takarunga Road, Devonport	Lot 1 DP 18326	B		A,F,G	Refer to planning maps	Interior of building(s)		
01117	Fort Takapuna (<u>Operetu</u>) Fort Cautley Military Gcomplex R11_1723	<u>Fort Takapuna Reserve, 428 R170 Vauxhall Road and Fort Takapuna Reserve, Narrow Neck</u>	<u>SEC 1 SO 355498; SEC 2 SO 355498; SEC 3 SO 355498; SEC 3 SO 69845</u>	A*A	All military associated installations including: 1. Main Fort Takapuna Complex and Gun pits; 2. Observation Posts; 3. Gun Batteries; 4. Engine/Generator Room; 5. Tunnel Systems; 6. Officers Mess; 7. Two Barracks; 8. Guard	A,B,D,E,F,G,H	Refer to planning maps		Yes	
01118	St Paul's Presbyterian Church and Ggraveyard	100A and 100B Victoria Road, Devonport	Allot W26A Sec 2 Parish of TAKAPUNA <u>LOT 1 DP 464763; LOT 2 DP 464763; SEC 1 SO 464762; road reserve</u>	A*	Church and G_graves	A,B,D,E,G,H	Refer to planning maps			
01119	St Francis de Sales Catholic Church and gGraveyard	2A and 2B Albert Road, Devonport	<u>LOT 1 DP 24804; Allot M26A Sec 2 Parish of TAKAPUNA</u>	A*	Church and G_graves	A,B,E,F,G,H	Refer to planning maps	Presbytery and accessory buildings on 2A Albert Road		
01120	The Esplanade Hotel	1 Victoria Road, Devonport	<u>Lot 2 DP 174282 SEC 2 SO 473763; road reserve</u>	A*	The Esplanad e Hotel building	A,B,F,G,H	Refer to planning maps			
01121	<u>Devonport Post Office (former)/Council Building (former)</u>	3 Victoria Road, Devonport	Pt Land On DP 737; <u>road reserve</u>	A*	Interior features: main stair; upstairs Victoria Road; frontage offices; Council Chamber and public foyer; back stairs	A,B,F,G,H	Refer to planning maps			
01122	May's Building	5-15 and 19 Victoria Road, Devonport	<u>LOT 1 DP 30140; LOT 4 DP 44089; road reserve</u>	A*	May's Building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01123	Post Office (former)	10 Victoria Road, Devonport	<u>LOT 1 DP 152818; road reserve</u>	A*	Former Post Office Building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		

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01124	Bank of New Zealand (former)	14 Victoria Road, Devonport	Allot 77 Sec 2 Parish of TAKAPUNA; Allot 78 Sec 2 Parish of TAKAPUNA; <u>road reserve</u>	A*	Former Bank of New Zealand Building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01125	Commercial <u>building</u> Building	16-18 Victoria Road, Devonport	<u>ALLOT 76 SEC 2 PARISH OF TAKAPUNA; ALLOT 75 SEC 2 PARISH OF TAKAPUNA; road reserve</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01126	Commercial <u>building</u> Building	25 Victoria Road, Devonport	Lot 2 DP 87483; <u>road reserve</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01127	Commercial <u>building</u> Building	37-39 Victoria Road, Devonport	Lot 1 DP 61110	A*	Commercial <u>Commercial</u> building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01128	Commercial <u>building</u> Building	38-40 Victoria Road, Devonport	Pt Lot 4 Allot 20A Sec 2 Parish of TAKAPUNA; <u>road reserve</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01129	Buchanan's Building	41-42 Victoria Road, Devonport		B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01130	Johnstone & Noble Building	<u>12 Clarence Street (also known as 49 Victoria Road),</u> Devonport	<u>PT ALLOT 21 SEC 2 DP 20347; road reserve</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01131	Verran's Building	53-55 Victoria Road, Devonport	Lot 2 Allot 21 Sec 2 Parish of TAKAPUNA; <u>road reserve</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01132	Victoria Theatre	48-56 Victoria Road, Devonport	Pt Lot 20A Deeds T12; <u>road reserve</u>	A*	Victoria Theatre	A,B,F,G,H	Refer to planning maps			
01133	Victoria Arcade	57-59 Victoria Road, Devonport	Lot 1 DP 97920; <u>road reserve</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01134	Devonia Building	61-67 Victoria Road, Devonport	Land On DP 3720; <u>road reserve</u>	A*	Devonia Building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01135	Commercial <u>building</u> Building	69-71 Victoria Road, Devonport	Lot 6 DP 4986	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01136	Allisons' <u>Allisons'</u> Buildings	73-79 Victoria Road, Devonport	<u>LOT 7 DP 1972; PT LOT 8 DP 1972; road reserve</u>	A*	Allisons' <u>Allisons'</u> Buildings	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01137	Auckland Gas Company <u>Building</u> (former)	81 Victoria Road, Devonport	Pt Lot 8 Allot 21 Sec 2 Parish of TAKAPUNA; Pt Lot 8 DP 1972; <u>road reserve</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01138	Watkin's <u>Watkins'</u> Buildings	83-85 Victoria Road, Devonport	Pt Allot 21 Sec 2 Parish of TAKAPUNA; <u>road reserve</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01140	Princess Buildings	95-103 Victoria Road, Devonport	<u>PT ALLOT 21 DP 24905; road reserve</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		

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01141	Residence	112 Victoria Road, Devonport	Pt Allot 9 Sec 2 Parish of TAKAPUNA	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01142	Takapuna Dairy Company (former)	197 Victoria Road, Devonport		A*	Former Dairy Company building	A,F,G,H	Refer to planning maps	Interior of building(s)		
01143	Earnscliffe	44 Williamson Avenue, Belmont	Lot 40 DP 37086	A*	Residence	A,F,G	Refer to planning maps	Interior of building(s)		
01144	O'Neill's O'Neills Point Cemetery	R 122 Bayswater Avenue, Bayswater	Pt Allot 13 Sec 1 Parish of TAKAPUNA, Pt Allot 13 Sec 4 Parish of TAKAPUNA	A*	Graves	A,B,D,E,G,H	Refer to planning maps			
01146	Memorial Drive	R 29 and 34 Lake Road, Devonport	LOT 1 DP 171325; LOT 2 DP 77578; SEC 3 BLK VI SD RANGITOTO; PT SEC 7 BLK IV SD RANGITOTO; RECLAIMED LAND DP 693; road reserve	A*	Memorial trees Trees and Memorial Plaques; memorial plaques	A,B,G	Refer to planning maps			
01147	Shell Path path	Queens Parade Reserve, Queens Parade and King Edward Parade, Devonport Waterfront	PART HARBOUR BED SO 20236; LOT 1 DP 22936; road reserve; CMA; PART HARBOUR BED SURVEY OFFICE PLAN 20236;	A*	Shell Path path	A,H	Refer to planning maps			
01148	Mount Victoria Mushroom Vents- mushroom vents	Mount Victoria, Devonport	SEC 1 SO 454608	A*	Mushroom Vents	A,B,D,E,G,H	Refer to planning maps			
01149	E.W. Allisen Alison Memorial and Glock	Marine Square, R 3, Queens Parade, King Edward Parade, Marine Square, Devonport	LOT 1 DP 22936; road reserve	A*	Memorial and Glock; clock	A,B,G,H	Refer to planning maps			
01150	Hydrographic Survey Station and m Mast	Windsor Reserve, R 2 Victoria Road, Devonport	PT ALLOT 22C SEC 2 PARISH OF TAKAPUNA; CMA	A*	Hydrographic Survey Station and; Mast	A,H	Refer to planning maps			
01151	World War I Memorial	Windsor Reserve, corner of Victoria Road and Flagstaff Terrace, Devonport	Road reserve	A*	Memorial	A,B,H	Refer to planning maps			
01152	Fountain	Windsor Reserve, corner of Victoria Road and Flagstaff Terrace, Devonport	Road reserve	A*	Cast Iron Fountain	A,B,H	Refer to planning maps			
01153	Tainui Landing Monument	Torpedo Bay Reserve, R42 King Edward Parade, Torpedo Bay Reserve, Devonport	ALLOT 40 SEC 2 PARISH OF TAKAPUNA; road reserve	A*	Monument	A	Refer to planning maps			Yes

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01154	Memorial to J.P. Mays and H. Frankham	Windsor Reserve, <u>Flagstaff Terrace</u> , Devonport	<u>LOT 2 DP 110322</u>	A*	Memorial	A	Refer to planning maps			
01157	Magazine Rock	King Edward Parade, Devonport		A*	Rock	A	Refer to planning maps			
01158	Watson Memorial Clock	<u>Duders Beach</u> , King Edward Parade (opposite <u>Church Street</u>), Devonport	<u>PART HARBOUR BED SURVEY OFFICE PLAN 20236</u> ; CMA; road reserve	A*	Memorial-Clock	A,B,H	Refer to planning maps			
01159	Takarunga Pa R11_109 and Fort Victoria (Mount Victoria Military Fortification Complex) R11_1721	R R 24 Kerr Street, Mount Victoria, Devonport	Pt Allot 42 Sec. 2 PSH Sec. 2 Parish of Takapuna; PT ALLOT 46 SEC 2 PARISH OF TAKAPUNA; SEC 1 SO 454608; SEC 2 SEC 2 SO 454608; Lot 2 DP 24804; Mt Victoria Recreation Reserve, NZ Gaz. 26 August 1880	A*	Mt Victoria Fortification features and Pa	A,B,C,D,E,F,G,H	Refer to planning maps		Yes	
01160	Site of e Original Devonport Wharf <u>site</u>	King Edward Parade, Devonport		A*	Site of w Wharf and any physical remains, and the plaque	A,D	To be defined#		Yes	
01161	Execution Site <u>plaque near Mays Street</u>	King Edward Parade Reserve, King Edward Parade Road Reserve (opposite <u>Mays Street</u>), Devonport	<u>PART HARBOUR BED SURVEY OFFICE PLAN 20236</u> ; road reserve	A*	Site of execution	A,B	Refer to planning maps			
01162	Plaque recording Boat Building Industry <u>plaque</u>	<u>Duders Beach</u> , King Edward Parade Reserve, King Edward Parade Road Reserve, Devonport	<u>Road reserve</u>	A*	Plaque	A,B	Refer to planning maps			
01163	D'Urville of the Astrolabe plaque	Torpedo Bay, <u>King Edward Parade</u> (adjacent to 64 <u>King Edward Parade</u>), Devonport	<u>Road reserve</u>	A*	Plaque	A,B	Refer to planning maps			
01164	Te Puna Springs site	Torpedo Bay, King Edward Parade, Devonport		A*	Site of spring	A,B,C	<u>Refer to planning maps</u>		Yes	Yes

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01165	Mount Victoria Cemetery/ Public Graveyard	Mount Victoria, Road Albert Road (also known as R 24 Kerr Street), Devonport	<u>LOT 2 DP 24804</u>	A*	Graves	A,B,C,D,E,F,G,H	Refer to planning maps			Yes
01166	St Augustine's Church and hall & Hall	95A Calliope Road, Stanley Point	Pt Lot 68 DP 1055	A*	Church and Hall	A,B,F,G,H	Refer to planning maps			
01168	Nothing Happened! Plaque-plaque	Windsor Reserve, R 2 Victoria Road, Devonport	<u>PT ALLOT 22C SEC 2 PARISH OF TAKAPUNA; road reserve</u>	A*	Plaque	A,B	Refer to planning maps			
01169	Boat rRepair yYard cComplex-(former)	Torpedo Bay, 64 King Edward Parade, Devonport (includes CMA area)	<u>PT HARBOUR BED SO 8311A; PT HARBOUR BED SO 3052B; PT ALLOT 13A SEC 2 PARISH OF TAKAPUNA; PT HARBOUR BED SO 52566; PT ALLOT 13A SEC 2 PARISH OF TAKAPUNA; CROWN LAND SURVEY OFFICE PLAN 66979; CMA</u>	B		A,B,C,D,E,H	Refer to planning maps	Interior of building(s)	Yes	
01170	Residence	24 Allenby Avenue, Devonport	Lot 1 DP 4405	B		A,F,G	Refer to planning maps	Interior of building(s)		
01171	Residence	7 Anne Street, Devonport	<u>LOT 1 DP 101077</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01172	Residence	13 Bardia Street, Belmont	Lot 4 DP 38751; <u>LOT 2 DP 461726</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01173	Residence	16 Beresford Street, Bayswater	Lot 133 DP 4787	B		A,F,G	Refer to planning maps	Interior of building(s)		
01174	Residence	13 Buchanan Street, Devonport	Lot 10 Allot 20A Sec 2 Parish of TAKAPUNA	B		A,F,G	Refer to planning maps	Interior of building(s)		
01175	Residence	18 Buchanan Street, Devonport	Lot 3 DP 30704	B		A,F,G	Refer to planning maps	Interior of building(s)		
01177	Dairy	31 Calliope Road, Devonport	<u>LOT 1 DP 120859; road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01178	Shop	1 Kiwi Road, Stanley Point	<u>Lot 2 DP 92211; road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01179	Residence	86 Calliope Road, Stanley Point	<u>PT LOT 18 DP 176; PT LOT 17 DP 176; road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01180	Residence	126 Calliope Road, Stanley Point	<u>LOT 1 DP 455779</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01181	Residence	115 Calliope Road, Stonaly Point	Pt Lot 77 DP 1055	B		A,F,G,H	Refer to planning maps	Interior of building(s)		

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01182	Residence	152A Calliope Road, Stanley Point	Pt Lot 156 DP 2312, Pt Lot 457-DP2312	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01183	Residence	2 Cambria Road, Devonport	Lot 1 DP 130079	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01184	Oceanside Rest Home (former)	33 Cheltenham Road, Devonport	Pt Lot 4 DP 4168; LOT 4 DP 29476; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01186	Kiosk/Restaurant	R-35 Cheltenham Road, Devonport	LOT 1 DP 210524; PART ENDOWMENT LAND DEPOSITED PLAN 1009; CMA; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01187	Residence	28 Church Street, Devonport	PT LOT 3 DP 5246	B		A,F,H	Refer to planning maps	Interior of building(s)		
01188	Residence	64 Church Street, Devonport	LOT 4 DP 2344	B		A,F,H	Refer to planning maps	Interior of building(s)		
01189	Telephone Exchange Building (former)	5 Clarence Street, Devonport	LOT 1 DP 29558; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01190	Residence	23 Clarence Street, Devonport	LOT 19 SEC 2 DEEDS T37; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		
01193	Residence	28 Ewen Alison Avenue, Devonport	PT LOT 50 DP 195	B		A,F	Refer to planning maps	Interior of building(s)		
01194	Residence	4 Flagstaff Terrace, Devonport	ALLOT 73 SEC 2 PARISH OF TAKAPUNA	B		A,F,G	Refer to planning maps	Interior of building(s)		
01195	Residence	6 Flagstaff Terrace, Devonport	ALLOT 72 SEC 2 PARISH OF TAKAPUNA	B		A,F,G	Refer to planning maps	Interior of building(s)		
01196	Residence	14 Glen Road, Stanley Point	LOT 117 ALLOT 31 SEC 2 PARISH OF TAKAPUNA; PT LOT 118 ALLOT 31 SEC 2 PARISH OF TAKAPUNA	B		A,F,G	Refer to planning maps	Interior of building(s)		
01198	Salvation Army Hall	1 Hastings Parade, Devonport	LOT 12 DP 333; road reserve	B		A,B,F	Refer to planning maps	Interior of building(s)		
01199	Residence	14 Huia Street, Devonport	LOT 14 DP 249; LOT 16 DP 249	B		A,F	Refer to planning maps	Interior of building(s)		
01200	Residence	18 Huia Street, Devonport	PT LOT 10 DP 249	B		A,F,G	Refer to planning maps	Interior of building(s)		
01201	Residence	5 Jubilee Avenue, Devonport	LOT 4 DP 33661	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01202	Residence	15 Jubilee Avenue, Devonport	LOT 24 DP 12834	B		A,F,H	Refer to planning maps	Interior of building(s)		
01203	Residence	17 Jubilee Avenue, Devonport	LOT 1 DP 34623	B		A,F,H	Refer to planning maps	Interior of building(s)		

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01204	Residence	3 Kerr Street, Devonport	<u>PT ALLOT 18 SEC 2 PARISH OF TAKAPUNA</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01205	Residence	4 Kerr Street, Devonport	<u>LOT 41 ALLOT 17 SEC 2 PARISH OF TAKAPUNA</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01206	State hHouses	9A, 9B, 9C, 9D, 9E, and 9F Kerr Street, Devonport	<u>LOT 1 DP 197762; LOT 2 DP 197762; LOT 3 DP 197762; LOT 4 DP 197762; LOT 5 DP 197762; LOT 6 DP 197762; LOT 7 DP 197762</u>	B	Each of the three pre-1940 duplex residential structures	A,B,F	Refer to planning maps	Interior of building(s)		
01213	Residence	21 Kerr Street, Devonport	<u>LOT 4 DP 669</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01214	Residence	25 Kerr Street, Devonport	<u>PT LOT 20A DEEDS T12; LOT 6 DP 653; LOT 5 DP 653</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01215	Residence	21 Bayswater Avenue, Bayswater	<u>LOT 84 DP 4787</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01217	<u>Commercial building</u> The Works	30-33 King Edward Parade, Devonport	<u>LOT 27 DP 287; road reserve</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01218	<u>Residence</u> -Grocer shop (former)	36-39 King Edward Parade, Devonport	<u>LOT 26B DP 287; PT LOT 11 DP 287; PT LOT 13 DP 287; road reserve</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01220	Residence	<u>Devonport Domain, 55-King Edward Parade (also known as 28 Vauxhall Road)/Devonport Domain, Devonport</u>	<u>SEC 37 BLK VI SD RANGITOTO</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01221	Residence	<u>Devonport Domain, 55-King Edward Parade (also known as 28 Vauxhall Road)/Devonport Domain, Devonport</u>	<u>SEC 37 BLK VI SD RANGITOTO</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01226	Residence	9 Matai Road, Devonport	<u>LOT 7 DP 1791</u>	B		A,G	Refer to planning maps	Interior of building(s)		
01227	Residence	15 Matai Road, Devonport	<u>LOT 5 DP 1791</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		

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01228	Residence	13A Kerr Street,- Devonport (also known as 34 Mays Street), Devonport	<u>PT LAND ON DP 8122</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01229	Signalman's house, including & outbuilding	Mount Victoria Reserve, R 24 Kerr Street, Devonport	<u>SEC 2 SEC 2 SO 454608</u>	B		A,B,F,G,H	Refer to planning maps			
01231	Residence	26 Norwood Road, Bayswater	<u>LOT 55 DP 4787</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01233	Residence	57 and 57B Norwood Road, Bayswater	<u>LOT 1 DP 317921; LOT 2 DP 317921</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01234	Residence	63 Norwood Road, Bayswater	<u>LOT 1 DP 48087; SEC 1 SO 70681</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01235	State Houses	51, 53, 55, and 57 Old Lake Road, Narrow Neck	<u>LOT 1 DP 180465; LOT 2 DP 180464</u>	B	Residences	A,B,F,H	Refer to planning maps	Interior of building(s)		
01240	Residence	18 Queens Parade, Devonport	<u>PT ALLOT 23A SEC 2 PARISH OF TAKAPUNA</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01245	Kindergarten	1C Rosyth Avenue, Bayswater	<u>LOT 1 DP 45140</u>	B		A,E,F	Refer to planning maps	Interior of building(s)		
01246	Rotherham House	27A Rutland Road, Stanley Point	<u>LOT 2 DP 327968</u>	A*	Residence	A,B,F	Refer to planning maps	Interior of building(s)		
01248	Residence	30 Seacliffe Avenue, Belmont	<u>PT LOT 1 DP 35044</u>	B		A,E,F	Refer to planning maps	Interior of building(s)		
01249	Juriss House	15A Second Avenue, Stanley Point	<u>LOT 2 DP 40929</u>	B		A,E,F	Refer to planning maps	Interior of building(s)		
01250	Residence	15B Second Avenue, Stanley Point	<u>LOT 1 DP 40929</u>	B		A,E,F	Refer to planning maps	Interior of building(s)		
01251	Residence	27 Stanley Point Road, Stanley Point	<u>PT LOT 7 DP 545</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01252	Residence	39 Stanley Point Road, Stanley Point	<u>LOT 2 DP 207645</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
01253	Residence	41 Stanley Point Road, Stanley Point	<u>LOT 1 DP 207645</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01254	Residence	6 Summer Street, Stanley Point	<u>LOT 1 DP 7416</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
01255	Domain Dairy	7 Tainui Road, Devonport	<u>LOT 1 DP 171672; road reserve</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		

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01256	Residence	47 Tainui Road, Devonport	<u>LOT 9 DP 6646: road reserve</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01257	Residence	11 Tudor Street, Devonport	<u>LOT 1 DP 42623</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01260	Residence	57 Vauxhall Road, Devonport	<u>LOT 1 DP 43756; LOT 2 DP 43756</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01261	Residence	126 Vauxhall Road, Narrow Neck	<u>LOT 2 DP 50680</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01262	Residence	143 Vauxhall Road, Narrow Neck	<u>LOT 1 DP 88190</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01263	Residence	64 Victoria Road, Devonport	<u>LOT 1 DP 88534</u>	B		A,F	Refer to planning maps			
01264	Shops	151 Victoria Road, Devonport	<u>LOT 11 DP 333: road reserve</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01265	Residence	157 Victoria Road, Devonport	<u>LOT 96 DP 333; LOT 97 DP 333</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
01266	Residence	27 William Bond Street, Stanley Point	<u>PT LOT 67 DP 1307</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01267	Commercial Building	20 Wynyard Street, Devonport	<u>PT LOT 1 DP 44089: road reserve</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01268	Howick Redoubt, Stockade Hill R11_326 Redoubt site and view shaft	12R Mellons Bay Road, Mellons Bay, Howick	<u>LOT 1 SBRS OF HOWICK: road reserve</u> Sec 1, SO 6814, Suburbs of Howick, Recreation Reserve (NZ Gaz. 1979: 1934)	B		A,D,G,H	Refer to planning maps		Yes	Yes
01269	Papahinu (Papahinaiu)/Chapel Point Pa R11_45	555 Puhinui Road, Papatoetoe	Allot 182; Parish of Manurewa; <u>PART TIDAL LANDS OF MANUKAU HARBOUR SURVEY OFFICE PLAN 67474; CMA</u>	B		C,D	Refer to planning maps		Yes	Yes
01270	Upper Puhinui flour mill (Bycroft's) Mill site R11_1633	Botanic Gardens Regional Park, 1002 Hill Road, The Gardens Manurewa	Lot 3; DP 59551	B		A,D,H	To be defined# Refer to planning maps		Yes	Yes
01271	St John's Redoubt site R11_534, including Redoubt site and view shaft	<u>19, 23 and 25</u> Redoubt Road, Manukau Central, and; 13R Bogwing Place, Goodwood Heights; <u>19 Redoubt Road, Manukau Central</u>	Lot 2 DP 96631; Lot 65 DP 183462; Pt DP 20053 & Pt DP 16630; <u>PART CLENDONS GRANT; SEC 1 SO 65987</u>	B		A,D,G	Refer to planning maps and <u>Schedule 11</u>		Yes	Yes

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01272	Ambury Park group of Stone structures (zone A represented by R11_724)	Ambury Park, 66 Wellesley Road, Mangere Bridge	Lot 3; DP 156421	B		C,D,H	Refer to planning maps		Yes	Yes
01273	Ambury Park Group of Stone Structures: Zone B, represented by R11_697	Ambury Park, 66 Wellesley Road, Mangere Bridge	Lot 3; DP 156421	B		C,D,H	Refer to planning maps		Yes	Yes
01274	Ambury Park Settlement: Zone C, represented by R11_819	Ambury Park, 66 Wellesley Road, Mangere Bridge	Lot 3; DP 156421	B		C,D,H	Refer to planning maps		Yes	Yes
01275	Te Pane A Mataaho/Te Pane O Mataaho/Te Upoko o Mataaho/Mangere Mountain R11_26_& R11_550	Mangere Mountain Historic Reserve, Mangere Domain, 17R Domain Road, Mangere Bridge	Sections 1 SO 68568; Section 2 SO 68568; Section 2 & 3 SO 68568; Lot 1 DP 44558; Lot 29 DP 57347; Section1 SO 40483; Lot 16 DP 42381; Lot 1 DP 375635; Allotment 270 PSH OF Manurewa; road reserve Manukau City Domain, Historic Reserve Gaz. 1998, p. 1762	B		C,D,H	Refer to planning maps		Yes	Yes
01276	Midden (part) R11_1338, -same as R11_1727	500 Island Road and (56 Ihumatao Quarry Road), Mangere Bridge	Lots 1 & 2 DP 156421; Lot 4 DP 198546; NZHPT Reg. No 6055, Cat II.	B		C,D	To be defined#		Yes	Yes
01278	Midden (part) R11_1763	500 Island Road and (56 Ihumatao Quarry Road), Mangere Bridge	Lot 1 DP 156421; (Lot 4 DP 198546);	B		C,D	To be defined#		Yes	Yes
01280	Stone walls, mounds, middens R11_1762 & R11_1761	500 Island Road and (56 Ihumatao Quarry Road), Mangere Bridge	Lot 1 DP 156421; (Lot 3 DP 198546)	B		C,D	To be defined#		Yes	Yes
01281	Stone heaps and midden, R11_1760	500 Island Road and (56 Ihumatao Quarry Road), Mangere Bridge	Lots 1 and 2 DP 156421; Lot 2 DP 156421; (Lots 3 DP 198546; Lot & 5 DP 198546)	B		C,D	To be defined#		Yes	Yes

01282	Stone heaps and middens R11_1759	500 Island Road and; (56 Ihumatao Quarry Road), Mangere Bridge	Lot 1 DP 156421; (Lot 3 DP 198546)	B		C,D	To be defined#		Yes	Yes
01283	Midden R11_1323	Oruarangi Esplanade Reserve, Oruarangi Road and; 500 Island Road; <u>Mangere Bridge</u>	Esplanade Reserve, Oruarangi Road, Pt Allotment 78A PSH OF Manurewa NZ Gaz. 1890-1364; (Lot 1 DP 156421)	B		C,D	To be defined#		Yes	Yes
01284	Shell m Midden R11_1327	Oruarangi Esplanade Reserve, Oruarangi Road and; 500 Island Road; <u>Mangere Bridge</u>	Esplanade Reserve, Oruarangi Road, Pt Allotment 78A Parish of Manurewa; NZ Gaz. 1890-136; (Lot 1 DP 156421)	B		C,D	To be defined#		Yes	Yes
01285	Midden R11_1328	On Western bank of Oruarangi Creek, west of Oruarangi Road bridge.	500 Island Road, Pt Allotment 78A PSH OF Manurewa	B		C,D	To be defined#		Yes	Yes
01286	Bridge site, including (buttress foundations) R11_2146	Oruarangi Creek, west of Oruarangi Road bridge	Lot 1 DP 156421	B		A,D,G	To be defined#		Yes	
01287	Midden (shell) R11_1324	South end of Oruarangi Road Bbridge, in eastern side of creek bank.	Road Reserve	B		C,D	To be defined#		Yes	Yes
01288	Te Pane o Horoiwi-Musick Point hHistoric Landscape, including Memorial Building, Emergency Radio Station, and Te Pane o Horoiwi (Te Naupata) Pa R11_23	<u>Musick Point Esplanade Reserve</u> , 20 Musick Point Road, 4 Clovelly Road, Bucklands Beach	Lot 2 DP 158600; <u>Lot 3 DP 158600</u>	A*	Memorial Bbuilding, and Radio Station Bbuilding	A,B,C,D,E,F,G,H	Refer to planning maps		Yes	Yes
01289	Pakuranga Pa (Pigeon Mountain) R11_38	Pakuranga Domain Recreation Reserve, 68R Pigeon Mountain Road, Half Moon Bay	Lot 183 DP 988414; <u>Sec 3 SO 434440</u> ; <u>Sec 3 & 6 SO 434440</u> ; <u>Recreation Reserve NZ Gaz. 1981-3824</u>	B		A,C,D,G	Refer to planning maps		Yes	Yes
01291	Omanawatare Pa S11_15	44R Maraetai Drive, Maraetai	<u>Part Lot 1 DP 25802</u> ; <u>CMA</u>	B		D,G	Refer to planning maps		Yes	Yes

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01292	Waiomanu (Maraetai) Pa S11_76	<u>Waiomanu Reserve (Magazine Bay)</u> , 15R, Maraetai Coast Road, Maraetai-Clevedon	Lot 1 DP 186245; <u>road reserve</u>	B		D,G	Refer to planning maps		Yes	Yes
01293	Pawhetau (Taupo) Pa S11_75	<u>Waitawa Regional Park</u> , 1168 Clevedon-Kawakawa Road, Clevedon	Lot 1 DP 45518; Part Waitawa <u>Block</u> ; CMA	B		C,D,G	Refer to planning maps		Yes	Yes
01294	Pa site (Orere School) S11_69	775 Kawakawa-Orere Road, Clevedon	Part Lot 1 DP 9805	B		D,G	Refer to planning maps		Yes	Yes
01295	Tapapakanga stone structures (group of horticultural sites) S11_245	Tapapakanga Regional Park, 14 Deerys Road, Orere Point	Part Tapapakanga 1C <u>Block</u>	B		D,G	Refer to planning maps		Yes	Yes
01296	Pa site (Poutu Point) S11_107	914 Clevedon-Kawakawa Road, Papakura	Part Mataitai 1A1B <u>Block</u> Wairoa SD	B		D,G	Refer to planning maps		Yes	Yes
01297	Pa and midden S11_108	850, 852R, 854, and 864B Clevedon-Kawakawa Road, Clevedon	Pt Mataitai 1A1B BLK-Wairoa SD; Lot 5 DP-464517; <u>MATAITAI 1A2B6 BLOCK</u> ; LOT 2 DP 164517; LOT 5 DP 164517; LOT 7 DP 164517; CMA	B		D,G	Refer to planning maps		Yes	Yes
01298	Pa site (sometimes known as Pehuwai) S11_54	799 795 North Road, Clevedon	Lot 2 DP 430305- <u>LOT 1 DP 459078</u> ; CMA	B		D	Refer to planning maps		Yes	Yes
01299	Te Oue Pa S11_53	829 North Road, Clevedon	Lot 7 DP 31974	B		A,C,D,G	Refer to planning maps		Yes	Yes
01300	Whakakaiwhara Pa S11_120	Duder Regional Park, 933R North Road, Clevedon	Part Lot 6 DP 31974	B		A,C,D,G	Refer to planning maps		Yes	Yes
01301	Tapapakanga Pa S11_119	Tapapakanga Regional Park, 95 92 Deerys Road, Orere Point	Part Tapapakanga 1A <u>Block</u>	B		D,G	Refer to planning maps		Yes	Yes
01302	Pa site (Waimango Stream) S11_286	621 Orere-Matingarahi Road, Orere Point	Part Lot 6 DP 42113	B		D	Refer to planning maps		Yes	Yes
01303	Orere Pit site S11_445	676 Kawakawa-Orere Road, Clevedon	Lot 1 DP 406693	B		D	Refer to planning maps		Yes	Yes
01328	All Souls' Church	49 North Road, Clevedon	<u>LOT 2 DP 192434</u>	A*	Church Building	A,B,F,G,H	Refer to planning maps			
01329	McNicol Homestead	12R McNicol Road, Clevedon	<u>LOT 1 DP 89145</u>	A*	Main Residence-Residence	A,B,F,G,H	Refer to planning maps			
01330	<u>Meadowbank' House Meadow Brook</u>	320 Twilight Road, Brookby	<u>LOT 2 DP 359073</u>	A*	Residence-Residence	A,B,F,G,H	Refer to planning maps	Interior of building(s)		

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01331	William Granger's Brick House	12 Trig Road, Whitford	<u>LOT 1 DP 145743</u>	A*	<u>Residence-Residence</u>	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01332	Clevedon Post Office	2 Papakura-Clevedon Road and 1 Clevedon Kawakawa Road, Clevedon	<u>LOT 1 DP 136566; LOT 2 DP 136566; road reserve</u>	A*	Post Office Building	A,B,F,G,H	Refer to planning maps	Interior of building(s); and detached network exchange building		
01333	Te Tokotoru Tapu Church and graveyard	909 and 923 Clevedon-Kawakawa Road, Clevedon	<u>PART MATAITAI 1A1 BLOCK; LOT 1 DP 130731</u>	A*	Church Building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		Yes
01334	Brookby Unsectarian Church	367 Brookby Road, Brookby	<u>PART ALLOT 190 PSH OF PAKURANGA</u>	B		A,B,G	Refer to planning maps	Interior of building(s)		
01336	Duder Homestead	208 Maraetai Coast Road, Clevedon	<u>Lot 4 DP 433370</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01337	Quinn's Cottage	32 Quinns Road, Clevedon 109 Otau Mountain Road, Clevedon	<u>LOT 2 DP 471301; road reserve</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01338	Paton Homestead	240 McNicol Road, Clevedon	<u>ALLOT 35 SBRS OF OTAU</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01339	Ashby Homestead	Tapapakanga Regional Park, 95 Deerys Road, Tapapakanga Regional Park, Orere Point	<u>PART TAPAPAKANGA 2 BLOCK</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01340	Ashby Graveyard	Tapapakanga Regional Park, 95 Deerys Road, Tapapakanga Regional Park, Orere Point	<u>PART WHAREKAWA 4B2A1A BLOCK; road reserve</u>	B		A,E,H	Refer to planning maps			
01341	Stoddard Stoddart House/Freshwater "Freshwater"	1483 Clevedon-Kawakawa Road, Kawakawa Bay	<u>PART LOT 1 DP 34878</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01342	Willowbank Cottage	12 William Woods Court, East Tamaki	<u>LOT 327 DP 211678</u>	A*	<u>Residence-Residence</u>	A,B,F,G;	Refer to planning maps	Interior of building(s)		
01343	St John's Church and Hampton Park	Hampton Park, 328 and 334R East Tamaki Road, East Tamaki	<u>LOT 1 DP 21936; LOT 1 DP 63604; LOT 2 DP 63604; LOT 3 DP 63604; LOT 4 DP 63604; LOT 5 DP 63604; LOT 6 DP 63604</u>	A*	Church; Building; and cultural landscape	A,B,D,F,G,H	Refer to planning maps		Yes	Yes
01344	St Paul's Church	141 Chapel Road, Flat Bush	<u>LOT 1 DP 168186</u>	A*	Church-Building	A,B,F,G,H	Refer to planning maps			

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01346	War Memorial	<u>East Tamaki Reserve, 244R East Tamaki Road, East-Tamaki-Domain, Otara</u>	<u>PART LOT 9 DP 9824</u>	A*	Memorial-Structure	A,B,E	Refer to planning maps			
01347	<u>Dilworth Agricultural School (former)Manukau Polytechnic North-Campus Administration Building</u>	<u>Manukau Institute of Technology North Campus, 53S Otara Road, Otara</u>	<u>PART LOT 17 DP 24310</u>	A*	Building	A,B,F,G	Refer to planning maps	Interior of building(s)		
01349	<u>Guy's Wharf and Quarry R11_1390 Stone wharf/jetty and quarry site</u>	<u>Burswood Esplanade Reserve, 23R Kenwick Place 12W Robina-Court, East Tamaki</u>	Lot 310 DP 156849; CMA	B		A,B,D,F	Refer to planning maps			
01350	Guys Homestead	<u>Guys Reserve, 416-Ti Rakau Drive and Huntington Drive, East Tamaki</u>	<u>LOT 1 DP 474573; LOT 2 DP 474573; LOT 3 DP 474573; LOT 4 DP 474573</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01351	<u>Baverstock Road School (former)</u>	<u>Murphys Bush Reserve, 160R Murphys Road, Flat Bush</u>	<u>PART LOT 1 DP 69592</u>	B		A,B,G	Refer to planning maps	Interior of building(s)		
01352	Dairy Factory Manager's Cottage	508 Chapel Road, East Tamaki	<u>LOT 108 DP 201577</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01353	Stables	59 Alexander Crescent, Otara	<u>LOT 1 DP 175327</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01354	<u>Flat Bush School House (former)Murphy Homestead</u>	<u>Murphys Bush Reserve, 89 Flat-Bush-School-157R and 160R Murphys Road, East Tamaki</u>	<u>LOT 500 DP 452465; PART LOT 1 DP 69592</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01355	<u>Cryers Road Stone Walls</u>	163 Chapel Road, Barry Curtis Park, Flat Bush	<u>LOT 1 DP 370733</u>	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
01356	All Saints Church and Graveyard	9 Selwyn Road, Howick	<u>PART ALLOT 1 SEC 7 SM FMS NEAR HOWICK</u>	A*	Church; and-Graveyard	A,B,F,H	Refer to planning maps			
01358	<u>St Andrew's Presbyterian Church and Cemeterygraveyard</u>	7 Vincent Street, Howick	<u>ALLOT 129 VILL OF HOWICK; ALLOT 130 VILL OF HOWICK</u>	A*	Church; and-cemetery Graveyard	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01360	Hawthorn Dene House	<u>Hawthordene Grounds, 280 Botany Road, Howick</u>	<u>LOT 3 DP 166980</u>	A*	Residence-Residence	A,F,G,H	Refer to planning maps	Interior of building(s)		

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01361	Keppoch Lodge House and Well	1 Tanglewood Place, Howick	<u>LOT 1 DP 65426</u>	A*	Residence-Residence	A,F,G,H	Refer to planning maps	Interior of building(s)		
01363	Shamrock Cottage and Well	73R Selwyn Road, Howick	<u>LOT 1 DP 52025</u>	A*	Cottage	A,F,G	Refer to planning maps	Interior of building(s)		
01365	World War II Gun Emplacements (two—one north and one south) Howick Beach Pillboxes	Howick Beach, 110R Beach Road/25-Rangitoto View Road and 1/1 Marine Parade, Howick-Mellons Bay (two pillboxes – north and south ends of the beach)		A*	Gun Emplacements-Pillboxes	A,H	Refer to planning maps			
01366	Howick Wharf site remnants, steps, and wall; Howick Beach	Howick Beach, 110R Beach Road, Mellons Bay and; 4R Granger Road, Howick	<u>ALLOT 63 SEC 2 TN OF HOWICK; LOT 1 DP 26997; LOT 2 DP 26997; LOT 3 DP 26997; ALLOT 5 SEC 6 TN OF HOWICK; ALLOT 6 SEC 6 TN OF HOWICK; ALLOT 7 SEC 6 TN OF HOWICK; road reserve; CMA</u>	A*	Wharf; steps; and wall remnants	A,D	Refer to planning maps		Yes	
01367	World War II Gun Emplacements-Mellons Bay Beach Pillbox	181R Mellons Bay Road and /-16 Page Point Road, Mellons Bay		A*	Gun Emplacements-Pillbox	A,H	Refer to planning maps			
01368	World War II Gun Emplacements (two—one north and one south) Cockle Bay Beach Pillboxes	12R Shelly Beach Parade and 40R Tainui Road; and 47R Shelly Beach Parade, Cockle Bay (two pillboxes – north and south ends of the beach)		A*	Gun Emplacements-Pillboxes	A,H	Refer to planning maps			
01369	Owhanga/Windross House	Cockle Bay Reserve, 47R Shelly Beach Parade, Cockle Bay	<u>LOT 3 DP 16751; LOT 4 DP 16751</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01370	Fencible Cottage and Well	34 Abercrombie Street, Howick	<u>LOT 1 DP 318875</u>	A*	Cottage	A,B,F,G	Refer to planning maps	Interior of building(s)		
01372	Our Lady Star of the Sea graveyard Cemetery	28 Picton Street, Howick	<u>LOT 5 DP 48322</u>	A*	Cemetery-Landscape	A,B,H	Refer to planning maps			

01373	Well	35 Cook Street, Howick	<u>LOT 1 DP 91111</u>	B	Well	A	Refer to planning maps: Limited to the area containing the well			
01374	McInness Building	127 Picton Street, Howick	<u>LOT 2 DP 166066</u>	B		A,B,G,H	Refer to planning maps	Interior of building(s)		
01375	Steven's Homestead, <u>including</u> Well and Barn	185 Bleakhouse Road, Mellons Bay	<u>LOT 7 DP 456956</u>	B		A,G	Refer to planning maps	Interior of building(s)		
01376	McMillan Homestead	159 Bleakhouse Road, Mellons Bay	<u>LOT 10 DP 44659</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01377	The Cliffs House	13 Rangitoto View Road, Cockle Bay	<u>LOT 6 DP 47315</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01378	Brickell Homestead	174 Ridge Road, Howick	<u>LOT 1 DP 153913</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01379	Kelseys Store/Homestead	1 Howe Street, Howick	<u>LOT 2 DP 160739</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01380	Captain Irvine's Homestead/ Prospect- Hill	40 and 42 Ridge Road, Howick	<u>LOT 1 DP 470623; LOT 2 DP 470623</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01381	Star of the Sea Convent and Chapel	29 Granger Road, Howick	<u>LOT 3 DP 188910</u>	A*	Convent, and Chapel Buildings	A,B,F,G	Refer to planning maps	Interior of building(s) (except for Chapel)		
01382	<u>Marine Hotel (former)/Prospect of Howick Hotel Tavern</u>	78 Picton Street, Howick	<u>LOT 1 DP 164289</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01408	Old Pakuranga School House	500S Pakuranga Road, Pakuranga	<u>PART ALLOT 3 SEC 4 SM FMS NEAR HOWICK</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01409	Edwin Robert's Homestead	65 Butley Drive, Farm Cove	<u>LOT 70 DP 68949</u>	B		A,B,G	Refer to planning maps	Interior of building(s)		
01410	Pakuranga Public Hall	<u>Pakuranga Hall Grounds, 346 and 346R Pakuranga Road, Pakuranga</u>	<u>PART LOT 9 DEEDS 229; ALLOT 365 PSH OF PAKURANGA</u>	B		A,B,G	Refer to planning maps	Interior of building(s)		
01411	Panmure <u>Swing Bridge site, including abutments and swivel section R11_1708</u>	<u>Dayspring Way Esplande Reserve, 26R and 28R Kerswill Place and 2R Pakuranga Road, Pakuranga</u>	Section 3 SO 66069; Section 1 SO,66069; <u>road reserve: CMA</u>	B		A,B,E,F	Refer to planning maps		Yes	

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01412	Robert's Homestead	140S Pakuranga Road (known as 146 Pakuranga Road), Pakuranga	<u>PART LOT 1 DP 37727</u>	B		A,F,G	Refer to planning maps	Interior of building(s);- 1960s, accommodation building attached to east of homestead; detached brick and tile building to the west of homestead; detached garage; and any other accessory buildings		
01413	St James Church and <u>graveyard/urupa</u> Cemetery	27 Church Road, Mangere Bridge	<u>LOTS 1-6 DEEDS PLAN 1233 AND PART ALLOTMENT 10 VILLAGE OF MANGERE</u>	A*	Church; and Cemetery	A,B,F,G,H	Refer to planning maps			
01414	Abbeville farmhouse and <u>barn</u> , and Westney Road Methodist <u>Church</u> (former)	3 Nixon Road, Mangere	<u>PART LOT 2 DP 12194</u>	A*	Residence and Farmhouse; barn	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01415	Kauri Cottage	<u>22 Mountain Road Lower Slopes of Mangere Mountain</u> (next to Education Centre), Mangere Bridge	<u>PART ALLOT 202 PSH OF MANUREWA</u>	A*	Cottage	A,C,F,G	Refer to planning maps	Interior of building(s)		
01416	Rennie Homestead	619 Oruarangi Road, Mangere	<u>ALLOT 177 PSH OF MANUREWA</u>	A*	Buildings	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01417	Old Mangere Central School and Old <u>Schoolhouse</u> (former)	<u>Old School Reserve, 299R and 301 Kirkbride Road and /5R Naylor's Drive, Mangere</u>	<u>ALLOT 364 PSH OF MANUREWA; ALLOT 366 PSH OF MANUREWA; PART ALLOT 74 PSH OF MANUREWA; LOT 200 DP 321090</u>	A*	Buildings	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01419	Mangere Presbyterian Church and <u>graveyard</u> Cemetery	254 Kirkbride Road, Mangere	<u>LOT 1 DP 110883</u>	A*	Church; <u>Building and</u> Cemetery	A,B,E,F,G,H	Refer to planning maps			
01421	Paul Homestead	556 Oruarangi Road, Mangere	<u>PART ALLOT 180 PSH OF MANUREWA</u>	A*	Main Residence	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01422	Massey Homestead/ <u>Franklynne</u> (former)	337R Massey Road, Mangere	<u>LOT 3 DP 85624</u>	A*	<u>Main Former</u> Residence	A,B,F,G,H	Refer to planning maps			
01423	Selwyn Church	3 Hain Avenue, Mangere East	<u>LOT 18 DP 20494</u>	A*	Church	A,B,F,G,H	Refer to planning maps			

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01424	Rennie/Jones Homestead	210 Ihumatao Road, Mangere	Part Allot 163 Parish PSH of Manurewa	B		A,B,F,H	Refer to planning maps; limited to (building footprint only)	Interior of building(s)		
01425	Taylor residence (former)/Waterlea 'Waterlea' Residence and Barn	14 and 16 Ambury Road, / 16 Ambury Road-Mangere Bridge	LOT 4 DP 68846; LOT 7 DP 76851	A*	Residence; and Barn	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01427	Barrow House	49 Church Road, Mangere Bridge	LOT 2 DP 74479	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01428	The Oaks (residence)	84 Wallace Road (known as 100 Wallace Road), Mangere Bridge	LOT 1 DP 70195	B		A,B	Refer to planning maps	Interior of building(s)		
01429	Ambury Cottage	8 Wallace Road, Mangere Bridge	LOT 1 DP 31626	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01430	Fischer's Store and Residence (former)	25 Wallace Road, Mangere Bridge	LOT 6 DP 19852	B		A,B,F	Refer to planning maps	Interior of building(s)		
01431	Residence	32 McIntyre Road, Mangere Bridge	LOT 1 DP 35981	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01432	Residence	65A Mountain Road, Mangere Bridge	LOT 1 DP 133525	B		A,F,G	Refer to planning maps	Interior of building(s)		
01433	Residence	140 Coronation Road, Mangere Bridge	LOT 12 DP 385464	B		A,F,G	Refer to planning maps	Interior of building(s)		
01434	Residence	128 Coronation Road, Mangere Bridge	LOT 1 DP 48572	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01435	Residence	38-40 Oruarangi Road, Mangere	LOT 1 DP 65677	B		A,B,F,G	Refer to planning maps	Interior of building(s); and accessory buildings		
01436	Residence	2 Gray Avenue, Mangere East		B		A,B,F,G	Refer to planning maps	Interior of building(s)		

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01437	Residence	79 Coronation Road, Mangere Bridge	<u>LOT 1 DP 310954; road reserve</u>	B		G,F	Refer to planning maps	Interior of building(s)		
01438	<u>Margett's-Margetts' House</u>	5 Domain Lane, Mangere Bridge	<u>LOT 1 DP 375635</u>	B		B,G	Refer to planning maps	Interior of building(s)		
01439	Topping House	164 Coronation Road, Mangere Bridge	<u>LOT 2 DP 201552</u>	B		B,G,H	Refer to planning maps	Interior of building(s)		
01440	McBurney House	18 Boyd Avenue, Mangere Bridge	<u>LOT 2 DP 209009</u>	B		B,F,G	Refer to planning maps	Interior of building(s)		
01441	<u>Cottage Residence</u>	43 Church Road, Mangere Bridge	<u>LOT 2 DP 209009</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01442	Residence	290 Massey Road (also known as 292 Massey Road), Mangere East	<u>LOT 2 DP 30808</u>	B		G,F	Refer to planning maps	Interior of building(s)		
01443	<u>Whare Koa (former)/Mangere Community House</u>	<u>Mangere Central Park, 141R Robertson Road, Mangere</u>	<u>PART LOT 1 DP 41206</u>	B		B,G	Refer to planning maps	Interior of building(s)		
01444	<u>Metro Theatre (former)/Mangere East Hall (Metro Theatre)</u>	<u>Walter Massey Park, 362 and 372R Massey Road, Mangere</u>		B		A,B,G	Refer to planning maps	Interior of building(s)		
01445	Residence	64 Coronation Road, Mangere Bridge	<u>PART LOT 9 DP 13324; ALLOT 66 VILL OF MANGERE</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01446	Residence	51 McIntyre Road, Mangere Bridge	<u>LOT 2 DP 51695</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01447	Nathan Homestead	<u>David Nathan Park, 68R Hill Road, David-Nathan Park, Hill Park</u>	<u>LOT 148 DP 51561</u>	A*	<u>Main Residence-Homestead</u>	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01448	Beaufords Reception Centre	<u>Totara Park, 90R Wairere Road, Totara Park, The Gardens</u>	<u>LOT 1 DP 54627</u>	A*	<u>Main Building</u>	A,B,G,H	Refer to planning maps	Interior of building(s)		
01449	<u>Manurewa War Memorial Central-School Gates & Cenotaph-gates and cenotaph</u>	<u>Manukau Central Primary School, 4S Hill Road, Hill Park</u>	<u>PART CLENDONS GRANT BLOCK XIV OTAHUHU SURVEY DISTRICT; road reserve</u>	A*	<u>Gates and Memorial-Structure Gates, cenotaph</u>	A,B,E	Refer to planning maps			

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01450	St. St David's Church and Ggraveyard	813 Great South Road, Manukau Central	<u>LOT 1 DP 141153</u>	A*	Church Building	A,B,F,G	Refer to planning maps			
01451	St Lukes- St Luke's Church	1 Russell Road, Manurewa	<u>PART LOT 3 DP 4436</u>	A*	Church Building	A,B,G,H	Refer to planning maps	Interior of building(s)		
01452	Manurewa Children's Home (<u>former</u>)	25 and 35 Montilla Place, Manurewa	<u>LOT 1 DP 443366; LOT 2 DP 443366</u>	A*	Main bBuilding	A,B,G	Refer to planning maps	Interior of building(s)		
01453	Dutch Prefabricated House- <u>prefabricated house</u>	56 Gloucester Road, Manurewa	<u>LOT 1 DP 391150</u>	A*	Residence	A,G	Refer to planning maps	Interior of building(s)		
01454	Chapman-Taylor House	188 Ranfurly Road, Alfriston	<u>PART CLENDONS GRANT</u>	A*	Residence	B,G,F,H	Refer to planning maps			
01455	Gibbons House	21 Gibbons Road, Weymouth	<u>LOT 6 DP 73183</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01456	Orford HouseLodge	8 Earls Court, Hill Park	<u>LOT 2 DP 185045</u>	B		A,B,G,H	Refer to planning maps	Interior of building(s)		
01457	Finlayson House	<u>Mountfort Park, 25R Dr Pickering Avenue (also known as 190 Weymouth Road), Mountfort Park, Manurewa</u>	<u>LOT 2 DP 115625</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01458	Howick Historical Village-Complex	<u>Lloyd Elsmore Park, 2R Bells Road, Lloyd Elsmore Park, Pakuranga</u>	<u>PART ALLOT 420 PSH OF PAKURANGA; LOT 2 DP 60358; SEC 1 SO 67536; SEC 1 SO 69037; SEC 2 SO 67536; ALLOT 15 SEC 3 SM FMS NEAR HOWICK</u>	A*	Buildings—see planning map	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01459	All Saints Church	517A Weymouth Road, Weymouth	<u>PART ALLOT 38 VILL OF WEYMOUTH</u>	B		A,B	Refer to planning maps	Interior of building(s)		
01460	Clendon Park Community House	<u>Finlayson Community House Reserve, 60R Finlayson Avenue, Manurewa</u>	<u>PART LOT 210 DP 83570</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		

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01461	Residence	1 Beihlers Road, Weymouth	<u>LOT 1 DP 65423; LOT 6 DP 65423</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01462	Residence	19 William Avenue, Manurewa	<u>LOT 223 DP 49699</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01463	Residence	4/44 11 Alfriston Road, Manurewa	<u>LOT 1 DP 37757</u>	B		F,G	Refer to planning maps	Interior of building(s)		
01464	Military Milepost - 10 mile	<u>Papatoetoe Museum, 91 Cambridge Terrace, Papatoetoe</u> - <u>Historical Museum:- 'The Depot', Papatoetoe</u>		A*	Milepost structure	A,B,H	Refer to planning maps#			
01465	Military Milepost - 11 mile	<u>Papatoetoe Museum, 91 Cambridge Terrace, Papatoetoe</u> - <u>Historical Museum:- 'The Depot', Papatoetoe</u>		A*	Milepost structure	A,B,H	Refer to planning maps#			
01466	<u>St Saviour's Chapel and Orphan's Home and School</u> <u>Papatoetoe St. Johns-Heme (former)</u>	80 Wylie Road, Papatoetoe	<u>LOT 1 DP 149864</u>	A*	Chapel; and Home	A,B,F,G,H	Refer to planning maps			
01468	Papatoetoe Town Hall	35 St George Street, Papatoetoe	<u>PART LOT 3 DP 7551; PART LOT 4 DP 7551; road reserve</u>	A*	Town Hall	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01469	Cambria Park House	250 Puhinui Road, Papatoetoe	<u>LOT 1 DP 184348</u>	A*	Residence	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01470	Papatoetoe Central School Memorial Gates	317S Great South Road, Papatoetoe	<u>PART ALLOT 37 PSH OF MANUREWA; road reserve</u>	A*	Residence	A,B,E	Refer to planning maps			
01471	<u>St John's Presbyterian Church and graveyard</u> <u>Cemetery</u>	120 Great South Road, Papatoetoe	<u>LOT 2 DP 64503; PART LOT 7 DP 45423</u>	A*	Building; and Cemetery	A,B,E,F,G,H	Refer to planning maps	Interior of building(s)		
01473	Papatoetoe Railway Station	1 St George Street, Papatoetoe	<u>ALLOT 544 PSH OF MANUREWA; railway reserve; road reserve</u>	A*	Station Building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01475	O'Laughen House	40 Wallace Road, Papatoetoe	<u>LOT 35 DP 47245</u>	B		B,G	Refer to planning maps	Interior of building(s)		

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01476	Residence	87 Kolmar Road, Papatoetoe		B		F,G	Refer to planning maps	Interior of building(s)		
01477	Residence	95 Wallace Road, Papatoetoe	<u>LOT 28 DP 20291</u>	B		B,G	Refer to planning maps	Interior of building(s)		
01478	Watson Homestead	6 Watson Place, Papatoetoe	<u>LOT 2 DP 41827</u>	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
01480	Residence	47 Kolmar Road, Papatoetoe	<u>LOT 1 DP 83803</u>	B		F,G	Refer to planning maps	Interior of building(s)		
01481	Dijkusha House	5 Scott Road, Papatoetoe	<u>LOT 3 DP 58145</u>	B		A,B,G,H	Refer to planning maps	Interior of building(s)		
01482	Residence	128 Gray Avenue, Papatoetoe	<u>LOT 1 DP 90834</u>	B		B,G,H	Refer to planning maps	Interior of building(s)		
01483	Papatoetoe Central Theatre (former)	77 St George Street, Papatoetoe	<u>LOT 3 DP 21394; road reserve</u>	B		A,B,G	Refer to planning maps	Interior of building(s)		
01484	Residence	89 Kolmar Road, Papatoetoe	<u>LOT 1 DP 124452</u>	B		F,G	Refer to planning maps	Interior of building(s)		
01485	Dingwall Trust Children's Home	8 Dingwall Place, Papatoetoe	<u>LOT 1 DP 108952</u>	A*	Main Building	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01486	Woodside Methodist Cemetery and Memorial	10 Manukau Station Road, Manukau Central	<u>LOT 1 DP 87801; PART LOT 1 DP 51122; road reserve</u>	A*	Memorial; and Cemetery Landscape	A,B,G	Refer to planning maps			
01487	Military Milepost-milepost	88 Great South Road, Manurewa	<u>PART LOT 2 DP 12461</u>	A*	Milepost structures	A,B,D,G	Refer to planning maps		Yes	
01499	Methodist Church (former)	53 Paparata Road, Bombay	<u>LOT 1 DP 445055</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01500	Church of Saint Peter in the Forest and Graveyard graveyard	150 Bombay Road, Bombay	<u>LOT 1 DP 127925</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01501	Wesley Methodist Church	53 Queen Street, Waiuku	<u>LOT 1 DP 57337</u>	B		A,B,C,F,G,H	Refer to planning maps	Interior of building(s)		
01502	Pukekohe East Presbyterian Church	95 Runciman Road, Pukekohe	<u>PART ALLOT 29 PSH OF PUKEKOHE; PART ALLOT 7 PSH OF PUKEKOHE</u>	B		A,B,C,D,F,G,H	Refer to planning maps	Interior of building(s)	Yes	
01504	Saint St Brides Anglican Church, graveyard Cemetery and Sstockade	35-Findlay Road, Pukekohe (also known as Patumahoe) Mauku	<u>PART ALLOT E98 PSH OF WAIUKU EAST</u>	A		A,B,D,F,G,H	Refer to planning maps		Yes	

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01505	Holy Trinity Anglican Church	2 Victoria Avenue, Waiuku	<u>LOT 1 DP 112712</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01506	Courthouse (former)	<u>2 Massey Park</u> , Belgium Street, Massey Park, Waiuku	<u>ALLOT 321 PSH OF WAIUKU EAST</u>	B		A,B,F	Refer to planning maps	Interior of building(s)		
01507	Kentish Hotel	5 Queen Street, Waiuku	<u>LOT 9 DP 11645; LOT 10 DP 11645; road reserve</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01508	Hartmann House (former)	44 <u>15-17</u> King Street, Waiuku	<u>LOT 2 DP 24653</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01509	<u>Old Waiuku Jail House Waiuku lock-up (former)</u>	Tamakae Reserve, adjacent to 15-17 King Street, Waiuku	<u>PART TIDAL LAND SURVEY OFFICE PLAN 47282</u>	B		A,B,D,F	Refer to planning maps	Interior of building(s)	Yes	
01510	Warriston Homestead	5 and 7 Warriston Avenue, Waiuku	<u>LOT 1 DP 74246; LOT 2 DP 74246</u>	B		F,G	Refer to planning maps	Interior of building(s)		
01511	Pioneer Cottage	<u>Roulston Park, 9</u> Stadium Drive, Roulston Park, Pukekohe	<u>PART ALLOT 12 PSH OF PUKEKOHE</u>	B		A,B,D,F	Refer to planning maps	Interior of building(s)	Yes	
01512	Residence	25 East Street, Pukekohe	<u>PART ALLOT 12 PSH OF PUKEKOHE</u>	B		F,G,H	Refer to planning maps	Interior of building(s)		
01513	Residence	27 East Street, Pukekohe	<u>LOT 1 DP 181058</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
01514	Residence	2 Dublin Street, Pukekohe	<u>LOT 3 DP 50499</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01515	Residence	24 Dublin Street, Pukekohe	<u>PART LOT 13 DP 16253</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01516	Residence	12 Harrington Avenue, Pukekohe	<u>LOT 2 DP 117297; PART LOT 17 DP 7278</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01518	Residence	309 Anzac Road, Pukekohe	<u>LOT 1 DP 131370</u>	B		F,H	Refer to planning maps	Interior of building(s)		
01519	Residence	18 Carlton Road, Pukekohe	<u>PART LOT 1 DP 36578</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01520	O'Connor's Building	3 West Street, Pukekohe	<u>LOT 1 DP 312584; road reserve</u>	B		F,G,H	Refer to planning maps	Interior of building(s)		
01521	F Perkins and Co Building	1-5 King Street, Pukekohe	<u>LOT 2 DP 52950; road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01522	Franklin Electric Power Board Building- (1925) (former)	99 and 103 Manukau Road, Pukekohe	<u>LOT 2 DP 143671; LOT 1 DP 143671</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01523	Beatty & Marshall's Building	113-119 King Street, Pukekohe	<u>LOT 2 DP 158971</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		

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01524	Lodge's Building	45 Edinburgh Street, Pukekohe	<u>PART LOT 1 DP 4813; road reserve</u>	B		F,H	Refer to planning maps	Interior of building(s)		
01525	Fire Station (former)	27 Edinburgh Street, Pukekohe	<u>LOT 13 DP 7997</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01526	Central Buildings	164 King Street, Pukekohe	<u>LOT 1 DP 59297; road reserve</u>	B		A,B,H	Refer to planning maps	Interior of building(s)		
01527	Maioiro School Building-building (former)	Tamakae Reserve 15 King Street, Waiuku	<u>PART LOT 1 DP 24653</u>	B		A,D,F	Refer to planning maps	Interior of building(s)	Yes	
01528	Old Thornhill Cottage	101 Waitangi Falls Road, Glenbrook	<u>LOT 1 DP 97820</u>	B		F,G	Refer to planning maps	Interior of building(s)		
01529	Pollok Church	2104 Awhitu Road, Pollok	<u>PART ALLOT 23 PSH OF WAITARA</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01531	The Old Wilson Homestead (former)	64E Moumoukai Road, Papanimu, Papakura RD3	<u>LOT 12 DP 125201</u>	B		A,H	Refer to planning maps	Interior of building(s)		
01532	Brook Homestead <u>historic landscape</u> , including Brook Bach, and all pre-1971 plantings within Pt Lot 2 DP 27021	Awhitu Regional Park, 216 Brook Road, Waiuku	<u>PART LOT 2 DP 27021</u>	B		A,D,F,H	Refer to planning maps		Yes	
01537	Bishop Selwyn cGairn Stone Monument	Adjoining Adjacent to SH 1, Bombay	<u>PART ALLOT 254 PSH OF MANGATAWHIRI; PART LOT 3 DP 6559; PART LOT B DP 6559; road reserve</u>	B		B,H	Refer to planning maps			
01538	Bright Road <u>bridge</u> Bridge	Over ex-railway near the corner of Kitchener Road and James Bright Lane, Waiuku	<u>PART ALLOT 352 PSH OF WAIUKU EAST; road reserve</u>	B		A,H	Refer to planning maps			
01539	First Presbyterian Church <u>plaque</u>	Near Adjacent to 70 Nelson Street, Pukekohe		B		B	Refer to planning maps#			
01540	Church site First St Andrew's Anglican Church <u>plaque</u> Plaque	Corner Fair Oaks and Wellington Street, Pukekohe		B		B	Refer to planning maps#			
01541	Kohekohe Church <u>g</u> Plaque	1189 Awhitu Road, Waiuku	PART ALLOT 220 PSH OF WAIPIPI	B		B	Refer to planning maps#			

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01542	Wesleyan Mission Station <u>Plaque-plaque</u>	Adjacent to 288 Orua Bay Road, <u>Waiuku Awhitu</u>		B		B	Refer to planning maps#			
01547	Buckland War Memorial Monument <u>Cenotaph</u>	Opposite 567 Buckland Road, Buckland	<u>Road reserve</u>	B		B,G	Refer to planning maps			
01549	<u>Bombay Franklin Remembers Plaque-plaque</u>	Adjacent to 40 Paparata Road, Bombay		B		B	Refer to planning maps#			
01550	Maori Land War & <u>and Pioneers Cemetery Monument monument</u>	<u>Lower Mauku/Glenbrook Road Esplanade Reserve, Adjacent to 891 Glenbrook Road, Pukekohe</u>		B		A,B	Refer to planning maps#			
01551	Waiau Pa War Memorial Monument <u>monument</u>	<u>Waiau Pa School, 571 Waiau Pa Road, Pukekohe Waiau Pa</u>		B		B	Refer to planning maps#			
01552	Awhitu Park Opening Day <u>Plaque-plaque</u>	<u>Awhitu Regional Park, 216 Brook Road, Waiuku Awhitu Regional Park</u>		B		B	Refer to planning maps#			
01555	Tamakae Reserve	Tamakae Reserve, 15 King Street, Waiuku	Pt Lot 1 DP 24653	B		D	Refer to planning maps		Yes	Yes
01557	Rooseville Park	Rooseville Park, Ngahere Road, Pukekohe	Lot 5 DP 56804; LOT 8 DP 56804	B		D	Refer to planning maps	Existing buildings and structures	Yes	
01558	Hickeys Recreation Reserve	Hickeys Recreation Reserve, Paerata Road, Pukekohe	Lot 6 DP 39558	B		D	Refer to planning maps		Yes	
01559	Te Pae o Kai waka Pa-/Waiuku Stockade_Pa and stockade site	3-7 Court Street, <u>Waiuku</u> ; 53 Queen Street, <u>and Waiuku</u> ; 24 Bowden Street, Waiuku	Lot 2 DP 384808; Lot 1 DP 57337; Lot 3 DP 26708	B		C,D	To be defined#		Yes	Yes

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01560	Shepherds Bush Redoubt Redoubt site	1388 and 1390 Great South Road, Drury, and 4390 Great South Road, Drury; 16 Cooper Road, Waiuku	Pt Lot 1 DP 46150; Pt Lot 2 DP46150; Lot 3 DP 381557	B		D	To be defined#		Yes	Yes
01565	Headland pa site (Te Pane O Horoiwi) R11_94, R11_357, R11_95 and Maori settlement sites R11_355, R11_356, R11_1173, R11_2256	Cliff Road Reserve and Glover Park (between Achilles Point and West Tamaki Point), 10A and 12 The Rise, St Heliers; Waitara Road; Riddell Road vicinity; Achilles Point	LOT 1 DP 92301; LOT 1 DP 188215; LOT 1 DP 62498; LOT 2 DP 62498; LOT 1 DP 115999; road reserve	B		A,D,G	Refer to planning maps		Yes	Yes
01566	Auckland Domain; Pukekaroa/Pukakawa Pukekawa Hill Pa pa site R11_105, including pit/s, terrace/s, midden, house site/s, structure/s, memorial/s, water supply site, pond/s, garden/s, road/s, plantings	Auckland Domain, 20 Park Road and 100 Stanley Street, Grafton and; 20-24 Nicholls Lane, Parnell	PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 13; PART SEC 98 SBRS OF AUCKLAND; LOT 2 DP 414484; PART AUCKLAND DOMAIN DEPOSITED PLAN 21515; PART ALLOT 1 SEC 18 SBRS OF AUCKLAND; PART ALLOT 1 SEC 99 SBRS OF AUCKLAND; PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 924	B		A,D,G	Refer to planning maps		Yes	Yes
01567	Big King/Te Tatuā/Te Tatuā O Ruikiutu pa R11_18 Volcanic cone pa site with terrace/s, pit/s and midden	Big King Reserve, 113A Duke Street, Three Kings	SEC 1 SO 34827	B		A,D,G	Refer to planning maps		Yes	Yes
01568	Pit/s, terrace/s and midden site R11_1089	Dingle Dell Reserve, 29 Dingle Road, St Heliers	LOT 10A DP 410	B		A,D,G	Refer to planning maps		Yes	Yes

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01569	Savage Memorial and Gardens and:- Fort Bastion R11_1719, including a Gun emplacement/s, artillery battery, observation post/s, searchlight emplacement/s, tunnel/s, underground room/s, and earthwork defences	<u>Michael Joseph Savage Memorial</u> , 19 Hapimana Street, Michael Joseph <u>Savage Memorial</u> ; <u>Whenua Rangitira</u> , 2- 56 Kitemoana Street, Whenua Rangatira- Orakei	<u>SEC 1 SO 63319; SEC 1 SO 65657; SEC 2 SO 65657; SEC 2 SO 446761</u>	A	Entire designed landscape and memorial structures	A,B,D,F,G,H	Refer to planning maps		Yes	
01570	Fort Resolution site R11_1718 Site and buried remains of 19th century fort	158 St Stephens Avenue, Parnell,- Point Resolution, Parnell	<u>PART ALLOT 23 SEC 2 SBRS OF AUCKLAND; PART AUCKLAND HARBOUR BOARD GRANT</u>	B		A,D,G	Refer to planning maps		Yes	Yes
01572	Hamlins Hill/Mutukaroa Ppa site R11_142 Pa site, terrace/s, pit/s and midden	10-18 Sylvia Park Road and; 1014 Great South Road, Mount Wellington	<u>PART LOT 5 DP 20687; PART LOT 2 DP 120402; LOT 1 DP 38773; LOT 1 DP 45017; PART LOT 5 DP 20687; LOT 1 DP 75757; LOT 2 DP 75757; PART HAMLINS GRANT</u>	B		A,D,G	Refer to planning maps		Yes	Yes
01573	Settlement site; R11_1177, R11_1178, R11_1179, R11_1180, R11_1181, R11_1182, R11_1183, R11_1184, R11_1185, R11_1186 Terrace/s and midden	105-111 Kapa Road, Orakei	<u>SEC 2 SO 445650</u>	B		A,D,G	Refer to planning maps		Yes	Yes
01574	Stonework R11_1637 - Stone mound/s, stone wall/s	<u>Stonefields</u> , 8 Tidey Road, Mount Wellington	<u>LOT 2 DP 315817</u>	B		A,D,G	Refer to planning maps		Yes	Yes
01575	Melanesian Mission House and site R11_1706 including Norfolk pine tree/s	40-44 Tamaki Drive and 48-56 Tamaki Drive, Mission Bay	<u>LOT 1 DP 22640; LOT 2 DP 22640; LOT 3 DP 22640; LOT 4 DP 22640; LOT 5 DP 22640; PART LOT 7 DP 22640</u>	A	Mission House	A,B,D,F,G,H	Refer to planning maps		Yes	Yes
01576	Mount Albert/Owairakai R11_20 Volcanic cone pa site including terrace/s, ditch/s, pit/s and midden	<u>Owairaka Mount Albert Domain</u> , <u>Owairaka Volcanic Landscape</u> , 27 Summit Drive, Mount Albert	<u>SEC 1 SO 454869</u>	A*		A,D,G	Refer to planning maps		Yes	Yes
01577	Mount Eden/Maungawhau R11_17 Volcanic cone pa site including terrace/s, pit/s and midden	<u>Mangawhau/Mount Eden Domain</u> , 250 and <u>Mount Eden Road</u> ; 310 Mount Eden Road, Mount Eden	<u>SEC 1 SO 454833; SEC 2 SO 454833; LOT 1 DP 131932</u>	A*		A,D,G	Refer to planning maps		Yes	Yes

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01578	Mount Hobson/Remuera R11_16 Volcanic cone pa site including terrace/s, ditch/s, pit/s and midden	Mount Hobson Domain, 181-225 Remuera Road, Remuera	<u>SEC 1 SO 454849; PART ALLOT 2 SEC 11 SBRS OF AUCKLAND</u>	A*		A,D,G	Refer to planning maps		Yes	Yes
01579	Mount Richmond/Otahuhu R11_13 Volcanic cone pa site including terrace/s, pit/s, house floor/s and midden	Mount Richmond Domain, 1110 Great South Road, Mount Wellington	<u>SEC 1 SO 454943; LOT 2 DP 106110</u>	A*		A,D,G	Refer to planning maps		Yes	Yes
01580	Mount Roskill/Puketapapa R11_19 Volcanic cone pa site including terrace/s, pit/s and midden	<u>Winstone Park, Mount Roskill Domain, 1109 Dominion Road, Mount Roskill</u>	<u>SEC 1 SO 454876</u>	A*		A,D,G	Refer to planning maps		Yes	Yes
01581	Mount St John/-Te Kopuke R11_15 Volcanic cone pa site including ditch/s, terrace/s, pit/s and midden	Mount St John Domain, 35, 39, 41, 43, 47A and 51A Mount Saint St John Avenue; 11-A Ranfurly Road; 28B and 30 Halifax Avenue; 28-B Halifax Avenue; 12 Warborough Avenue; and; 16-A Belvedere Street, Epsom ; 39 Mount St John Avenue; 41 Mount St John Avenue; 43 Mount St John Avenue; 47 A Mount St John Avenue; 51 A Mount St John Avenue;	<u>SEC 1 SO 454980; LOT 2 DP 35331; LOT 13 DP 20564; LOT 1 DP 334602; LOT 2 DP 413830; PART ALLOT 17 SEC 11 SBRS OF AUCKLAND; LOT 2 DP 40391; LOT 1 DP 25811; PART LOT 23 DEEDS BLUE 52; LOT 2 DP 50836; LOT 1 DP 359371; LOT 1 DP 366545; LOT 4 DEEDS S 117; LOT 5 DEEDS S 117</u>	A*		A,D,G	Refer to planning maps		Yes	Yes
01582	Mount Wellington/Maungarei R11_12 Volcanic cone pa site including ditch/s, terrace/s, pit/s and midden	Mount Wellington Domain, 32-66 Mountain Road and; 6-10 Homestead Drive, Mount Wellington	<u>SEC 1 SO 454947; LOT 9 DP 97274</u>	A*		A,D,G	Refer to planning maps		Yes	Yes
01583	Oakley Creek Historic landscape (including stone wall/s, mill site, historic bridge, Maori occupation site including pits, terraces, midden and karaka tree/s)	Oakley Creek Walkway, to east of Great North Road, south of North Western Motorway, between Cowley Street and Fir Street, Waterview	Section 350 SO 434446; Section 352 SO 434446; <u>Sec 355 SO 434446;</u> Section 357 SO 434446; Lot 3 DP 4444585-144585	B		A,D,G	Refer to planning maps		Yes	Yes
01584	Te Umuponga pa site R11_91 Pa site including terrace/s and midden	<u>Orakei Domain, 11 Tamaki Drive and Orakei; 2-56 Kitemoana Street, Orakei</u>		B		A,D,G	Refer to planning maps		Yes	Yes

01585	One Tree Hill /Maungakiekie R11_14 Volcanic cone pa site ditch/s, pit/s, terrace/s and midden	One Tree Hill Domain, Cornwall Park, 670 Manukau Road Epsom, 197-211 Green Lane West, Epsom	<u>SEC 1 SO 454862: PART ALLOT 8A SEC 12 SBRS OF AUCKLAND: PART ALLOT 9 SEC 12 SBRS OF AUCKLAND: PART ALLOT 10 SEC 12 SBRS OF AUCKLAND: PART ALLOT 11 SEC 12 SBRS OF AUCKLAND: PART ALLOT 12 SEC 12 SBRS OF AUCKLAND: PART ALLOT 13 SEC 12 SBRS OF AUCKLAND</u>	A*		A,D,G	Refer to planning maps	Post 1944 buildings	Yes	Yes
01586	Headland pa site R11_87 Pa site including terrace/s, ditch/s and midden	Orakei Basin West Reserve, 191-215 Orakei Road Remuera, and 217-219 Orakei Road, Remuera	<u>LOT 1 DP 24664; LOT 2 DP 24664; LOT 3 DP 24664; LOT 4 DP 24664; LOT 5 DP 24664; LOT 6 DP 24664; LOT 7 DP 24664; LOT 8 DP 24664; LOT 9 DP 24664; LOT 10 DP 24664; LOT 11 DP 24664; LOT 12 DP 24664; LOT 13 DP 24664; PART LOT 33 DP 24664; LOT 1 DP 121882; ALLOT 286 SEC 16 SBRS OF AUCKLAND</u>	B		A,D	Refer to planning maps		Yes	Yes
01587	Midden R11_2158	18C Watene Road Panmure	<u>LOT 13 DP 103106</u>	B		D	Refer to planning maps		Yes	Yes
01588	Tahuna Torea Sandspit site and adjacent land R11_220, R11_827, & R11_830 including fish trap/s, terrace/s and midden	Tahuna Torea Nature Reserve, 340 West Tamaki Road, and 20-22 Roberta Avenue, Glendowie	<u>LOT 156 DP 41926; LOT 30 DP 42881; ALLOT 65 DIST OF TAMAKI; ALLOT 208 DIST OF TAMAKI; ALLOT 209 DIST OF TAMAKI; ALLOT 374 DIST OF TAMAKI; CMA</u>	B		A,C,D,G, H	Refer to planning maps		Yes	Yes
01589	Takaparawha Pa R11_92 Headland pa site including ditch, terrace and midden	<u>Takaparawha Point</u> , 2-56 Kitemoana Street, Orakei	<u>SEC 2 SO 446761</u>	B		A,D,G	Refer to planning maps		Yes	Yes
01590	Orakei <u>World War II</u> heavy anti-aircraft gun battery R11_1720 <u>WWII</u> anti-aircraft gun emplacements(4) and command/observation post	Takaparawha Point, 2-56 Kitemoana Street, Orakei	<u>SEC 2 SO 446761</u>	A*		A,D,F,G,H	Refer to planning maps		Yes	

01591	Taylor's Hill/Taurere R11_96, including Headland pa site including pit/s, terrace/s, midden and karaka trees	Taylor's Hill Reserve, 46 Crossfield Road, 250 West Tamaki Road, and 51 Cranbrook Place, Glendowie	<u>LOT 27 DP 45088; LOT 103 DP 19506; LOT 104 DP 19506; LOT 105 DP 19506; LOT 106 DP 19506; LOT 107 DP 19506; LOT 108 DP 19506; LOT 109 DP 19506; LOT 110 DP 19506; LOT 111 DP 19506; LOT 124 DP 19506; LOT 2 DP 45876; LOT 1 DP 171105</u>	B		A,D,G	Refer to planning maps		Yes	Yes
01592	Headland pa site (Te Whau Pa-pa) R11_102, R11_441, R11_958, & R11_442 Site, including pit/s, terrace/s, karaka trees, ditch and midden	Blockhouse Bay Beach Reserve, 69-79 Endeavour Street, Blockhouse Bay	<u>ALLOT 727 PSH OF WAIKOMITI; road reserve; PART TIDAL LANDS MANUKAU HARBOUR SURVEY OFFICE PLAN 53502; CMA</u>	B		A,D,G	Refer to planning maps		Yes	Yes
01593	Pollen's brickworks/Wright's pottery site R11_1509	Whau River, Patiki Reserve, 2 and 2A Patiki Road, Avondale	<u>LOT 1 DP 351484; LOT 4 DP 136572; CMA</u>	B		A,D,F,G,H	Refer to planning maps		Yes	
01595	Mount Albert Grammar School	Mount Albert Grammar School, 36 Alberton Avenue, Mount Albert	<u>PART ALLOT 41 PSH OF TITIRANGI</u>	B		A,B,F,G	Refer to planning maps			
01596	St Benedict's Catholic Church and Presbytery	5-7 Alex Evans Street (also known as 1 St Benedicts Street), Newton	<u>Lot 36 ALLOT 4 SEC 7- Suburbs AUCKLAND- 809m2; Lot 37 ALLOT 4 SEC 7- Suburbs AUCKLAND, Pt Lot 35 ALLOT 4 SEC 7- Suburbs AUCKLAND, Pt Lot 30 ALLOT 4 SEC 7- Suburbs AUCKLAND 1214m2; Pt Lot 31 ALLOT 4 SEC 7- Suburbs AUCKLAND, Pt Lot 32- ALLOT 4 SEC 7- Suburbs AU...LOT 30 DEEDS 1332; LOT 31 DEEDS 1332; LOT 32 DEEDS 1332; LOT 33 DEEDS 1332; LOT 34 DEEDS 1332; PART LOT 35 DEEDS 1332; LOT 36 DEEDS 1332; LOT 37 DEEDS 1332; road reserve.</u>	A		A,B,F,G,H	Refer to planning maps	Interior of presbytery; accessory buildings; car parking areas and gardens		

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01597	Stoneleigh (former)/Epworth (former) Guest House	4 Alexis Avenue, Mount Albert.	<u>LOT 1 DP 481269 Flat 1 DP-152769, Garage + DP152769, Annex 1 DP-152769 on Lot3 DP 32195-5/6 SH 2173m2</u>	B		F,G	Refer to planning maps	Interior of building(s)		
01598	Stone garage and fences	14, 16, 18 and 20 Alexis Avenue, Mount Albert	<u>LOT 5 DP 21190; LOT 1 DP 59317; LOT 2 DP 59317; LOT 1 DP 47311; Lot 1 DP 67672 1376m2; road reserve</u>	B		F,H	Refer to planning maps	Interior of building(s)		
01599	Old Railway Station	38 Alfred Street, Onehunga	<u>LOT 1 DP 37335</u>	B		A,B,F	Refer to planning maps	Interior of building(s)		
01600	Rannoch House (residence)	77 Almorah Road, Epsom	<u>PART LOT 6 DP 10257 ALLOT 32-SEG6</u>	B		A,B,F,G	Refer to planning maps			
01601	Hanna House	11 Arney Road, Remuera	Lot 3 DP 49896-1520m2	B		A,F,H	Refer to planning maps	Interior of building(s)		
01602	Residence	27 Arney Road, Remuera	Lot 5 DP 419720-1000m2	B		A,F,G,H	Refer to planning maps			
01603	St Aidan's Church	3-9 Ascot Avenue, Remuera	Lot 13 DP 279-4368m2; Pt Lot 14 DP279; Lot 21 DP 15262, Part Lot 22 DP15262, Part Lot 23 DP 15262; on Lot 32, DP 15262	B		A,B,F	Refer to planning maps			
01604	Kinder House	2 Ayr Street (also known as 482 Parnell Road), Parnell	Lot 1 Deeds Reg-582; 1720m2; Part Lot 2 Deeds Reg-582	A	Residence eResidence	A,F,G	Refer to planning maps			
01605	Ewelme Cottage and Ggrounds	14 Ayr Street, Parnell	Lot 2 DP 39658-2519m2	A	Residence eResidence	A,F	Refer to planning maps		Yes	
01606	Residence	15 Bassett Road, Remuera	Lot 1 DP 413746, Lot 1 DP 369241-1554m2	B		F,G	Refer to planning maps	Interior of building(s)		
01607	Fairley (residence)	39 Bassett Road, Remuera	LOT 1 DP 199657	B		F,H	Refer to planning maps			
01608	Bray's Landing	<u>Onehunga Bay Reserve, 7179-91 Beachcroft Avenue (Onehunga Bay Reserve)</u>	<u>LOT 1 DP 126904</u>	B		A,D	Refer to planning maps			

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01609	St Michael's Catholic Church	6 Beatrice Road, Remuera	LOT 1 DP 209735	B	St Michael's Church	A,B,F,G	Refer to planning maps	Interior of the presbytery (Parish House) and St Michael's school (1917-block)		
01610	Auckland Gas Company Administration	20 Beaumont Street, Freemans Bay	Lot 1 DP 211749; 1386m ² LOT 11 DP 211749	B		A,F	Refer to planning maps			
01611	Knox Church and Hall	4B Birdwood Crescent, Parnell	LOTS 17-20 18 DP 1967; LOT 19 DP 1967; LOT 20 DP 1967	B		A,F,G	Refer to planning maps			
01612	Green Bay Mission Hall	504-506 Blockhouse Bay Road, Blockhouse Bay	LOTS 82-85 DP 41822 LOT 5 DP 42032 LOT 2 DP 61718; LOT 73 DP 41822; LOT 74 DP 41822; LOT 75 DP 41822; road reserve	B		A,B,G	Refer to planning maps	Interior of building(s)		
01613	Residence	10A Bourne Street, Mount Eden	Lot 3 DP 81615-4459m ²	B		F	Refer to planning maps			
01614	Residence	19 Brighton Road, Parnell	LOT 2 DP 100305	B		A,F	Refer to planning maps			
01615	Residence <u>Burrows House</u>	4 Burrows Avenue, Parnell	LOT 2 DP 72344 LOT 2 DP 28969	B		A,F,G	Refer to planning maps			
01616	Royal Oak Hotel	1 Campbell Road, One Tree Hill	PT LOT 1 DP 11710; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01617	Residence	36 Carlton Gore Road, Newmarket	LOT 60 DP 3862	B		F,G,H	Refer to planning maps	Interior of building(s)		
01618	Oakley Hospital Main Building	1 Carrington Road, Mount Albert Point-Chevalier	LOT 5 DP 314949	A	Refer to Schedule 14.3 for the area of the Oakley Hospital Main Building that is identified as the primary feature that must be used in applying rules relating to demolition or destruction	A,B,F,G,H	Refer to planning maps and <u>Schedule 14.3</u>	All buildings and structures constructed after 1905, whether attached to the Oakley Hospital Main Building or freestanding; all vegetation within the extent of place; all post 1905 modifications to the interior of the Oakley Hospital Main Building		
01619	Residence	2 Castle Drive, Epsom	LOT 2 DP 50252	B		A,F,G	Refer to planning maps	Interior of building(s)		

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01620	Church of the Assumption, including Ggraveyard, Ppresbytery, and Ggateposts	130 Church Street and 8987-97 Galway Street, Onehunga	<u>LOT 1 DP 321652; LOT 2 DP 321652</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01621	St Peter's Church Tower and Churchyard	184 Onehunga Mall, Onehunga	<u>PT-ALLOT 9 SEC 9 VILL OF ONEHUNGA-VILLAGE</u>	B		A,H	Refer to planning maps	Interior of building(s)		
01622	Anglican Church (former) site/Anglican Church Cemetery	22-24 Church Street, Otahuhu	<u>LOT 2 DP 29900-PART-ALLOT 46 SMALL FARMS-NEAR OTAHUHU</u>	B		A,B	Refer to planning maps			
01623	Marire (residence)	37 Claude Road, Epsom	Lot 1 DP 9494;; Lot 2 DP 9494;; Lot 3_DP 9494 4241m2	B		A,F	Refer to planning maps			
01624	Claybrook Cottage	6 Claybrook Road, Parnell	<u>PART ALLOT 33A SEC 3 SBRS OF AUCKLAND AK-SUBS-DP 4226</u>	B		A,F	Refer to planning maps			
01625	Whare Tane (residence)	26 Clive Road, Mount Eden	LOT 2 DP 18407	A		A,F	Refer to planning maps			
01626	Residence, including Ggarage, and Ggatehouse	2A Coles Avenue, Mount Eden	<u>LOT 1 DP 15082</u>	B		F,G,H	Refer to planning maps			
01627	Suffolk Hotel (former)/Cavalier Tavern	68 College Hill, Freemans Bay/Ponsonby	<u>LOTS 13-15 ALLOT 19 SEC 8 SUBURBS OF AUCKLAND LOT 15 DEEDS BLUE K</u>	B		A,G	Refer to planning maps	Interior of building(s)		
01628	Acacia Cottage	<u>Cornwall Park, 197-211 Green Lane West, Epsom-One Tree Hill</u>	<u>PART ALLOT 11 SEC 12 SBRS OF AUCKLAND</u>	A	Acacia-Cottage	A,B,F,G,H	Refer to planning maps	The rules in Chapter D17 Historic <u>Heritage</u> Heiritage-Overlay relating to relocation of Primary feature Category A place do not apply. Relocation within Cornwall Park must be treated as a discretionary activity		
01629	Sir Logan Campbell -Sstatue and Ffountain	<u>Cornwall Park, 6 Campbell Crescent, Epsom-One Tree Hill</u>	<u>PART ALLOT 19 SEC 11 SBRS OF AUCKLAND</u>	A	Fountain;; Sstatue; and Gcircular Ppathway	A,B,F,G,H	Refer to planning maps			

01630	"Te Mauri" (Te Toka Tu Whenua)	Cornwall Park, 197-211 Green Lane, West, Epsom One-Tree Hill	<u>PART ALLOT 10 SEC 12 SBRs OF AUCKLAND</u>	A	Obelisk	A,B,C	Refer to planning maps	The rules in Chapter D17 Historic Heritage Heritage Overlay relating to relocation of Primary feature Category A place do not apply. Relocation within Cornwall Park must be treated as a discretionary activity		Yes
01631	Residences	6-8 Cracroft Street, Parnell	<u>UNIT A AUS 9 & 10 UP-154796 ;UNIT C AUS 11 & 12 UP-154796 SEC 28 SBRs OF AUCKLAND</u>	B		F,G,H	Refer to planning maps			
01632	Residences	10-12 Cracroft Street, Parnell	<u>Flat 2 DP 87885 on Lot 23 DP 31615 1/2 SH 398m2 ; Flat 1 DP 87885 on Lot 23 DP 31615 1/2 SH 398m2 LOT 23 DP 31615</u>	B		F,H	Refer to planning maps			
01633	Residences	14-16 Cracroft Street, Parnell	<u>FLAT 2 DP 77589 ON LOT 24 DP 31615 1/2 SH 334 m2 ; FLAT 1 DP 77589 ON LOT 24 DP 77589 1/2 SH 334 m2 LOT 24 DP 31615</u>	B		H	Refer to planning maps			
01634	Dilworth Terrace Houses	1-8 Dilworth Terrace, Parnell	<u>LOT 1 DP 97009</u>	B		A,F,G	Refer to planning maps			
01635	<u>Auckland</u> Domain Bandstand	<u>Domain Drive, Auckland Domain, 20 Park Road, Grafton Parnell</u>	<u>PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 13</u>	B		B,G	Refer to planning maps			
01636	<u>Auckland</u> Domain Grandstand	<u>Domain Drive, Auckland Domain, 20 Park Road, Grafton Parnell</u>	<u>PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 13</u>	A	<u>Grandstand Structure Grandstand</u>	A,B,F,G	Refer to planning maps			
01637	<u>Auckland</u> Domain Kiosk	<u>Domain Drive, Auckland Domain, 20 Park Road, Grafton Parnell</u>	<u>PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 13</u>	B		A,F,G,H	Refer to planning maps			

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01638	<u>Auckland</u> Domain Wintergarden	Domain Drive, Auckland Domain, <u>20 Park Road,</u> <u>Grafton</u> Parnell	<u>PART AUCKLAND DOMAIN</u> <u>SURVEY OFFICE PLAN 13</u>	A	Entire extent of place	A,F,G,H	Refer to planning maps			
01639	Statue of Robert Burns	Domain Drive, Auckland Domain, <u>20 Park Road,</u> <u>Grafton</u> Parnell	<u>PART AUCKLAND DOMAIN</u> <u>SURVEY OFFICE PLAN 13</u>	B		B,G,H	Refer to planning maps			
01640	Auckland War Memorial Museum and Cenotaph	28 Domain Drive, Auckland Domain, <u>20 Park Road,</u> <u>Grafton</u> Parnell	<u>PART AUCKLAND DOMAIN</u> <u>SURVEY OFFICE PLAN 13</u>	A	Building, Museum, Cenotaph, Parade Grounds, & Court of Honour steps	A,B,C,D,E,F,G,H	Refer to planning maps		Yes	Yes
01642	Dominion Road Methodist Church	426 Dominion Road, Mount Eden	Part Lot 1 DP 1699-1022m2, Pt Lot 9 DP 4293-670m2, Pt Lot 10 DP 4293-78m2	B		A,F,G,H	Refer to planning maps			
01643	St. Albans Church	443 Dominion Road, <u>Mt Eden</u> Balmoral	<u>PART ALLOT 132 SEC 10</u> <u>SBRs OF AUCKLAND LOT</u> <u>2-DP 555-CHURCH AND</u> <u>SCHOOL</u>	B		A,F,G,H	Refer to planning maps			
01644	Capitol Theatre	602-616 640-642- Dominion Road, <u>Balmoral</u> Mount Eden	Lot 1 DP 59284-903m2	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01645	<u>Foresters Hall (former)</u> /Maori Hall	5 Edinburgh Street, Newton	DRO 473 LOT 45 ALLOT 10 SEC 7 SUB AKPART <u>ALLOT 10 SEC 7 SBRs OF</u> <u>AUCKLAND</u>	B		A,B,C,G	Refer to planning maps			Yes
01646	Residence	<u>Blockhouse Bay</u> <u>Beach Reserve, 69-</u> 79 Endeavour Street, Blockhouse Bay	<u>LOT 6 DP 29584; ALLOT</u> <u>727 PSH OF WAIKOMITI</u>	B		A,H	Refer to planning maps			
01647	Blockhouse Bay <u>Sea wall</u>	<u>Blockhouse Bay</u> <u>Beach Reserve, 69-</u> 79 Endeavour Street, Blockhouse Bay	<u>PART TIDAL LANDS</u> <u>MANUKAU HARBOUR</u> <u>SURVEY OFFICE PLAN</u> <u>53502; CMA</u>	B		B,H	Refer to planning maps			

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01648	Kohia Terrace School Perimeter Wall	<u>Kohia Terrace School</u> , 74 Epsom Avenue, Epsom	<u>SEC 2 SO 67900; road reserve</u>	B		A,F	Refer to planning maps			
01649	Residence	55 Esplanade Road, Mount Eden	LOT 1 DP 192966	B		A,F	Refer to planning maps			
01650	<u>Moses Exler's House</u>	1 Exler Place, Avondale	<u>FLAT 1 C/PT 1 DP 201174-ON LOT 2 DP 89283-1/2 SH 962-m2</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01651	Otahuhu Methodist Church and School	498 Great South Road, Otahuhu	<u>PT ALLOT 9 SEC 4 VILL OF OTAHUHU; road reserve VILLAGE</u>	B		A,F,G	Refer to planning maps			
01652	Stonemason's House	27-29 Falcon Street, Parnell	<u>LOT 1 DP 194955; road reserve</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01653	Worker's Residence	15 Findlay Street, Ellerslie	<u>LOT 1 DP 63800; road reserve</u>	B		A,H	Refer to planning maps	Interior of building(s)		
01654	Worker's Residence	23 Findlay Street, Ellerslie	<u>SEC 53 LAWRY SETT; road reserve</u>	B		A,H	Refer to planning maps	Interior of building(s)		
01655	Worker's Residence	32 Findlay Street, Ellerslie	<u>LOT 1 DP 177803; road reserve</u>	B		A,H	Refer to planning maps	Interior of building(s)		
01656	Worker's Residence	36 Findlay Street, Ellerslie	<u>Lot 1 DP 316187; road reserve 464m2</u>	B		A,H	Refer to planning maps	Interior of building(s)		
01657	Worker's Residence	72 Franklin Road, Freemans Bay	<u>LOT 15 ALLOT 18 SEC 8 SUBURBS SBRS OF AUCKLAND</u>	B		F,G	Refer to planning maps			
01658	<u>Rob Roy Hotel (former)/The Birdcage</u>	123-133 Franklin Road, Freemans Bay	<u>SEC 2 SO 461131; SEC 5 SO 461131; SEC 12 SO 461131</u>	B		A,F,G	Refer to planning maps	Interior of building(s); and motorway		
01659	<u>Ford House (former) Residence</u>	4 Garden Road, Remuera	PT LOT 1 DP 17964	B		A,F,G,H	Refer to planning maps			
01660	Highwic	40 Gillies Avenue, Epsom	Lot 1 DP 28262-41166m2	A	House; and Out-buildings-outbuildings	A,D,F,G	Refer to planning maps		Yes	
01661	Alfred Kidd House	74 and 76 Gillies Avenue, Epsom	<u>Lot 1 DP 313509; 4044m2 - LOT 2 DP 313509; road reserve</u>	B		A,F	Refer to planning maps	Interior of building(s)		

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01662	Rocklands (residence)	187 Gillies Avenue, Epsom	Lot 1 DP 202205, Lot 11 DP 143756408m2, Lot 2 DP 202205 874m2, Lot 2 DP 319542 1600m2	B		A,F	Refer to planning maps	Interior of building(s)		
01663	<u>Pumping station and works depot (former)</u> /Epsom Community Centre	200-206 Gillies Avenue, Epsom	<u>LOT 2 DP 24459: PART LOT 3 DP 24459: road reserve</u>	B		A,F,H	Refer to planning maps			
01664	Melville Park <u>Stone walls, posts and steps</u>	<u>Melville Park, 249-259 Gillies Avenue, in Melville Park, Epsom</u>	<u>ALLOT 182 SEC 10 SBRS OF AUCKLAND</u>	B		A,F	Refer to planning maps			
01665	Queen Victoria School	27 Glanville Terrace, Parnell	LOTS 24-29 36 42 DP 21631	B		A,B,C	Refer to planning maps			Yes
01666	Kings College <u>Historic Campus, including Main Block, King's College Memorial Chapel, and Charles T. Major Statue</u>	41 Golf Avenue, Otahuhu	<u>PART LAND CLAIM 269A FAIRBURNS GRANT</u>	A	Chapel-Building	B,F,G,H	Refer to planning maps	Canopy at the south end of the dining hall		
01669	Residence	123 Grafton Road, Grafton	Pt Lot 1 DP 77051-913m2	B		A,F,G	Refer to planning maps			
01670	Trinity College <u>Methodist Theological College (former)</u>	136 Grafton Road, Grafton	LOT 1 DP 194379	B		A,F,G	Refer to planning maps			
01671	St Sepulchre's <u>Church (former)</u>	132 Grange Road, Mount Eden	PT LOTS 1 2 3 4 DP 1648	B		A,F,G	Refer to planning maps	Interior of building(s)		
01672	Tram <u>Shelter (former)</u>	805 Great North Road, <u>Grey Lynn</u> <u>Western Springs</u>	Lot 1 DP 88398; <u>road reserve 28668m2</u>	B	Tram shelter	A,F	Refer to planning maps	Buildings and structures that are not the primary feature, including fences		
01673	Bakery	335A Great North Road, Grey Lynn	<u>LOT 1 BLOCK 10 DP 329; road reserve</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01675	St Joseph's Catholic Church and Bell Tower	<u>456-470 Great North Road, Grey Lynn</u>	Lot 1 DP 134414-6884m2; <u>road reserve</u>	B		A,B,E,F,G,H	Refer to planning maps			
01676	Grey Lynn Public Library	474 Great North Road, Grey Lynn	PT LOTS 2-3 DP 31852; <u>ALLOTS 4144 SEC 7 SUBURBS OF AUCKLAND</u>	B		A,F,G	Refer to planning maps			
01677	Five Terrace Houses	495-503 Great North Road, Grey Lynn	<u>LOT 2 DP 4926</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		

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01678	Pumphouse	805 Great North Road, Grey Lynn Western Springs	Lot 1 DP 88398-28668m2	A	Pumphouse-Building	A,B,D,E,F,G	Refer to planning maps	Buildings and structures that are not the primary feature	Yes	
01679	Engineer's House	805 Great North Road, Western Springs	Lot 1 DP 88398-28668m2	B	Engineer' s House	A,F	Refer to planning maps	Buildings and structures that are not the primary feature, including interior glass partitions and vegetation		
01680	Ambassador Theatre	1218-1220 Great North Road, Point Chevalier	PT LOT 2 DP 21452 PT LOT 1 DP_9064; <u>road reserve</u>	B		A,F,G	Refer to planning maps			
01681	Church of Christ (former)/Avondale Lions Hall)	1630-1650 Great North Road, Avondale	<u>PART ALLOT 345 PSH OF TITIRANGI</u>	B		B,G	Refer to planning maps			
01682	War Memorial and Nixon Monument	2A Piki Thompson Way, Otahuhu	PT LOT 13 DP 19310; <u>road reserve</u> GAZ-1984 P105-LOCAL PURPOSE-RESERVE	A	<u>War Memorial Monument, Structure, Nixon Monument and headstone; Headstone, sSundial</u>	A,F,G,H	Refer to planning maps			
01684	Remuera Railway Station and S signal B ox	Adjacent to 130 Great South Road, Remuera	<u>Railway reserve</u>	A		A,B,F,G	Refer to planning maps			
01685	Simpson House	260 Great South Road, Remuera	<u>LOT 48 DP 21896</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01686	Alexandra Park W walls, G ates and T icket B ooths	<u>Alexandra Park, 354-378 Manukau Road and 223C Green Lane West, Epsom</u>	<u>LOT 2 DP 497761; LOT 3 DP 492870; road reserve</u>	B		A,F,H	Refer to planning maps			
01687	Greenlane Hospital h Historic c ampus, including Costley Blocks and Building 5	210 Green Lane West, Epsom	<u>LOT 1 DP 204601</u>		Costley Blocks - A; Building 5, B	A,B,F,G,H	Refer to planning maps	Interior of building(s); the-eastern 1970's addition; the lift tower; all vegetation		
01688	Huia Lodge	<u>Cornwall Park, 197-211 Green Lane West, Epsom</u>	<u>PART ALLOT 11 SEC 12 SBRS OF AUCKLAND</u>	B		A,F,G,H	Refer to planning maps	Car park area		
01690	Presbyterian Church	317 Onehunga Mall, Onehunga	Lot 1 DP 131091-2924m2	B		A,B,F,G	Refer to planning maps			
01691	Residence	35 Grey Street, Onehunga	PT LOT 5 DP 14032	B		F,H	Refer to planning maps	Interior of building(s)		

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01692	Anglican Vicarage	57 Grey Street, Onehunga	Lot 1 DP 87929-1380m2	B		A,F,H	Refer to planning maps	Interior of building(s)		
01693	Kemp House (former)/-aka "Pleasant Villa"	177 Grey Street, Onehunga	LOT 2 DP 35200-LOT 1 DP-488486	B		F,G,H	Refer to planning maps	Interior of building(s)		
01694	Residence	7-9 Heather Street, Parnell	<u>LOT 27 DP 31615</u>	B		F,G,H	Refer to planning maps			
01695	Pah Homestead and Stables	<u>Monte Cecilia Park, 72 and 72A Hillsborough Road, Hillsborough</u>	<u>SEC 1 SO 310206; SEC 2 SO 310206; LOT 1 DP 380498; PART LOT 2 DP 380498; LOT 2 DP 399421; LOT 3 DP 327333</u>	A	Pah Homestead	A,B,D,F,G	Refer to planning maps	Interior of Stables	Yes	Yes
01697	Residence	14 Horoeke Avenue, Mount Eden	Lot 1 DP 373540-1368m2	B		A,F	Refer to planning maps	Interior of building(s)		
01698	Beresford Street School (former)	<u>Auckland Girls' Grammar School, 14, 16 Howe Street, Freemans Bay</u>	<u>PT-SEC 55 City-AUCKLAND 11828m2, SO 30063-12039m2, SO 44599-3275m2</u> <u>ALLOT 1 SEC 52 AUCKLAND CITY</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01699	Auckland Girls' Grammar School	<u>Auckland Girls' Grammar School, 14, 16 Howe Street, Freemans Bay</u> <u>Newton</u>	<u>PART SEC 55 City-AUCKLAND City 11828m2, SO 30063-12039m2, SO 44599-3275m2</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01700	<u>Huntly House (former)</u> Residence	16-18 Huntly Avenue, Newmarket	<u>Lot 1 DP 23627-470m2, Lot 2 DP 23627-903m2, Pt Lot 3 DP 23627, Pt Lot 3 DP-23627-200m2</u>	B		F,G,H	Refer to planning maps			
01701	Catholic Church-Cemetery	68 Hutton Street, Otahuhu	<u>ALLOT 7 SEC 11 VILL OF OTAHUHU-VILLAGE</u>	B		A,B	Refer to planning maps			
01702	<u>Ponsonby Baptist Church; and Chapel/hall and Chapel</u>	43 Jervois Road, Herne Bay	<u>LOTS 6-7 ALLOT 13 SEC 8 SUBURBS OF AUCKLAND LOT 6 DEEDS BLUE F; LOT 7 DEEDS BLUE F</u>	A		A,B,F,G,H	Refer to planning maps			
01703	St Stephen's Church	65 Jervois Road, Herne Bay	LOT 1 DP 155740	B		A,B,F,G,H	Refer to planning maps			
01704	Stichbury Apartments	89-95 Jervois Road, Herne Bay	<u>LOT 1 DP 93988</u>	B		A,F,G	Refer to planning maps			

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01705	Two Residences	104-106 Jervois Road, Herne Bay	<u>LOT 1 DP 90715</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01706	Bayfield Primary School (former) and Preschool	272 Jervois Road, Herne Bay	<u>LOT 1 DP 201632; LOT 2 DP 201632</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01707	St Stephen's Chapel and cemetery	12 Judge Street, Parnell	<u>PART ALLOT 3 SEC 2 SBRS OF AUCKLANDS</u> <u>SUBS-GAZ-1977-PG-3264</u>	A	Chapel; cemetery and graveyard	A,B,C,D,F,G	Refer to planning maps		Yes	Yes
01708	Parnell Baths	158 St Stephens Avenue, Parnell	<u>PART ALLOT 23 SEC 2 SUBURBS OF AUCKLAND;</u> <u>SUBS-PTS-PART AUCKLAND HARBOUR BOARD GRANTS</u>	B		A,F	Refer to planning maps			
01709	Holy Sepulchre Church and Hall	2-10 Burleigh Street, Grafton	<u>PART ALLOT 2 SEC 6 SUBURBS-SBRS OF AUCKLAND</u>	A		A,B,F,G,H	Refer to planning maps			
01710	Seccombe's Well	269 Khyber Pass, Epsom Grafton	LOT 1 DP 49270	B		A,E	Refer to planning maps		Yes	
01711	Excelsior Building	465-475 Khyber Pass Road, Newmarket	Lot 2 DP 22145-959m2	B		A,F,H	Refer to planning maps			
01712	Kent's Building	481-487 Khyber Pass, Newmarket	LOT 1 DP 22145	B		A,F,H	Refer to planning maps			
01713	Carlton Club Hotel (former)	489 Khyber Pass Road, Newmarket	<u>PART ALLOT 15 SEC 16 SBRS OF AUCKLAND SUBS</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01714	Residence	1 Kingsley Street, Westmere	Lot 1 DP 312257-609m2	B		F,G,H	Refer to planning maps	Interior of building(s)		
01715	Residence	2 Kingsley Street, Westmere	<u>LOTS 1A-2 DP 938A; LOT 2 A 938; road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01716	Residence	5 Kingsley Street, Westmere	Lot 1 DP 311785-800m2	B		F,H	Refer to planning maps	Interior of building(s)		

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01717	Mary Atkin Cottage	<u>Mary Atkin Reserve, 65, 71, and -73 Kohimarama Road, Kohimarama</u>	<u>LOT 1 DP 28945; LOT 1 DP 426169; LOT 2 DP 426169</u>	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01718	Residence	177 Kohimarama Road, Kohimarama	LOT 27 DP 27807	B		A,F,H	Refer to planning maps			
01719	Christ Church and "The Vicarage"	167 and 169 Ladies Mile, Ellerslie	LOT 1 DP 190942; LOT 2 DP 145627	B		A,B,F,G	Refer to planning maps			
01721	Mount Eden Prison	1 Lauder Road, Mount Eden	SEC 1 SO 441360, 5391m2, SEC 2 SO 441360, 44474m2, SEC 3 SO 441360-32243m2	A	Prison building; and-basalt perimeter wall	A,D,F,G	Refer to planning maps	Interior of building(s)	Yes	
01722	Gun emplacement/s	<u>Chamberlain Park, 46A Linwood Avenue, Chamberlain Park, Mount Albert</u>	<u>ALLOT 267 SEC 10 SBRS OF AUCKLAND</u>	A	Gun em placement	A,D,E	Refer to planning maps			
01723	Clay <u>residence (former) House</u> -aka-"Lyndhurst"	39 Lloyd Avenue, Mount Albert	LOT 1 DP 44143	B		A,F,G	Refer to planning maps			
01724	Residence	24 Mainston Road, Remuera	LOT 5 DP 49950	B		A,F	Refer to planning maps			
01725	Otahuhu College	74 Mangere Road, Otahuhu	<u>LOT 3 DP 39160 PT LOT 1 DP 28572 PT LAND ON DP 45758 PT LOT 1 DP 28966 SO 58720 PART LOT 3 DP 4948; PART LOT 3 DP 2854</u>	B		A,B,F,G	Refer to planning maps			
01726	School House	<u>Diocesan School for Girls, 44 Margot Street, Diocesan High School for Girls, Epsom</u>	<u>LOT 1 DP 393716</u>	B		A,B,F,G	Refer to planning maps			
01727	St Barnabas's Chapel	<u>Diocesan School for Girls, 44 Margot Street, Diocesan High School for Girls, Epsom</u>	<u>LOT 1 DP 393716</u>	A	19th century chapel building	A,B,F	Refer to planning maps	1922 extension, known as the (Chapel of Our Glorified Lord) to the west of the 1863 St Barnabas's Chapel; modern portico entrance, (including interior); interior of the Chapel of Our Glorified Lord up to and including the colonnade and any surfaces on the shared wall that lines the interior of the 1922 chapel		

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01728	<u>Rahiri/Caughey House (former)/Auckland Karitane Hospital (former) (in Hebron Christian School)</u>	<u>Hebron Christian College, 1-345-McLean Street, Mount Albert</u>	<u>LOT 1 DP 95136</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01729	<u>Auckland Grammar Custodian's House, Auckland Grammar School</u>	<u>Auckland Grammar School, 55-85 25-Mountain Road, Epsom</u>	<u>PART ALLOT 106 SEC 6 SBRS OF AUCKLAND</u>	B		F,H	Refer to planning maps			
01730	<u>Stoneways/William Henry Gummer's House (former)</u>	46 Mountain Road, Epsom	LOT 2 DP 60602	A		A,F,G,H	Refer to planning maps			
01731	<u>Auckland Grammar Historic Campus, including Main Building and War Memorial</u>	<u>Auckland Grammar School, 55-857-Mountain Road, Epsom</u>	<u>PART ALLOT 106 SEC 6 SBRS OF AUCKLAND</u>	A	<u>School Main Building building, war memorial structure</u>	A,B,F,G,H	Refer to planning maps			
01732	<u>Auckland Grammar Auditorium, Pool and library complex</u>	<u>Auckland Grammar School, 55-857-Mountain Road, Epsom</u>	<u>PART ALLOT 106 SEC 6 SBRS OF AUCKLAND</u>	B		A,F,H	Refer to planning maps			
01734	<u>Allendale/Edward Allen's House (former) aka "Allendale"</u>	1 Mount Albert Road, Mount Albert	Lot 1 DP 42090 4340m2, Land on DP 4420 53m2	B		A,F	Refer to planning maps	Interior of building(s)		
01735	<u>Phillipps' House</u>	18 Mount Albert Road, Mount Albert	<u>LOT 2 DP 33926</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01736	<u>Alberton (residence)/Allan Kerr Taylor's House (former)</u>	100 Mount Albert Road, Mount Albert	LOT 3 DP 51530	A	House	A,B,D,F,G,H	Refer to planning maps		Yes	
01737	<u>Ranfurly Veterans' Home</u>	539 Mount Albert Road, Three Kings	LOT 1 DP 204207	B		A,B	Refer to planning maps			
01738	<u>Tram Shelter</u>	<u>Road Bridgeman Reserve, adjacent to 333 Mount Eden Road, Mount Eden</u>	<u>LOT 1 DP 40757; road reserve</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
01739	<u>Grafton Library (former)</u>	<u>2 Mount Eden Road, Grafton Mount Eden</u>	<u>LOT 1 DP 154109; road reserve</u>	B		A,E,F,G	Refer to planning maps			
01740	<u>Pumphouse</u>	<u>230-250 Symonds Street (also known as 4 Mount Eden Road), Grafton Mount Eden</u>	<u>LOT 2 DP 57654</u>	B		A,F	Refer to planning maps			
01741	<u>Marino Gardens Apartments</u>	145-147 Mount Eden Road, Mount Eden	<u>PART LOT 1 DP 25650</u>	B		A,F,H	Refer to planning maps	Interior of building(s) limited to common spaces		

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01742	Woods and Company Grocers (former)	151-161455 Mount Eden Road, Mount Eden	PT LOT 1 DEEDS PRO-1355; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01743	St Barnabas' Church	283 Mount Eden Road, Mount Eden	LOT 2 DEEDS BLUE 9; LOT 3 DEEDS BLUE 9; PART LOT 4 DEEDS BLUE 9; PART LOT 5 DEEDS BLUE 9	A	Church-building	A,B,F,G,H	Refer to planning maps			
01744	Residence	358 Mount Eden Road, Mount Eden	PT ALLOT 52 SEC 6 SBRSSUBS OF AUCKLAND	B		F,G,H	Refer to planning maps			
01745	Cucksey's Buildings	426 and 428-434 Mount Eden Road, Mount Eden	PART LOT 4 DP 19873; PART LOT 3 DEEDS S 21; PART ALLOT 11 SEC 6 SBRSSUBS OF AUCKLAND; road reserve; LOT 4 ALLOT 11 SEC 6 AUCKLAND SUBS	B		A,F,G,H	Refer to planning maps			
01746	Ambury's Dairy (former)	447 Mount Eden Road, Mount Eden	PT LOT 1 DP 38713; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01747	Crystal Palace Theatre	537 Mount Eden Road, Mount Eden	Lot 6 DP 21614-923m2	B		A,F	Refer to planning maps			
01748	Greyfriars Church	546 Mount Eden Road, Mount Eden	PT ALLOT 68 SEC 10 SBRSSUBS OF AUCKLAND SUBS	B		A,B,F,G	Refer to planning maps			
01749	Champtaloup House	621 Mount Eden Road, Mount Eden	LOT 11 DP 7650-PT ALLOT-100SEC-10	B		A,F,H	Refer to planning maps			
01750	Upper Hampton (residence)	1A Watling Street, Mount Eden	LOTS 1 DP 20205; LOT 2 DP 20205; LOT 3 DP 20205; LOT 4 DP 20205; LOT 5 DP 20205; LOT 6 DP 20205; LOT 7 DP 20205; LOT 13 DP 20205	B		A,F,H	Refer to planning maps	Interior of building(s)		
01751	Blinkbonnie Residence/Coldicutt House (residence)	753 Mount Eden Road, Mount Eden	LOT 1 DP 24810; LOTS 1-2 DP 24810	A	House	A,F,H	Refer to planning maps			
01752	Tram Shelter and public toilets / Public Toilets	250 Mount Eden Road, Mount Eden	SEC 2 SO 454833; road reserve	B		A,F,G,H	Refer to planning maps			

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01753	Prospect (residence)	27 Mount St John Avenue, Epsom	LOTS 6 & 7-DP 17185	B		A,F,H	Refer to planning maps			
01754	Van Dammes Cottage	136A Mount Wellington Highway, Mount Wellington	Lot 3 DP 55508-1242m2	B		A,F	Refer to planning maps	Interior of building(s)		
01755	Waikaraka Grounds and Cemetery, including (includes military cemetery)	Waikaraka Park and Waikaraka Cemetery, 175-243 Neilson Street and 21 Waikaraka Road, and 60 Captain Springs Road, Te Papapa	PART LOT 1 DP 25356; PART ALLOT N61 SM LOTS NEAR ONEHUNGA; PART ALLOT N44 SM LOTS NEAR ONEHUNGA; PART ALLOT N45 SM LOTS NEAR ONEHUNGA; PART ALLOT N46 SM LOTS NEAR ONEHUNGA; PART ALLOT N47 SM LOTS NEAR ONEHUNGA; PART ALLOT N48 SM LOTS NEAR ONEHUNGA; PART ALLOT N86 SM LOTS NEAR ONEHUNGA; ALLOT 96 SM LOTS NEAR ONEHUNGA; PART ALLOT 80 SM LOTS NEAR ONEHUNGA; ALLOT 87 SM LOTS NEAR ONEHUNGA; PART MANUKAU HARBOUR BED; ALLOT M61 SM LOTS NEAR ONEHUNGA; ALLOT S44 SM LOTS NEAR ONEHUNGA; LOT 6 DP 25356; ALLOT S45 SM LOTS NEAR ONEHUNGA; ALLOT S46 SM LOTS	B		A,B,H	Refer to planning maps	Post-1970s buildings; power pylons; all buildings along Captain Springs Road on the street side of the 1930s park wall	Yes	
01756	Onehunga Woollen Mills	273 Neilson Street, Te Papapa	Lot 1 DP 381828-4039m2, Pt Lot 1DP 99052-24328m2	B	The Four 19th century brick buildings (V1-4) grouped centrally to the Neilson Street frontage (refer to Schedule 14.3)	A,F	That land containing the scheduled buildings and that area of land east and west of those buildings fronting Neilson Street as shown in Refer to planning maps and Schedule 14.32	Interior of building(s); the gate pier not attached to building V4; and buildings within the extent of place that are not the Primary Feature		
01757	Page's Building	460-466 New North Road, Kingsland	LOT 1 DP 51582; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		

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01758	Portland Buildings	463-475 New North Road, Kingsland	Lot 12 DP 457345; 738m2; Lot 24 DP 457345-335m2; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01759	Page's Grain and Forage Store	468-472 New North Road, Kingsland	Lot 2 DP 51582; road reserve 536m2	B		A,F,H	Refer to planning maps	Interior of building(s)		
01760	Kingsland Post Office (former)	478 New North Road, Kingsland	LOT 1 DP 123174	B		A,F,G,H	Refer to planning maps			
01761	St Lukes Church and Cemetery	704A New North Road, Saint Lukes	PART ALLOT 170 SEC 10 SBRS OF AUCKLAND	A	Church; Building and Cemetery	A,B,F,G,H	Refer to planning maps			
01762	Ferndale House	Ferndale Park, 830 New North Road, Mount Albert	PART ALLOT 40 PSH OF TITIRANGI PT LOTS 3-4 DP 29193 PT LAND ON DP 2174	B		A,B,F,G,H	Refer to planning maps	Plunket Rooms		
01763	Mount Albert Methodist Church	837 New North Road, Mount Albert	PART LOT 40 DEEDS S132A PLAN 223 PART ALLOTMENT 40 TITIRANGI PARISH	B		A,B,F,G,H	Refer to planning maps			
01764	St Mary's Chapel and the Stella Maris Building	3-9 New Street, Ponsonby	LOTS 1-14 DRO BLUE 78 PART ALLOTS 14 47 SEC 8 SBRS SUBURBS OF AUCKLAND	A	Chapel Building	A,B,F,G,H	Refer to planning maps			
01766	Bishop's House (including exterior of attached cottage)	30 New Street, Ponsonby	LOT 1 DP 20314	A	Bishop's House, (excluding attached cottage)	A,B,F,G,H	Refer to planning maps	Interior of attached cottage; the interior and exterior of attached modern buildings		
01767	Orange Ballroom	1413-149 Newton Road, Eden Terrace	LOT 1 DP 477607 Lot 5-Deeds Reg 1333-744m2; Lot 6 Deeds Reg 1333	B		A,F,G	Refer to planning maps			
01768	Residence	New Windsor Reserve, 37 New Windsor Road, Avondale	Lot 1 DP 166931-4048m2	B		A,F	Refer to planning maps			
01770	Shot Tower	24 Normanby Road, Mount Eden	Lot 3 DP 312430-107m2	A		A,B,D,F,G,H	Refer to planning maps		Yes	
01771	Residence	70 Normans Hill Road, Onehunga	LOT 4 DP 155135	B		A,F	Refer to planning maps			
01772	Oakfield (residence)	9 Oakfield Avenue, Mount Albert	Lot 1 DP 396262-1794m2	B		A,F	Refer to planning maps			
01773	Bramcore Residence (former)/Florence Court aka "Bramcore" (residence)	6 Omana Avenue, Epsom	LOT 8 DP 26251	A	House	A,F,G,H	Refer to planning maps			

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01774	Sir John Logan Campbell's Grave and One Tree Hill Obelisk	<u>One Tree Hill summit, One Tree Hill Domain, 670 Manukau Road, Epsom</u>	<u>SEC 1 SO 454862</u>	A	Grave; and Obelisk	A,B,D,F,G,H	Refer to planning maps		Yes	Yes
01776	Post Office (former)	120 Onehunga Mall, Onehunga	<u>ALLOT 50 SEC 17 VILLAGE OF ONEHUNGA</u>	A	Post Office Building	A,F,G,H	Refer to planning maps			
01777	Onehunga Club	303 Onehunga Mall, Onehunga	<u>ALLOT 3 SEC 5 VILL OF ONEHUNGA</u>	B		A,B	Refer to planning maps	Interior of building(s)		
01778	Residence	79 Orakei Road, Remuera	<u>PART ALLOT 120 SEC 16 SUB OF AUCKLAND SUBS</u>	B		A	Refer to planning maps			
01779	Kent's Bakery (former)	2-8 Osborne Street, Newmarket	<u>LOTS 1-2 DP 22146; LOT 2 DP 22146; road reserve LOTS 3-4 DP22146 PT-ALLOTS 15-SEC 6- AUCKLAND SUBS</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
01780	Residence	57 Owens Road, Epsom	LOT 1 DP 67190	B		A,F,G	Refer to planning maps			
01781	Auckland Domain Grafton Gateway	<u>Auckland Domain, 20 Park Road, Grafton</u>	<u>PART AUCKLAND DOMAIN SURVEY OFFICE PLAN 13</u>	B		A,F,G,H	Refer to planning maps			
01782	Residence	189 Park Road, Newmarket	<u>PART LOT 4S 4,5,9 DP 2169</u>	B		F,G	Refer to planning maps	Interior of building(s)		
01783	Parnell Rail Bridge Piers and Viaduct	Parnell Rise, Parnell	<u>LOT 1 DP 151550; road reserve; railway reserve</u>	A	Bridge; Piers; Viaduct	A,F,G,H	Refer to planning maps			
01784	Horse Hitching Post	<u>Adjacent to 4/439 Parnell Road, Parnell</u>		A	Hitching Post	A,F,H	Item and 3-meter curtilage. Refer to planning maps: limited to area within a 3m radius of post			
01785	Old Coffee House	46 Parnell Road, Parnell	<u>LOT 1 DP-444020 483177; road reserve</u>	B		F,G	Refer to planning maps			
01786	Mayfair Flats	75 Parnell Road, Parnell	<u>LOT 19 DP 31615</u>	B		A,F,H	Refer to planning maps			

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01787	Exchange Tavern	99-101 Parnell Road, Parnell	Lot 2 DP 314705 4083m ² road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
01788	Windsor Castle Hotel (former)	144 Parnell Road, Parnell	LOT 1 DP 2340-LOT 10 DP 2339	B		A,F,H	Refer to planning maps	Interior of building(s)	Yes	
01789	St John the Baptist Church and Convent	204-212 Parnell Road, Parnell	LOT 6 ALLOT 73 SEC 1 SBRS OF AUCKLAND; LOT 7 ALLOT 73 SEC 1 SBRS OF AUCKLAND; LOT 8 ALLOT 73 SEC 1 SBRS OF AUCKLAND; LOT 9 ALLOT 73 SEC 1 SBRS OF AUCKLAND; road reserve	A		A,F	Refer to planning maps			
01790	Whitby Lodge (former)	330 Parnell Road, Parnell	Lot 1 DP 28795-829m ²	B		A,F	Refer to planning maps			
01791	Hulme Court-(residence)	350 Parnell Road, Parnell	LOT 3 DP 30020; road reserve	A	Residence- e Residence	A,F	Refer to planning maps		Yes	
01792	Parnell Library and hHall (former)	390 and 394 Parnell Road, Parnell	LOT 1 DP 173062; LOT 2 DP 173062; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
01793	St Mary's Church	446 Parnell Road, Parnell	LOT 1 DP 93398; road reserve-LOT 2 DP 164376	A	Church-Building	A,B,F,G	Refer to planning maps			
01794	Royal New Zealand Foundation for the Blind_Office and Wworkshops (former)	545 Parnell Road, Parnell	LOT 2 DP 362696; Lot 3 DP 362696-2402m ² ; LOT 8 DP 362696; road reserve	A		A,B,F,G,H	Refer to planning maps	Interior of workshop building		
01796	Penrose Farm House (former)	79 Penrose Road, Mount Wellington	PART LOT 1 DP 23256	A	Farm-House	A,F,H	Refer to planning maps	Interior of building(s)		
01797	Newton Police Station (former)	1 Ponsonby Road, Freemans BayPonsonby	LOT 5 DP 81579	B		A,F,G,H	Refer to planning maps			
01798	Unitarian Church	1A Ponsonby Road, Freemans BayPonsonby	LOT 43 DEEDS CITY 44	B		A,F,H	Refer to planning maps			
01799	Gas Lamp	8 Ponsonby Road, Ponsonby		A	Gas-Lamp	A,F,H	Refer to planning maps			
01800	Allendale (residence)	50-52 Ponsonby Road, Ponsonby	LOT 1 BLOCK 27 DP 242; LOT 2 BLOCK 27 DP 242; road reserve	B		F,G,H	Refer to planning maps			

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01801	Shop and Residence	8478-86 Ponsonby Road, Ponsonby	<u>LOT 12 DP 242; road reserve</u>	B		F,H	Refer to planning maps	Interior of building(s)		
01802	Commercial Building	118-126 Ponsonby Road, Ponsonby	<u>LOT 4 BLOCK 67 DP 242; LOT 5 BLOCK 67 DP 242; road reserve</u>	B		A,F,H	Refer to planning maps			
01803	Shop and Residence	179-181 Ponsonby Road, <u>Freemans Bay</u> Ponsonby	<u>PART LOT 31 DP 3270; road reserve</u>	B		F,H	Refer to planning maps	Interior of building(s)		
01804	Shop	183-189 Ponsonby Road, <u>Freemans Bay</u> Ponsonby	<u>PART ALLOT 20 SEC 8 SBRS OF AUCKLAND</u>	B		F,G,H	Refer to planning maps	Interior of building(s)		
01805	Holmdene (House)	195 Ponsonby Road, <u>Freemans Bay</u> Ponsonby	<u>LOT 68 DP 30; PART LOT 69 DP 30; PART LOT 70 DP 30; road reserve</u>	B		F,G	Refer to planning maps	Interior of building(s)		
01806	Terrace Houses	203-209 Ponsonby Road, <u>Freemans Bay</u> Ponsonby	<u>LOT 2 DP 18603; LOT 3 DP 18603; LOT 4 DP 18603; LOT 5 DP 18603; LOT 6 DP 18603; LOT 7 DP 18603; road reserve</u>	B		F,G,H	Refer to planning maps	Interior of building(s)		
01807	Shops and Residences	218-224 Ponsonby Road, Ponsonby	<u>PART LOT 4 DEEDS BLUE U; road reserve</u>	B		F,H	Refer to planning maps	Interior of building(s)		
01808	St John's Church	229A Ponsonby Road, Ponsonby	<u>LOT 1 DP 80035</u>	B		A,B,F,G	Refer to planning maps			
01809	Letholite Factory (former)	239 Ponsonby Road, <u>Freemans Bay</u> Ponsonby	<u>LOT 1 DP 186993</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
01810	Shops	256 Ponsonby Road, Ponsonby		B		F,H	Refer to planning maps	Interior of building(s)		

01811	Shops	264-272 Ponsonby Road, Ponsonby	<u>LOT 2 DP 17456: road reserve</u>	B		F,H	Refer to planning maps	Interior of building(s)		
01812	Brittania Theatre (former)	283 Ponsonby Road, Freemans Bay Ponsonby	<u>LOT 2 DP 3987: PART LOT 3 DP 3987: LOT 4 DP 3987: LOT 5 DP 3987: PART LOT 42 DEEDS BLUE K: road reserve</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
01813	Shops	286-292 Ponsonby Road, Ponsonby		B		A,H	Refer to planning maps	Interior of building(s)		
01814	<u>Wharema</u> Residence	34 Portland Road, Remuera	<u>LOT 2 DP 476894</u>	B		F,G,H	Refer to planning maps			
01815	War Memorial, including pillars, Obelisks, gates and stone walls	Auckland Normal Intermediate School Entrance, Poronui Street, Mount Eden	<u>SEC 1 SO 67900; SEC 2 SO 67900; SEC 2 SO 63307: road reserve</u>	B		A,B,H	Refer to planning maps			
01816	Ninnis Building	19 Princes Street, Onehunga	<u>LOT 1 DP 25555: road reserve</u>	B	Building	A,E,F,G,H	Refer to planning maps	Interior of building(s)		
01817	Carnegie Library (former)	55 Princes Street, Onehunga	<u>PART LOT 15 DP 33447: road reserve</u>	A	Library bBuilding	A,F,G,H	Refer to planning maps			
01818	Laisley House	Jellicoe Park, 1 Park Gardens (corner Quadrant Road and Grey Street), Onehunga	<u>PART ALLOT 14 SEC 36 VILL OF ONEHUNGA</u>	B		A,F,H	Refer to planning maps			
01819	Blockhouse	Jellicoe Park, 1 Park Gardens (corner Quadrant Road and Grey Street), Onehunga		A	Blockhouse-e-Blockhouse building	A,F,H	Refer to planning maps			
01820	Panmure Tavern	1637 Queens Road, Panmure	<u>LOT 3 DP 111900</u>	B		F,H	Refer to planning maps	Interior of building(s)		

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01821	Mount Wellington Stone Cottage	1 Kings Road, Panmure		A	Residence Cottage	A,H	Refer to planning maps			
01822	St George's Church	19 Ranfurly Road, Epsom	LOT 2 DP 122506; road reserve	B		A,F,H	Refer to planning maps			
01823	Marivare (residence)	60 Ranfurly Road, Epsom	LOT 1 DP 193674	A		A,H	Refer to planning maps	Interior of building(s)		
01824	St Mark's Church and Cemetery	93 Remuera Road, Remuera	PART ALLOT 2 SEC 11 SBRS OF AUCKLAND; road reserve	A	Sanctuary building, and remaining cemetery	A,B,F,H	Refer to planning maps			
01825	Residence	229 Remuera Road, Remuera	LOT 1 DP 167345	B		F,H	Refer to planning maps			
01826	Kings School Chapel/stables (former) (former stables)	Kings School, 258 Remuera Road, Remuera	ALLOT 26 SEC 16 SBRS OF AUCKLAND	B	Chapel	F,H	Refer to planning maps			
01827	Remuera Public Library	431-435 Remuera Road, Remuera	PART LOT 2 DP 17675	A	Main building	A,F,G,H	Refer to planning maps			
01828	McLaren Service Station (former)	586-592 Remuera Road, Remuera	PART ALLOT 189 SEC 16 SBRS OF AUCKLAND	B		A,B,F,G,H	Refer to planning maps			
01829	Renall Street Houses (24)	1, 3, 5, 7, 9, 11, 13, 15, and -17 and 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, and -24 Renall Street, Ponsonby	LOT 30 ALLOT 19 SEC 8 SBRS OF AUCKLAND; LOT 31 ALLOT 19 SEC 8 SBRS OF AUCKLAND; LOT 32 DEEDS BLUE K; LOT 33 DEEDS BLUE K; PART ALLOT 19 SEC 8 SBRS OF AUCKLAND; LOT 35 DP 10653; LOT 36 DP 10653; PART LOT 37 DP 10653; LOT 38 DP 13648; LOT 39 DP 13648; LOT 40 DP 2683; LOT 41 ALLOT 19 SEC 8 SBRS OF AUCKLAND; PART ALLOT 19 SEC 8 SBRS OF AUCKLAND; LOT 23 DP 96; LOT 24 DP 96; LOT 25 DP 96; LOT 26 DP 96; LOT 27 DP 96; LOT 28 DP 96; LOT 29 DP 96; LOT 1 DP 189335; PART LOT 21 DP 96; PART LOT 22 DP 96; LOT 1 DP 42808; road reserve	A	Residences Residences	A,F,G,H	Refer to planning maps			
01830	Costley Training Institute (former)/Carille House	90-84-88 Richmond Road, Ponsonby Grey Lynn	LOT 1 DP 134533	A	Main Building	A,F,H	Refer to planning maps			

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01831	Residence	3346 Richmond Road, Grey Lynn	<u>PART LOT 1A A 938</u>	B		F,G,H	Refer to planning maps			
01832	Residence	350 Richmond Road, Grey Lynn	<u>LOT 2A A 938</u>	B		F,G,H	Refer to planning maps			
01833	West Lynn Shopping Centre	401-413 Richmond Road, Grey Lynn	<u>PART LOT 108 DP 322;</u> <u>PART LOT 109 DP 322;</u> <u>PART LOT 110 DP 322;</u> <u>PART LOT 5 DP 5259: road reserve</u>	B		F,G,H	Refer to planning maps	Interior of building(s)		
01834	Residence	439 Riddell Road, Glendowie	<u>LOT 2 DP 118021</u>	B		F,G	Refer to planning maps			
01835	<u>Kulka House</u> Residence	52 Roberta Avenue, Glendowie	<u>PART LOT 1 DP 44209</u>	B		F,G	Refer to planning maps			
01836	Rockwood House	3 Rockwood Place, Epsom	<u>LOT 2 DP 75574</u>	B		A,F,H	Refer to planning maps			
01838	<u>Thom House (former)</u> Residence	7 Sainsbury Road, Mount Albert	<u>LOT 2 DP 41382</u>	B		F,G	Refer to planning maps			
01839	Residence	85 Sarsfield Street, Herne Bay	<u>LOT 1 DP 470317: road reserve</u>	B		F,G	Refer to planning maps			
01840	Residence	7 Selby Square, Ponsonby	<u>LOT 3 DP 20579</u>	B		A,F	Refer to planning maps			
01841	Onehunga Primary School (former)	83 Selwyn Street, Onehunga	<u>LOT 1 DP 189657</u>	A	School building	A,B,F,G	Refer to planning maps			
01842	Chateau Lafite-(residence)	119 Selwyn Street, Onehunga	<u>LOT 1 DP 176408</u>	B		A,H	Refer to planning maps	Interior of building(s)		
01843	Roselle House and Ggounds	<u>Saint Kentigern Boys' School, 7482-84 Shore Road, Remuera</u>	<u>ALLOT 92 SEC 16 SBRS OF AUCKLAND</u>	B	Roselle House	A,F,H	Refer to planning maps			
01844	Pumphouse	2 Spring Street, Onehunga	<u>LOT 1 DP 147935</u>	A	<u>Pumphouse</u> Pumphouse <u>Building</u>	A,F,H	Refer to planning maps	Interior of building(s)		
01845	St Andrew's Church	92-98 St Andrews Road, Epsom	<u>PART ALLOT 61 SEC 10 SBRS OF AUCKLAND</u>	A	Church-Building	A,B,F,G,H	Refer to planning maps			
01847	The Stables	30A-30E St Benedicts Street, Newton	<u>LOT 1 DP 32276</u>	B		A,E,F,H	Refer to planning maps			
01848	Residence	1 St Georges Bay Road, Parnell	<u>LOT 3 DP 93399</u>	B		F,G	Refer to planning maps			

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01849	Melmerly College	42 St Georges Bay Road, Parnell	<u>PART ALLOT 75 SEC 1 SBRS OF AUCKLAND</u>	B		A,B,F	Refer to planning maps			
01850	Carmichael House	66 St Georges Bay Road, Parnell	<u>LOT 1 DP 177914</u>	B		A,F	Refer to planning maps			
01851	St Ninian's Church and Cemetery	17-19 St Georges Road, Avondale	<u>LOT 1 DP 122863</u>	B		A,H	Refer to planning maps			
01852	Whau Hall (former) - former City Council Library (former)	18 St Georges Road, Avondale	<u>LOT 2 DP 151889</u>	B		A,B,F	Refer to planning maps	Interior of building(s)		
01853	Hollywood Theatre - Grosvenor Theatre (former) - Avondale Town Hall (former)	20 St Georges Road, Avondale	<u>LOT 2 DP 151889</u>	B		A,B,F	Refer to planning maps	Interior of building(s)		
01854	St Heliers Bay Library	32 St Heliers Bay Road, St Heliers	<u>LOT 7 BLOCK II DP 410</u>	B		B,F,G	Refer to planning maps			
01855	Glen Orchard (residence)	91 St Heliers Bay Road, St Heliers	<u>LOT 1 DP 77709</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
01856	Blumenthal/Mondrian House	317 St Heliers Bay Road, St Heliers	<u>LOT 2 DP 43574</u>	B		A,F,H	Refer to planning maps			
01857	St John's College Historic Campus	188-226 St Johns Road, Meadowbank	<u>LOT 1 DP 487854</u>	A	Chapel; Dining Hall/Waitoa Room; and Kinder Wing	A,B,D,F,G,H	Refer to planning maps		Yes	
01860	St Jude's Church and hall	27 St Jude Street, Avondale	<u>PART ALLOT 164 PSH OF TITIRANGI: road reserve</u>	B		F,G,H	Refer to planning maps			
01861	Ponsonby Post Office	13-1-3 St Marys Road, Ponsonby	<u>LOT 1 DP 123175</u>	A	Post Office Building	A,F,G,H	Refer to planning maps			
01862	Fire Brigade Building (former)	15 St Marys Road, Ponsonby		B		A,F,H	Refer to planning maps	Interior of building(s)		
01863	Leys Institute Gymnasium and Public Library	20 St Marys Road, Ponsonby	<u>PART ALLOT 13 SEC 8 SBRS OF AUCKLAND; LOT 11 DEEDS BLUE F; LOT 1 DP 120395: road reserve</u>	A	Gymnasium and Gymnasium; library buildings	A,B,F,G,H	Refer to planning maps			
01865	Pompallier House	57 St Marys Road, Ponsonby	<u>LOT 4 DP 20314: road reserve</u>	A	Pompallier House	A,F,G,H	Refer to planning maps			
01866	Residence	58 St Marys Road, Ponsonby	<u>SEC 1 SO 475686; SEC 2 SO 475686</u>	B		A,F	Refer to planning maps	Interior of building(s)		

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01867	Selwyn Court and Library	6-10 St Stephens Avenue, Parnell	<u>LOT 2 DEEDS S 100; LOT 3 DEEDS S 100; road reserve</u>	A	Building	A,B,F,G,H	Refer to planning maps			
01868	Neligan House	12 St Stephens Avenue, Parnell	<u>Lot 2 DP 36022</u>	A	<u>BuildingResidence</u>	A,F,G,H	Refer to planning maps	Interior of building(s)		
01869	Old Deanery-(residence)	17 St Stephens Avenue, Parnell	<u>Lot 2 DP 93400</u>	A	<u>BuildingResidence</u>	A,B,F,G,H	Refer to planning maps			
01870	Paykel House	42 St Stephens Avenue, Parnell	<u>Lot 1 DP 388224</u>	B		A,F,G,H	Refer to planning maps			
01871	St Paul's Methodist Church	12-14 St Vincents-Avenue, Remuera	<u>Lot 2 DP 15262</u>	B		F,G,H	Refer to planning maps			
01872	<u>Newman House/Cotter House,-/ "Oaklands"</u>	2 St Vincents-Avenue, Remuera	<u>Lot 2 DP 41384</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01873	Swan Hotel (former)	2 Stanley Street, Parnell	<u>Part Sec 11 City of Auckland; Allot 3 Sec 11 Auckland City; Allot 4 Sec 11 Auckland City; road reserve</u>	B		A,B,F,H	Refer to planning maps			
01874	Residence	29 Stilwell Road, Mount Albert	<u>Lot 2 DP 16922</u>	B		A,F,G	Refer to planning maps			
01875	Residence	9 Summer Street, Ponsonby	<u>Lot 6 DP 23908</u>	B		A,F	Refer to planning maps			
01876	Residence	4 Takutai Street, Parnell	<u>Lot 2 Deeds 669</u>	A	<u>Residence - Residence</u>	A,F,H	Refer to planning maps			
01877	Drinking Fountain	<u>Vellenoweth Green, 353-359 Tamaki Drive, Vellenoweth-Greens, Saint Heliers</u>		B		A,F,H	Refer to planning maps			
01879	Kohimarama Beach Changing Rooms	<u>Kohimarama Beach Reserve, 72 Tamaki Drive, Kohimarama</u>	<u>Lot 69 Deeds 326; road reserve</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
01880	Trevor Moss Davis Memorial Fountain	<u>Selwyn Reserve, 48-56 Tamaki Drive, Mission Bay</u>	<u>Part Lot 7 DP 22640</u>	B		F,G,H	Refer to planning maps			
01883	Okahu Bay Changing Rooms	<u>Okahu Bay Reserve, 14 Tamaki Drive, Okahu Bay, Orakei</u>	<u>Sec 24 Block VIII Rangitoto SD; road reserve</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		

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01884	St Heliers Changing Rooms	<u>St Heliers Bay Beach Reserve, 384 Tamaki Drive, St Heliers</u>	<u>Road reserve; CMA</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
01885	Pumping Station (former)	19 Tamaki Drive, Orakei	<u>Part Lot 1 DP 45244; road reserve</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
01887	Garden Court Flats	105 Tamaki Drive, Mission Bay	<u>Lot 36 DP 20244</u>	B		F,G,H	Refer to planning maps			
01888	<u>AEPB Auckland Electric Power Board Substation Building</u>	62-66 The Drive, Epsom	<u>Lot 1 DP 316321</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01889	<u>NZ New Zealand Loan and Mercantile Wool Store (former)</u>	121-125 The Strand, Parnell	<u>Lot 1 DP 318725; road reserve</u>	B		A,F,G,H	Refer to planning maps			
01890	<u>St Mathias Matthias Anglican Church and Cemetery</u>	5 Thompson Road, Panmure	<u>Lot 16 DP 49462</u>	A	Church building	A,F,H	Refer to planning maps			
01891	Pumphouse (former)	<u>Mount Eden Road, Three Kings Reserve, Grahame Breed Drive, Three Kings</u>	<u>PART ALLOT 85B SEC 10 SBRS OF AUCKLAND; road reserve</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
01892	Pearson House	10 Titoki Street, Parnell	<u>LOT 7 DP 362696; LOT 8 DP 362696</u>	A		A,F,G	Refer to planning maps	Interior of building(s)		
01893	Emerald Lodge	4 Tohunga Crescent, Parnell	<u>Lot 1 DP 392387</u>	A	<u>Residence - Residence</u>	A,F	Refer to planning maps			
01894	Residence	4 Upland Road, Remuera	<u>Lot 1 DP 92959</u>	B		F,G,H	Refer to planning maps and Schedule 14.2-14.3			
01895	<u>Mount Eden Borough Council Building and Fire Station (former)</u>	62-64 Valley Road, Mount Eden	<u>Lot 1 DP 24821; Lot 2 DP 24821; road reserve</u>	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01896	<u>Mount Eden Normal Primary School - War Memorial Gates</u>	<u>Mount Eden Normal Primary School, 73 Valley Road, Mount Eden</u>	<u>Part Lot 1 13 DP 1; road reserve</u>	B		B,F,G,H	Refer to planning maps			
01897	<u>Mitchelson House, Stables and Duchesne Building - Baradene School</u>	<u>Baradene College, 235-237 Victoria Avenue, Remuera</u>	<u>Part Lot 14 DP 44273; road reserve</u>	B	Mitchelson House; Stables; Duchesne Building	A,B,F,G,H	Refer to planning maps			
01898	Fencible Cottage (former)	111 Victoria Street, Onehunga	<u>Lot 4 DP 7208</u>	A	Cottage	A,F,H	Refer to planning maps			
01899	<u>St James Church and Hall (former)</u>	31 Esplanade Road, Mount Eden	<u>Part Lot 16 Deeds 1355; Part Lot 17 Deeds 1355; road reserve</u>	B		B,F,G,H	Refer to planning maps			
01900	Residence	37 Wairakei Street, Greenlane	<u>Part Allot 7 Sec 12 Sbrs of Auckland</u>	B		A,F,G,H	Refer to planning maps			
01901	Residence	58 Wallace Street, Heme Bay	<u>Part Lot 3 DP 2335</u>	B		F,G	Refer to planning			

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01902	Shera House	9 Wharua Road, Remuera	<u>Part Lot 8 DP 30408</u>	B		F,G	Refer to planning	Interior of building(s)		
01903	Grey Lynn Council Offices (former)	1 Williamson Avenue, Grey Lynn	<u>Lot 11 Block 28 DP 242</u>	B		A,F,G	Refer to planning maps			
01904	Residence	40 Wood Street, Freemans Bay Pensenby	<u>Lot 1 DP 76388</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01905	Residence	10 Woodward Road, Mount Albert	<u>Lot 9 DP 16800; Part Lot 10 DP 16800; road reserve</u>	B		F,G	Refer to planning maps			
01906	Albert Street basalt wall, including gate, fence, lamp and toilets.	Albert Street (Durham Street West intersection), Auckland Central	<u>Road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01907	Tram Pole	Road Reserve, Adjacent to 2 Emily Place, Auckland Central	<u>Road reserve</u>	B		A,D,F	Refer to planning maps		Yes	
01908	Churton Memorial	25 Emily Place, Auckland Central		A	Memorial Structure	B,F,G	Refer to planning maps			
01909	Original foreshore sea wall (Cliff-retaining wall)	Behind 108-114 Fanshawe Street, Auckland Central	<u>LOT 1 DP 66463; LOT 2 DP 66463; LOT 3 DP 7913; PART ALLOT 9 SEC 20 SBRS OF AUCKLAND; road reserve</u>	B		A,G,H	Refer to planning maps			
01910	Grafton Bridge	Grafton Bridge, (Between Symonds Street and Grafton Road), Grafton	<u>Road reserve</u>	A	Bridge	A,B,E,F,G	Refer to planning maps			
01911	Stairs and railings (to previous Wesleyan Chapel/Court Buildings-entrance (former), including stairs and railings).	Freyburg Place, Adjacent to 42D High Street, Auckland Central	<u>Lot 1 DP 183581; road reserve</u>	B		A,C,F	Refer to planning maps			
01914	Albert Barracks Wall (Remnant section)	University of Auckland, 22 Princes Street (also known as 16-24 Princes Street), Auckland Central	<u>Allot 3 Sec 6 Auckland City; Allot 3 Sbrn Sec 2 Sec 13 Auckland City; Allot 9 Sbrn Sec 2 Sec 13 Auckland City</u>	A	Remnant wall structure	A,D,F,G,H	Refer to planning maps and Schedule 14-2-14.3		Yes	
01915	Auckland Harbour Board Fence	Quay Street, (Between Lower Hobson Street and Britomart Place), Auckland Central	<u>LOT 17 DP 131565; LOT 3 DP 179758; PART LOT 37 DP 131568; LOT 14 DP 131564; road reserve</u>	A	Entire All-fence including panels, pylons, handrails, and gates	A,F,G,H	Refer to planning maps			
01916	Wind Tree	49-63 Jellicoe Street, Wynward Quarter	<u>Sec 6 SO 415995; road reserve</u>	B		A,F,G,H	Refer to planning maps			

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01917	Horse trough	Road Reserve, adjacent to corner of Sturdee Street, Corner of and Market Place, Auckland Central	<u>Road reserve</u>	B		A,F,H	Refer to planning maps			
01918	Victoria League Statue and N.Z. New Zealand Wars Memorial	51A Symonds Street, Wakefield Street Reserve, Auckland Central	<u>Lot 2 DP 86367</u>	B		A,F,G,H	Refer to planning maps			
01919	<u>Greer Twiss</u> Bronze sculpture	<u>Grafton Cemetery West</u> , 105-107 Symonds Street, corner of Karangahape Road, Auckland Central (Corner Karangahape Road)	<u>Part Lot 1 DP 18958; road reserve</u>	B		A,F	Refer to planning maps			
01920	Lamp stands (3)	Road Reserve, adjacent 2 Drake Street and 3 Vernon Street, Auckland Central	<u>Road reserve</u>	B		F,G,H	Refer to planning maps			
01921	Two semidetached terrace Houses- Airedale Street Cottages	30-32 Airedale Street, Auckland Central	<u>Lot 2 DP 93721</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01922	ARA <u>Ara</u> Lodge	87 Airedale Street, Auckland Central	<u>Part Allot 65 Sec 36 Auckland City; Part Allot 66 Sec 36 Auckland City</u>	B		A,F	Refer to planning maps			
01923	West Plaza	3 Albert Street, Auckland Central	<u>Lot 2 DP 355664</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		
01924	Yates Building	13 Albert Street, Auckland Central	<u>Lot 2 DP 316685</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01925	Shakespeare Hotel	61 Albert Street, Auckland Central	<u>Part Lot 1 Sec 18 DP 1870</u>	B		A,F	Refer to planning maps	Interior of building(s)		
01926	Residence (former)	<u>University of Auckland</u> , 4 Alfred Street, The University of Auckland, Auckland Central	<u>Lot 1 DP 1151178; road reserve</u>	B		A,F,G	Refer to planning maps	Interior of building(s)		

01927	Student Union Building, Auckland University	University of Auckland, 8 Alfred Street, The University of Auckland, Auckland Central	Lot 1 DP 151178	B		F,G,H	Refer to <u>planning to planning maps</u> ; the extent of place includes that part of Alfred Street between the building façade and Princes Street, including the central courtyard, and that part of 8 Alfred Street between the building façade and Alfred Street			
01928	Residence (former)	University of Auckland, 5 Alten Road, The University of Auckland, Auckland Central	Lot 1 DP 89603	B		A,D,H	Refer to planning maps and Schedule 44-2 14.3		Yes	
01929	Residence, (former)	University of Auckland, 23 Alten Road, The University of Auckland, Auckland Central	Lot 9 DP 27319	A	House	A,D,F	Refer to planning maps		Yes	
01930	Berrisville Flats	152 Anzac Avenue, Auckland Central	Lot 92 DP 14125	B		A,F,G	Refer to planning maps	Interior of building(s)		
01931	Cottage	1 Bankside Street, Auckland Central		A	Cottage	A,E,F	Refer to planning maps			
01932	Pitt Street Fire Station (former)	1 Beresford Square, Newton	Lot 1 DP 178433	A	Fire Station	A,D,E,F,G,H	Refer to planning maps		Yes	
01933	St James Church (former)	15-23 27 Beresford Square, Newton	Lot 1 DP 178434	A	Church Building	B,D,E,F,G	Refer to planning maps		Yes	
01934	Worralls Building (former)	23 Britomart Place, Auckland Central	Lot 1 DP 382501	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01935	Chancery Chambers	2-8 Chancery Street, Auckland Central	Lot 7 DP 15927	B		A,F,G	Refer to planning maps			

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01936	Auckland Magistrates Court (former)	1 Courthouse Lane, Auckland Central	Lot 1 DP 183581	A	Former Courthouse Building	A,B,F,G,H	Refer to planning maps			
01937	Barrington Building (Customs Street frontage only)	10 Customs Street East, Auckland Central	LOT 1 DP 361575	B		A,F,H	Refer to planning maps	Interior of building(s)- ground-floor-level Galway-Street addition		
01938	Columbus House (former) (Customs Street frontage only)	14-18 Customs Street East, Auckland Central		B		A,F,H	Refer to planning maps	Interior of building(s)- ground-floor-level Galway-Street addition		
01939	Excelsior Block - Remnant portion (Customs Street frontage only)	22 Customs Street East, Auckland Central	LOT 1 DP 400096	B		A,H	Refer to planning maps	Interior of building(s)		
01940	Stanbeth House	24-26 Customs Street East, Auckland Central		B		A,F,H	Refer to planning maps	Interior of building(s)-and four-storeyed Galway-Street building		
01941	Masonic Club-/Buckland Building	30-34 Customs Street East, Auckland Central	Lot 3 DP 373915	B		A,F,H	Refer to planning maps	Interior of building(s)		
01942	Entrican Building (former)	36 Customs Street East, Auckland Central	LOT 1 DP 371807	A	Building	A,F,G,H	Refer to planning maps			
01943	Nathan Building	42 Customs Street East, Auckland Central		A	Building	A,F,H	Refer to planning maps			
01944	Commercial Building	55 Customs Street East, Auckland Central	Allot 28 Sec 2 Auckland City	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01945	Britomart Hotel (former)	69 Customs Street East, Auckland Central	Allot 35 Sec 2 Auckland City	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
01946	Old Customs House (former)	12-14 Customs Street West, Auckland Central	Lot 1 DP 105830; road reserve	A	Building	A,B,F,G,H	Refer to planning maps			
01947	Tepid Baths	86-102 Customs Street West, Auckland Central	Lot 2 DP 184176	A	Building	A,B,E,F	Refer to planning maps			
01948	Freeman's Hotel (former)	2 Drake Street, Auckland Central	Lot 1 DP 403436; Lot 2 DP 403436	B		A,B,F,G	Refer to planning maps			
01949	Bluestone Store (former)	9-11 Durham Lane, Auckland Central	Lot 2 DP 201029	A	Building	A,B,F,G	Refer to planning maps			
01950	Eden Hall (former)	3 Eden Crescent, Auckland Central	Lot 9 DP 311654	B		A,B,F,G	Refer to planning maps			
01951	Hotel Cargen (former)	10 Eden Crescent, Auckland Central	Lot 2 DP 209839; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		

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01952	Smith and Caughey - (Mahoney Building) - This schedule recognises the continued use of the exiting Elliot Street vehicular access location to the site.	Elliot 253-261 Queen Street, Auckland Central	Part Allot 9 Sec 15 Auckland City; Part Allot 11 Sec 15 Auckland City	B		A,B,F,H	Refer to planning maps	Interiors of building(s) above the ground floor		
01953	Brooklyn Flats	66-70 Emily Place, Auckland Central	Lot 18 DP 12881	B		A,F,G,H	Refer to planning maps			
01954	Foster & Co. Building	30 Fanshawe Street, 32 Fanshawe Street and 34-36 Fanshawe Street, Auckland Central		B		A,B,F,G,H	Refer to planning maps			
01955	Auckland Timber Company Building	104 Fanshawe Street, Auckland Central	Lot 2 DP 66463	A	Building	A,C,D,F,H	Refer to planning maps		Yes	
01956	Hampton Court	182 Federal Street, Auckland Central	Lot 1 DP 22238	B		A,F,G	Refer to planning maps			
01957	Imperial Hotel	4 Fort Street, Auckland Central	Part Allot 1 Sec 2 Auckland City; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
01958	Wrights Wright's Buildings	16-20 Fort Street, Auckland Central	Allot 50 Sec 2 Auckland City; road reserve	B		A,F,G,H	Refer to planning maps			
01959	Northern Roller Mills, (Original Mill building, Building 1)	71 Fort Street, Auckland Central	Lot 3 DP 354309; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		
01960	Pioneer Women's and Ellen Melville Memorial Hall, including and James Bowie sSculpture	2 Freyberg Place, Auckland Central	Lot 3 DP 19507; Lot 4 DP 19507; Part Allot 4 Sec 4 Auckland City; Part Allot 5 Sec 4 Auckland City; road reserve	B		A,B,F,G	Refer to planning maps			
01961	House	8 Grafton Road, Grafton	Allot 27 Sec 9 Auckland City; road reserve	B		F,G,H	Refer to planning maps; the extent of place extends from the outside edge of the steps to the edge of the retaining wall or the extent shown on the planning maps in the absence of these structures			

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01962	Commercial Building	9 Grafton Road, Grafton (also known as 20-26 Symonds Street), Auckland Central	Allot 30 Sec 34 Auckland City; Lot 1 DP 152888; Part Lot 1 DP 1747; road reserve	B		D,F,G,H	Refer to planning maps and Schedule 14.2-14.3	Interior of building(s)	Yes	
01963	Residence (former)	10 Grafton Road, Grafton	Allot 26 Sec 9 Auckland City; Allot 27 Sec 9 Auckland City; Sec 1 SO 53511	B		A,F,H	Refer to planning maps			
01964	Greys Avenue Flats/State Flats	95-113 Greys Avenue, Auckland Central	Part Allot 52 Sec 28 Auckland City; Part Allot 53 Sec 28 Auckland City; Part Allot 54 Sec 28 Auckland City; Part Allot 55 Sec 28 Auckland City; Allot 56 Sec 28 Auckland City; Part Allot 57 Sec 28 Auckland City; Lot 2 DP 30999	A	Apartment Building	A,F	Refer to planning maps	Interiors of all buildings, except all common spaces within the primary feature, including lobbies stairwells and corridors		
01965	Auckland Synagogue	108-116 Greys Avenue, Auckland Central	Lot 2 DP 45093	A	Synagogue-Synagogue-Building	F,G	Refer to planning maps			
01966	A. Cleave and Co. Building (former)	18 High Street, Auckland Central	Part Allot 5 Sec 4 Auckland City	B		F,G,H	Refer to planning maps	Interior of building(s)		
01967	Commercial Building	35-37 High Street, Auckland Central	Lot 4 DP 21158	B		E,F,G	Refer to planning maps			
01968	Canterbury Arcade annexe	47 High Street 166-174 Queen Street, Auckland Central	DP 3305; DP 814	B		F,G,H	Refer to planning maps	Interior of building(s)		
01969	Auckland Harbour Board Workshops (former)	204 Quay Street; 85-89 Customs Street West, Auckland Central	Lot 1 DP 183125	B		A,F,G	Refer to planning maps and Schedule 14.2-14.3	Interior of building(s)		
01970	Albion Hotel	119 Hobson Street, Auckland Central	Part Allot 10 Sec 23 Auckland City	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01971	St Matthews in the City Church	132 Hobson Street, Auckland Central	Lot 1 DP 184578	A	Sanctuary Building	A,B,F,G,H	Refer to planning maps			
01972	Prince of Wales Hotel/Favern (former)	440 Hobson 201-203 Federal Street, Auckland Central	Part Allot 17 Sec 30 Auckland City; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		
01973	Auckland Trades Hall (former)	157 Hobson Street, Auckland Central	Lot 1 DP 318861	B		A,E,F,G	Refer to planning maps			
01974	Thomas Doo Building	164-168 Hobson Street, Auckland Central	Lot 1 DP 348651	B		A,F	Refer to planning maps			
01975	Bank Buildings (former)	111 Karangahape Road, Newton	Lot 1 DP 15721	B		F,G,H	Refer to planning maps	Interior of building(s)		
01976	St Kevins Arcade	183 Karangahape Road, Newton	Lot 2 DP 118752; road reserve	B		B,F,G,H	Refer to planning maps			

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01977	Rendells Building (former) (Karangahape Road buildings only)	184 Karangahape Road, Newton	<u>Part Lot 10 DP 3909</u>	B		F,G,H	Refer to planning maps	Interior of building(s)		
01978	Pitt Street Buildings	211-235 Karangahape Road, Newton	<u>Lot 31 Deeds Red U; Lot 32 Deeds Red U; Lot 33 Deeds Red U; road reserve</u>	B		F,G,H	Refer to planning maps	Interior of building(s)		
01979	George Courts Department Store (former)	238 Karangahape Road, Newton	<u>Lot 1 DP 174920</u>	A	Building	A,F,G,H	Refer to planning maps			
01980	Naval and Family Hotel	243 Karangahape Road, Newton	<u>DP 1395</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01981	Hallenstein Brothers Building	246-254 Karangahape Road, Newton	<u>Lot 3 A 941</u>	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
01982	Kings King's Theatre (former)-entrance (former)/Norman Ng Building	256 Karangahape Road, Newton	<u>Lot 1 DP 59384</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01983	Auckland Art Gallery-/Library	1 Kitchener Street, Auckland Central	<u>Allot 14 Sec 13 Auckland City; Sec 1 SO 374931; Sec 2 SO 374931; Sec 3 SO 374931</u>	A	Historic Section of Building	A,B,F,G	Refer to planning maps			
01984	Housing Corporation Building (former)	66-68 Lorne Street, Auckland Central		B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01985	Public Trust Building	11 Mayoral Drive, Auckland Central	<u>Lot 4 DP 4059</u>	B		A,E,F,G	Refer to planning maps			
01986	Kings King's Theatre (former)	9 Mercury Lane, Newton	<u>Part DP 7095</u>	A	Theatre Building	A,F,G	Refer to planning maps			
01987	Berlei Factory (former)	52 Nelson Street, Auckland Central	<u>Lot 2 DP 198988</u>	B		F,G	Refer to planning maps	Interior of building(s)		
01988	Alliance Insurance Co. (former)	5 O'Connell Street, Auckland Central	<u>Part Lot 5 DP 18808</u>	B		F,G	Refer to planning maps			
01989	Windsor Towers	3 Parliament Street, Auckland Central	<u>Part Allot 12 Sec 7 Auckland City</u>	B		F,G,H	Refer to planning maps	Interior of building(s)		
01990	Westminster Court	5 Parliament Street, Auckland Central	<u>Lot DP 95644</u>	B		F,G,H	Refer to planning maps	Interior of building(s)		
01991	Braemar	7 Parliament Street, Auckland Central	<u>Sec 4 SO 62300</u>	B		B,D,F,G,H	Refer to planning maps		Yes	
01992	Middle Courtville Annexe Building Middle flats - 3 storey block	9 Parliament Street, Auckland Central	<u>Sec 3 SO 62300</u>	B		A,B,F,G,H	Refer to planning maps			
01993	Courtville - Corner flats, 5 storey block.	11 Parliament Street, Auckland Central	<u>Sec 1 SO 62300</u>	B		A,B,E,F,G,H	Refer to planning maps			
01994	Supreme Court (former)	12-30 Parliament Street, Auckland Central	<u>Allot 11 Sec 12 Auckland City; Allot 12 Sec 12 Auckland City; Allot 13 Sec 12 Auckland City</u>	A	Courthouse-Courthouse	A,B,F,G,H	Refer to planning maps	1991 Additions		

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01995	Wesleyan Chapel (former)	8A Pitt Street, Auckland Central	<u>Lot 1 DP 67021</u>	A	Chapel Building	A,B,D,E,F,G	Refer to planning maps		Yes	
01996	Central Fire Station (former)	49 Pitt-1 Beresford Street, Auckland Central	<u>Lot 1 DP 178433</u>	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
01997	Central Fire Station	50-60 Pitt Street, Auckland Central	<u>Lot 1 DP 102572</u>	B		A,B,E,F	Refer to planning maps			
01998	Pitt Street Wesleyan Church (former)	78 Pitt Street, Auckland Central	<u>Lot 33 Deeds Red U; Lot 34 Deeds Red U</u>	B		F,G,H	Refer to planning maps			
01999	Albert Park Historic Landscape, including subsurface features, possible pa site, World War II 2-air raid tunnels and slit trenches, Barracks site including associated buildings and enclosing wall, and park keeper's cottage, Park Keepers Cottage	Albert Park, 33-43 Princes Street, Auckland Central	<u>SEC 1 SO 374931; SEC 4 SO 374931; LOT 1 DP 114585; LOT 2 DP 114585; LOT 3 DP 114585; PART SEC 13 AUCKLAND CITY; PART SEC 6 AUCKLAND CITY; LOT 1 DP 129618; LOT 2 DP 129618; LOT 3 DP 129618; LOT 1 DP 10249; road reserve</u>	A	Entire Park	A,B,C,D,F,G,H	Refer to planning maps		Yes	Yes
02000	Commercial Building	5 Princes Street, Auckland Central	<u>LOT 2 DP 330500</u>	B		F,H	Refer to planning maps	Interior of building(s)		
02001	Masonic Hall (former) –F(façade-only)	7 Princes Street, Auckland Central	<u>PART ALLOT 16 SEC 4 AUCKLAND CITY</u>	B		A,F,G,H	<u>Refer to planning maps: limited to façade</u> Façade Only	Interior of building(s)		
02002	Grand Hotel (former) –F(façade-only)	9 Princes Street, Auckland Central	<u>DP 595</u>	B		A,F,G,H	<u>Refer to planning maps: limited to façade</u> Façade Only	Interior of building(s)		
02004	Old Government House and former Gate Keeper's cottage (former)	<u>University of Auckland, 12 Princes Street (also known as 16-24 Princes Street), Auckland Central</u>	<u>PART ALLOT 1 SEC 6 AUCKLAND CITY</u>	A	Old Government House	A,B,F,G,H	Refer to planning maps and Schedule 14.2 14.3		Yes	Yes
02005	Maclaurin Chapel	18 Princes Street (also known as 16-24 Princes Street), Auckland Central	<u>PART ALLOT 1 SEC 6 AUCKLAND CITY</u>	B		A,F,G,H	Refer to planning maps and Schedule 14.2 14.3			
02006	Northern Club (Original building & 1884 addition)	19 Princes Street, Auckland Central	<u>LOT 1 DP 64556</u>	A	1867-1884 Lodge buildings	A,B,F,G,H	Refer to planning maps			

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02007	Synagogue Building	19A Princes Street, Auckland Central		A	Sanctuary Bbuilding	A,F,G	Refer to planning maps			
02008	Merchant House (former)	21 Princes Street, Auckland Central	<u>LOT 1 DP 114585</u>	A	Building	A,B,D,F,G	Refer to planning maps		Yes	
02009	Auckland University-Old Arts Block	<u>University of Auckland, 22 Princes Street (also known as 16-24 Princes Street), Auckland Central</u>	<u>PART ALLOT 1 SEC 6 AUCKLAND CITY; PART ALLOT 2 SEC 6 AUCKLAND CITY; LOT 1 DP 16122; LOT 2 DP 16122</u>	A	Arts Block Bbuildings	A,F,G,H	Refer to planning maps and Schedule 14-2 14.3			
02010	Merchant House (former)	23 Princes Street, Auckland Central	<u>LOT 3 DP 129618</u>	A	<u>Former residence</u> House	A,D,F,G,H	Refer to planning maps		Yes	
02011	<u>Alfred Nathan House</u> /Merchant House (former)	24 Princes Street (also known as 16-24 Princes Street), Auckland Central	<u>ALLOT 3 SBRN SEC 2 SEC 13 AUCKLAND CITY</u>	A	<u>Former residence</u> House	A,D,F,G,H	Refer to planning maps and Schedule 14-2 14.3		Yes	
02012	Merchant House (former)	27 Princes Street (also known as 23-27 Princes Street), Auckland Central	<u>LOT 1 DP 129618</u>	A	<u>Former residence</u> House	A,D,F,H	Refer to planning maps		Yes	
02013	Merchant House - Hamurana (former)	29 Princes Street, Auckland Central	<u>LOT 2 DP 114585</u>	A	<u>Former residence</u> House	A,D,F,G,H	Refer to planning maps		Yes	
02014	Merchant House - Pembridge (former)	31 Princes Street, Auckland Central	<u>LOT 3 DP 114585</u>	A	<u>Former residence</u> House	A,F,H	Refer to planning maps			
02016	Ferry Building	99 Quay Street, Auckland Central	<u>LOT 1 DP 109673; PART LOT 37 DP 131568; road reserve; CMA</u>	A	Ferry Bbuilding	A,B,F,G,H	Refer to planning maps			
02017	<u>Colonial Sugar Refining Company; New Zealand Head Office and —Wharf Police Station (former)</u>	102 Quay Street, Auckland Central	<u>LOT 1 DP 366067</u>	B		A,F,H	Refer to planning maps			
02018	Public shelters (former)	109-111 Quay Street, Auckland Central	<u>LOT 15 DP 131565; PART LOT 37 DP 131568; road reserve</u>	B		A,F,G,H	Refer to planning maps			
02019	Marine Workshops Building (former)	116-118 Quay Street, Auckland Central	<u>LOT 2 DP 369895</u>	B		A,F,H	Refer to planning maps			
02020	The Northern Steamship Co. Ltd. Building	122-124 Quay Street, Auckland Central	<u>LOT 1 DP 361222</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
02021	Chief Post Office (former)	12 Queen Street, Auckland Central	<u>LOT 100 DP 323395; road reserve</u>	A	Post Office Bbuilding	A,B,F,G,H	Refer to planning maps	Underground buildings and structures		
02022	Dilworth Building	22-32 Queen Street, Auckland Central	<u>LOT 2 DP 18673</u>	A	Building	A,F,G,H	Refer to planning maps			
02023	Queens <u>Queen's Arcade</u>	<u>2434-40 Queen Street and 17-21 Customs Street East, Auckland Central</u>	<u>PART ALLOT 4 SEC 2 AUCKLAND CITY; LOT 1 DP 7493; road reserve</u>	B		A,F,G,H	Refer to planning maps			

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02024	Imperial Building	44 and 48 Queen Street, Auckland Central	<u>PART ALLOT 3 SEC 2 AUCKLAND CITY; road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02025	Smeatons Building (former)	75 Queen Street, Auckland Central	<u>ALLOT 10 SEC 17 AUCKLAND CITY</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02026	Blacketts Blackett's Building	90-92 Queen Street, Auckland Central	<u>PART ALLOT 1 SEC 4 AUCKLAND CITY</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02027	Dingwall Building	87-93 Queen Street, Auckland Central	<u>LOT 1 DP 29150</u>	B		A,D,F,G,H	Refer to planning maps	Interior of building(s)		
02028	Graigs Craig's Building	100 Queen Street, Auckland Central	<u>LOT 1 DP 38461; road reserve</u>	B		F,H	Refer to planning maps	Interior of building(s)		
02029	New Zealand Guardian Trust	101-107 Queen Street, Auckland Central	<u>LOT 1 DP 323548</u>	B		F,G,H	Refer to planning maps			
02030	Vulcan Building	118 Queen Street, Auckland Central	<u>LOT 2 DP 17887</u>	B		F,G,H	Refer to planning maps			
02031	Bank of New Zealand –F(façade-only)	125 Queen Street, Auckland Central	<u>LOT 1 DP 100238</u>	B		A,F,G,H	Refer to planning maps; <u>limited to façade</u>	Interior of building(s)		
02032	Ellison Chambers –(front portion)-only- between 5 and 7 metres back from the Queen Street frontage	138-146 Queen Street, Auckland Central	LAND ON <u>LOT 1 DP 1095</u>	B		F,G,H	Refer to planning maps; <u>limited to front portion of building only- between 5 and 7 metres back from Queen Street frontage</u>	Interior of building(s)		
02033	Premier Building	182-184 Queen Street, Auckland Central	<u>PART ALLOT 36 SEC 4 AUCKLAND CITY</u>	B		F,G,H	Refer to planning maps			
02034	Whitcombe and Tombs Ltd. Building	186 Queen Street (corner of Durham Street East), Auckland Central	<u>LOT 1 DP 195649</u>	B		F,G,H	Refer to planning maps	Interior of building(s)		
02035	Auckland Electric Power Board Building	187-189 Queen Street, Auckland Central		A		A,F,G,H	Refer to planning maps			
02036	Lewis Eady Building	192-196 Queen Street, Auckland Central		B		A,F,H	Refer to planning maps			
02037	John Courts Court's Building (former)	210 Queen Street, Auckland Central	<u>LOT 2 DP 195649</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02038	Strand Arcade Building	233-237 Queen Street, Auckland Central	<u>LOT 1 DP 317828</u>	A		A,F,G,H	Refer to planning maps			

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02039	Auckland Savings Bank <u>Headquarters Building – Head Office</u> (former)	256-260 Queen Street, Auckland Central	<u>LOT 1 DP 67786</u>	B		A,C,F,G,H	Refer to planning maps			
02040	Civic Theatre	269-287 Queen Street, Auckland Central	<u>LOT 1 DP 199399; road reserve</u>	A	Theatre Building and retail storefronts	A,B,F,G,H	Refer to planning maps			
02041	Civic House	291-297 Queen Street, Auckland Central		B		A,F,G,H	Refer to planning maps			
02042	Fergusson Building	291-297 Queen Street, Auckland Central		B		F,H	Refer to planning maps	Interior of building(s)		
02043	Auckland Town Hall	301-303-317 Queen Street, Auckland Central	<u>LOT 1 DP 200296; ALLOT 57 SEC 29 AUCKLAND CITY; PART ALLOT 1 SEC 29 AUCKLAND CITY; PART ALLOT 2 SEC 29 AUCKLAND CITY; PART ALLOT 3 SEC 29 AUCKLAND CITY; PART ALLOT 56 SEC 29 AUCKLAND CITY; LOT 2 A 4110; LOT 3 A 4110; LOT 9 A 4110; LOT 10 A 4110; LOT 11 A 4110; LOT 12 A 4110; road reserve</u>	A	Town Hall Building	A,F,G,H	Refer to planning maps			
02044	St James Theatre	304-328 Queen Street, Auckland Central	<u>LOT 3 DP 20762; LOT 4 DP 20762; LOT 2 DP 22134</u>	A	Theatre Building	A,F,G	Refer to planning maps			
02045	Auckland Sunday School Union Building	323-327 Queen Street, Auckland Central		B		A,F,G	Refer to planning maps			
02046	MLC Assurance Co. Ltd. Building	380 Queen Street, Auckland Central	<u>PART LOT 1 DP 37656</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		

02048	Myers Park historic landscape, Historic Landscape including kindergarten Kindergarten, trees and caretaker's cottage R11_2195_2669	381 Queen Street and 72 Greys Avenue, Auckland Central (also 72 Greys Avenue)	<u>LOT 9 DP 16124; LOT 2 DP 326131; LOT 1 DP 44754; LOT 16 DP 2816; PART LOT 15 DP 2816; LOT 2 DP 9036; LOT 3 DP 84867; PART ALLOTS 8, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52 SEC 29 AUCKLAND CITY; ALLOT 15 SEC 29 AUCKLAND CITY; ALLOT 15A SEC 29 AUCKLAND CITY; ALLOT 68 SEC 29 AUCKLAND CITY</u>	A	<u>Kindergarten building; landscape Kindergarten-Building and Landscape</u>	A,D,F,G,H	Refer to planning maps		Yes	
02049	Baptist Tabernacle	429 Queen Street, Auckland Central	<u>ALLOT 23 SEC 29 CITY OF AUCKLAND; ALLOT 24 SEC 29 CITY OF AUCKLAND</u>	B		A,F,G,H	Refer to planning maps			
02050	Terrace of shops	456-486 Queen Street, Auckland Central	<u>LOT 1 DP 173799</u>	A	Shop Buildings	A,F,G,H	Refer to planning maps			
02051	South British Insurance Co. Ltd. Building (former) (1927-Building only)	<u>3-13 Shortland Street (also known as 3-13 Shortland Street)</u> , Auckland Central	<u>LOT 1 DP 20508</u>	B		F,G,H	Refer to planning maps			
02052	General House	29-33 Shortland Street, Auckland Central	<u>LOT 1 DP 75278</u>	B		F,G,H	Refer to planning maps			
02053	1YA Radio Station Building (former)	74 Shortland Street, Auckland Central	<u>LOT B DP 874; PART ALLOT 12 SEC 3 AUCKLAND CITY</u>	A	Station Building; and Radio Tower	A,F,G,H	Refer to planning maps			
02054	St Patricks Cathedral Complex, including Cathedral and Presbytery	1 and 2 St Patricks Square, Auckland Central	<u>Pt land on DP 20041 ALLOT 33 SEC 18 AUCKLAND CITY; ALLOT 34 SEC 18 AUCKLAND CITY; ALLOT 35 SEC 18 AUCKLAND CITY; SEC 1 SO 352517; St Patricks Square; road reserve</u>	A	Cathedral	A,F,G,H	Refer to planning maps	Liston House		
02055	Bus Shelter and public toilets & Public Toilets	<u>Grafton Cemetery, Symonds Street, adjacent to (Corner of Grafton Bridge), Grafton</u>	<u>PART LOT 2 DP 18958; road reserve</u>	B		F,G,H	Refer to planning maps	Interior of building(s)		
02056	St Andrews Andrew's Presbyterian Church	2 Symonds Street, Auckland Central	<u>LOT 2 DP 120508</u>	A	Church Buildings	A,F,G,H	Refer to planning maps			
02057	Old Choral Hall	<u>University of Auckland, 7 Symonds Street (also known as 16-24 Princes Street)</u> , Auckland Central	<u>ALLOT 3 SEC 6 AUCKLAND CITY; PART ALLOT 2 SEC 6 AUCKLAND CITY; road reserve</u>	A	Whole-Corner Building	A,F,H	Refer to planning maps and Schedule 14.2 14.3			

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02058	Residence (former)	12 Symonds Street, Auckland Central		B		F,H	Refer to planning maps	Interior of building(s)		
02059	Residence (former)	14 Symonds Street, Auckland Central		B		F,H	Refer to planning maps	Interior of building(s)		
02060	Residence (former)	16 Symonds Street, Auckland Central		B		F,H	Refer to planning maps	Interior of building(s)		
02061	Doctors Houses <u>Doctors' houses</u>	25-29 Symonds Street, Auckland Central	Lot 1 DP 334048	B		F,G,H	Refer to planning maps	Interior of building(s)		
02062	St Pauls <u>Paul's</u> Church	28 Symonds Street, <u>Grafton</u> , Auckland Central	Pt Allotment 8 SECT 15 SBRS OF Auckland PART ALLOT 8 SEC 15 SBRS OF AUCKLAND	A	<u>Sanctuary Church Building</u>	F,G,H	Refer to planning maps			
02063	State <u>flats</u> <u>Flats</u>	44 Symonds Street, <u>Auckland Central-Grafton</u>	Lot 1 DP 30193	A	Apartment <u>B</u> building	A, F, G	Refer to planning maps	Interiors of all buildings; except all common spaces within the primary feature, including lobbies, stairwells and corridors		
02064	<u>Doctors' rooms and residence (former)</u> / <u>Rationalist House</u>	64 Symonds Street, <u>Auckland Central-Grafton</u>	Lot 18 DP 318	B		A,F,H	Refer to planning maps			
02065	First Church of Christ Scientist (former)	116 Symonds Street, <u>Auckland Central-Grafton</u>	Lot 10 DP 24454	B		A,F,H	Refer to planning maps			
02066	Symonds Street Cemetery	<u>Grafton Cemetery West and Grafton Cemetery East</u> , 105-107; and 120 Symond Street, <u>Auckland Central-Grafton</u>	<u>Part</u> Lot 1 DP 18958; <u>Part</u> Lot 2 DP18958	A	Entire cemetery <u>landscape</u>	A,G,H	Refer to planning maps		Yes	
02067	Auckland Railway Station and <u>Gardens</u> (former)	26-46 Te Taou Crescent, Auckland Central	<u>LOT 50 DP 189217; LOT 28 DP 177231; LOT 9 DP 182061; LOT 25 DP 189961; road reserve</u>	A	Original Railway Station <u>B</u> building	A,G,H	Refer to planning maps			
02068	Western Viaduct liftbridge, abutments and control shed	Western Viaduct, 210 Quarry Street, <u>Auckland Central-Waitemata Harbour</u>	Lot 4 DP 153316; <u>Part</u> Lot 37 DP131568; CMA	B		A,D,E,F,G,H	Refer to planning maps	The rules in the Historic Heritage overlay column in Chapter F21, Section 6- Coastal – General Coastal Marine <u>z</u> Zone, Activity Tables <u>F2.19.3</u> and <u>F2.19.4</u> 1-3 and 1-4; existing pontoons		
02069	Lister Building	9-17 Victoria Street East, Auckland Central	<u>PART ALLOT 21 SEC 14 AUCKLAND CITY</u>	B		F,H	Refer to planning maps			
02070	Sargood, Son and Ewen Building (façade)	19-25 Victoria Street West, Auckland Central	<u>LOT 5 DP 375988</u>	B		F,G	<u>Refer to planning maps; limited to façade Façade Only</u>	Interior of building(s)		
02072	Empire Hotel	137 Victoria Street West, Auckland Central	Lot 2 DP 23885; <u>road reserve</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		

02073	Campbell Free Kindergarten Building	203-271 Victoria Street West, Auckland Central	<u>LOT 23 DEEDS CITY 37; PART FREEMANS BAY RECLAMATION DEEDS. PLAN CITY 37; PART AUCKLAND HARBOUR BOARD GRANT SURVEY OFFICE PLAN 46845; PART LOT 24 DEEDS CITY 37; PART LOT 25 DEEDS CITY 37</u>	A	Kindergarten-Kindergarten Bbuilding	A,F,H	Refer to planning maps	Interior of building(s)- except the front room and arts <u>Arts and crafts</u> Crafts staircase are included.		
02074	City Destructor Buildings (former), including bBoiler rRoom, dDepot pPerimeter bBuildings, gGenerator rRoom, bBattery hHouse, cChimney, sStables, and dDestructor bBuilding	210-218 Victoria Street West, Auckland Central	Lot 1 DP 440201	A	Destructor Bbuilding; cChimney	A,F,G,H	Refer to planning maps	Interior of building(s)		
02079	Occidental Hotel	6-8 Vulcan Lane, Auckland Central	Part Allotment 3 SECT 4 Auckland CITY	B		F,H	Refer to planning maps			
02080	Queens <u>Queen's</u> Ferry Hotel	12 Vulcan Lane, Auckland Central	<u>Pt Allotment 3 SECT 4 Auckland CITY PART ALLOT 3 SEC 4 AUCKLAND CITY</u>	B		F,H	Refer to planning maps			
02081	Giffords <u>Gifford's</u> Building	25-31 Vulcan Lane, Auckland Central	Lot <u>LOT 4 DP 22467; LOT 5 DP 22467; LOT 2 DP 2601</u>	B		F,H	Refer to planning maps	Post-1930 additions		
02082	Fitzroy Hotel (former)/Ashington House	75-77 Wakefield Street, Auckland Central	Lot 1 DP 44312	A	Building	A,F,H	Refer to planning maps			
02083	Merchant House _ (Newman Hall)	16 Waterloo Quadrant, Auckland Central	Lot 1 DP 438677	A	Building; and- Bbasement	A,F,H	Refer to planning maps and Schedule <u>14.2 14.3</u>	Addition to rear of building		
02084	Wellesley Street Telephone Exchange building (former)	18-26 Wellesley Street East, Auckland Central	Lot 1 DP 5237; Part Lot 2 DP 5237	B		A,F,H	Refer to planning maps	Interior of building(s)		
02085	YMCA/ (former), Auckland Hospital Board Building (former)	28-36 Wellesley Street East, Auckland Central	Lot 3 DP 5237	B		A,F,H	Refer to planning maps	Interior of building(s)		
02086	Auckland Technical College (former)	59-67 63 Wellesley Street East, Auckland Central	<u>PART LOT 5 DP 24741; PART ALLOT 12 SEC 13 AUCKLAND CITY; road reserve</u>	B		F,G,H	Refer to planning maps	Interior of building(s)		
02087	Smith and Caughey _ (Lippincott Building)	<u>44, 253-261 Queen</u> Wellesley Street West, Auckland Central	<u>PART ALLOT 11 SEC 15 AUCKLAND CITY</u>	A	Building	A,F,G,H	Refer to planning maps			
02088	Archibald Clark and Sons Warehouse (former)	15-31 Wellesley Street West, Auckland Central	<u>LOT 1 DP 21425</u>	B		A,F,G,H	Refer to planning maps			
02089	Cintra Flats	7, 11, and 13 Whitaker Place, Auckland Central- <u>Grafton</u>	Lot 2 DP 26181; Lot 3 DP 26181; Lot4 DP 26181	B		F,H	Refer to planning maps			

02090	Blackstone Chambers	14 Wyndham Street, Auckland Central	<u>Pt Allotment 2 SECT 16- Auckland CITY PART ALLOT 2 SEC 16 AUCKLAND CITY</u>	B		A,F,H	Refer to planning maps			
02091	Gas Company Building (former)	26 Wyndham Street, Auckland Central	<u>Pt Allotment 4 SECT 16- Auckland CITY PART ALLOT 3 SEC 16 AUCKLAND CITY; PART ALLOT 4 SEC 16 AUCKLAND CITY; road reserve</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
02108	Waitemata Flour Mill; Riverhead Paper Mill site R10_721, including water race and holding ponds, and fig tree Mill site and remains, sea wall; scow platform, water race and holding ponds, fig tree	<u>Riverhead Historic Mill Esplanade Reserve; Elliot Street, Riverhead</u>	<u>Riverhead Historic Mill Esplanade Reserve- Pt Allotment 16 Psh of Paremoremo; PT ALLOT 16 PSH OF PAREMOREMO DP 23128; Pt Lot 1 DP 23128; Pt Lot 2 DP 23128; Lot 6 DP 23128; PT LOT 6 DP 23128; Lot 7 DP 23128; Lot 8 DP 23128; Lot 1_DP 194652; Lot 11 DP 23128; Lot 12_DP 23128; CMA</u>	A	Mill site and remains;; sea wall; and scow platform	A,D,E,H	Refer to planning maps		Yes	
02109	Whangaparapara whaling station- <u>Whaling Station site S09_117</u>	Whangaparapara Harbour, Great Barrier Island	CMA	B		A,B,D,E	Refer to planning maps		Yes	
02113	Cryer's wharf <u>Wharf R11_949</u>	<u>Stonedon Drive Esplanade Reserve, Pakuranga Creek, 54R Stonedon Drive, East Tamaki</u>	<u>Lot 17 DP 119678; Lot 12 DP 129134; CMA</u>	B		A,G	Refer to planning maps			
02114	McCallum's wharf <u>Wharf and quarry- Quarry R11_1263</u> Bluestone quarry, sea wall, wharf and jetties	262 Ti Rakau Drive, East Tamaki	<u>Pt Lot 1 DP 18818; Pt Te Wharau; PART TE WHARAU BLOCK; CMA</u>	B		A,D	Refer to planning maps		Yes	
02117	Thomas's flourmill <u>Flour Mill/Star Mill and Garrett Bro.'s tannery site R11_2191, including Site of Thomas' flourmill, Star Mill and Garret Bros- tannery and sea wall</u> seawall	Oakley Creek, 15 Cowley Street, Waterview	<u>To be defined PART LOT 1 DP 37119; PART ALLOT 19 PSH OF TITIRANGI; PART LOT C DP 348; PART BED AUCKLAND HARBOUR SURVEY OFFICE PLAN 67015; CMA</u>	B		A,C,D,E,G,H,G,H	Refer to planning maps		Yes	
02119	Paremoremo Wharf	<u>Attwood Reserve, Attwood Road, Paremoremo, Upper Waitemata Harbour</u>	<u>CROWN LAND; CMA; Attwood Reserve (Crown Land)</u>	A	Wharf	A,F,H	Refer to planning maps			

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02120	Calliope Graving Dock and Pump House	Devonport Naval Base, Queens Parade, Devonport, North Shore, Waitemata Harbour	<u>PART HARBOUR BED SURVEY OFFICE PLAN 61856; PART HARBOUR BED DEPOSITED PLAN 26859; CMA; to be defined</u>	A	Graving Dock and Pump House	A,E,F,H	Refer to planning maps			
02121	Beach Haven Wharf	Beach Haven Road, Beach Haven	CMA; road reserve	B		A,E,H	Refer to planning maps			
02122	Bayswater wharf Wharf, causeway & sea wall	O'Neills Point, RA 23-27 Sir Peter Blake Parade, Bayswater	Lot 1 DP 50556; Lot 2 DP 50556; Lot 3 DP 50556; Lot 1 DP 309604; CMA	B		A,B,F	Refer to planning maps			
02123	King Edward Parade Commemorative & Queen's Parade seawall sea wall	King Edward Parade, and Queen's Parade, Devonport, North Shore, Waitemata Harbour	Road reserve; CMA	A	Sea wall and railing; King Edward VII Coronation Memorial; Commemoration Commemoration Stone of Peace in the South Africa War	A,B	Refer to planning maps			
02124	Tiller's Wharf site Site and remains of wharf	King Edward Parade, Devonport, North Shore, Waitemata Harbour	CMA; To be defined	B		A,D	To be defined#		Yes	
02125	Calliope Sea Scouts hall Hall	25-King Edward Parade, Devonport, North Shore, Waitemata Harbour	<u>PART HARBOUR BED SURVEY OFFICE PLAN 20236; CMA; road reserve; Lot 1 DP 58580</u>	B		A,F,H	Refer to planning maps			
02128	Bean Rock lighthouse Lighthouse	Bean Rock, Waitemata Harbour	CMA	A	Lighthouse	A,C,F,G	Refer to planning maps			
02129	Kauri Timber Company, Whangaparapara saw mill Whangaparapara saw mill site S09_48 Site of sawmill and associated coastal structures	Whangaparapara, Great Barrier Island	CMA	B		A,D,G	Refer to planning maps		Yes	
02130	Rangitoto beacon Beacon	Rangitoto Reef, Rangitoto Island	CMA	B		A,C,G,F	Refer to planning maps			
02132	Hobson Bay boat sheds Boat sheds (47), including ramps and jetties	Whakatakataka Hobson Bay, Ngapipi Road, Orakei, Waitemata Harbour	<u>PART BED HARBOUR OF AUCKLAND SURVEY OFFICE PLAN 67456; CMA; road reserve</u>	B		F,G,H	Refer to planning maps			
02134	Miners Head coppermine Copper Mine and battery Battery site remains S08_298	Miner's Head, Great Barrier Island	CMA	B		A,D,E,G	To be defined#		Yes	

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02135	Kaiaraara mill Mill stone sea wall S08_71	Kaiaraara Bay (also known as Kaiaraara Bay), Great Barrier Island	CMA	B		A	To be defined#		Yes	
02136	Scow Rahiri	Blackpool Beach, Waiheke Island	CMA	B		A,D,E,F	Refer to planning maps		Yes	
02137	Huia landing	Huia Bay, 601-609 Huia Road, Parau	Pt Allotment 27 Psh of Karangahape; CMA	B		A,F	Refer to planning maps			
02140	Panmure ferry landing	Tamaki River, 2 Riverview Road, Panmure	CMA; Lot 1 DP 19408	B		A,D	Refer to planning maps		Yes	
02141	Rangitoto saltwater swimming pool_ including and sea wall	Rangitoto Wharf, Rangitoto Island	CMA	B		B,F,G,H	To be defined#			
02143	Kennedy's Bay oyster farm S11_822	Putiki Bay, Waiheke Island	CMA	B		A	Refer to planning maps			
02146	Pukapuka brickworks, including & landing site R09_922	Pukapuka Inlet, 196 Pukapuka Road, Mahurangi West	Pt Huawai Blk; CMA	B		A,D	Refer to planning maps		Yes	
02147	Waiwera bathhouse Bathhouse site remains	Waiwera Beach, 37 Waiwera Place, Waiwera	Lot 1 DP 46560; CMA	B		A,C,D	Refer to planning maps		Yes	Yes
02148	Hulks of S.S. SS Rotomahana; steam tug Karori; schooner Clio, and; scow Rover S11_764	McCallum Bay, Pakihi Island (Sandspit Island), Hauraki Gulf	PART PAKIHI IS; CMA	A	Entire site	A,D,E	To be defined# Refer to planning maps		Yes	
02149	Hulks of barque Rewa and schooner Otimai R09_672	Moturekareka Island, Hauraki Gulf	CMA; Pt Moturekareka Island SO 33121; CMA	A	Entire site	A,D,G,F	Refer to planning maps		Yes	
02150	Herald Island hulks, including Remains of hulks of schooner America; barque Killamey; schooner Retriever; barque Leon, and; barque Principe du Ligudio	Christmas Beach, Herald Island, Upper Waitemata Harbour	CMA	A	Entire site	B,D,H	To be defined#		Yes	
02151	Whatipu Wharf site and remnants of wharf	Paratutae Island, Waitakere Ranges Regional Park, Whatipu	Paratutae Island Survey Office Plan 1383C; CMA	A	Entire site	A,D,H	Refer to planning maps		Yes	
02153	Manukau Timber Company Mill site Q11_472	Hinge Bay, 1322 Huia Road, Huia Manukau Harbour	Pt Allotment 28 DP 3191 Psh of Karangahape; CMA	A	Entire site	A,D,E,H	Refer to planning maps		Yes	
02154	Piha tramway; - Karekare to Whatipu section Q11_488	Karekare-Whatipu, Waitakere Ranges	To be defined	A	Entire site	A,B,D,H	To be defined		Yes	
02155	David McKay Darroch's shipyard site R09_705	Birdsall Road, Whangateau Harbour	CMA; Lot 2 DP 450297	A	Entire site	A,D,H	Refer to planning maps		Yes	
02156	Hellyers Creek water supply site R10_773	Lynn Reserve, Hellyers Creek, Glendhu Road, Bayview	CMA; road reserve	A	Entire site	A,D	Refer to planning maps		Yes	
02157	Administration Bay stone working area R10_138	Between Administration Bay & Pig Bay, Motutapu Island	CMA	A	Entire site	A,C,D,E	Refer to planning maps		Yes	Yes

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02158	Browne's spar station <u>site R09_43_ & R09_433, including Site of spar station, associated settlements/s, accessway/access way and burials/s</u>	Brownes Bay, Te Kapa Peninsula, 700 Pukapuka Road, Pukapuka; Grants Island, Mahurangi River	Allotment 127 Psh of Mahurangi <u>ALLOT 127 PSH OF MAHURANGI SO 850C</u> ; CMA; uninvestigated land	A	Entire site	A,B,C,D,F,H	Refer to planning maps		Yes	Yes
02160	Royal Tar wreck site R10_701, <u>Wreck site and wreckage of barque Royal Tar</u>	Shearer Rock (east of Tiritiri Matangi Island)	CMA	A	Entire site	A,D,H	Refer to planning maps		Yes	
02161	Rangitoto ships' graveyard R10_704_706_707 <u>Remains of hulks of 43 ships</u>	North-east coastline of Rangitoto Island, including Wreck Bay and Boulder Bay	Section 7 Blk XI Rangitoto SD; <u>SEC 3 SO 455194</u> ; CMA	A	Entire site	A,D	Refer to planning maps		Yes	
02163	Puhinui fish traps <u>Fish Traps R11_911</u>	<u>Puhinui Reserve, Puhinui Stream-Creek</u> , 108 Prices Road, Manukau Central	CMA; Lot 100 DP 432020; Lot 1 DP45662; Lot 25 DP 344377	A	Entire site	A,C,D,H	Refer to planning maps		Yes	Yes
02164	Sunde site R10_24 <u>Undefended settlement site with midden and stone-working area; fossilized footprints</u>	West Point <u>b</u> each, Motutapu Island	Section 10 Blk V Rangitoto SD; <u>SEC 10 BLOCK V RANGITOTO SD</u> ; CMA	A	Entire site	A,C,D,H	Refer to planning maps		Yes	Yes
02165	Nagle Cove shipyard site S08_296	Nagle Cove, Great Barrier Island	CMA	A	Entire site	A,D	To be defined#		Yes	
02166	SS Wairarapa wreck site <u>Wreck site and wreckage of SS Wairarapa-S08_300</u>	Miner's Head, Great Barrier Island	CMA	A	Entire site	A,B,D,H	To be defined#		Yes	
02167	<u>SS Wiltshire wreck site—Wreck site and wreckage of SS Wiltshire-T09_201</u>	North of Rosalie Bay, Great Barrier Island	CMA	A	Entire site	A,B,D	To be defined#		Yes	
02168	Motukorea fish trap R11_568	Motukorea/Browns Island (<u>Motukorea</u>), Hauraki Gulf	CMA	A	Entire site	A,C,D,H	Refer to planning maps		Yes	Yes
02169	John Darrach's shipyard site R09_816	Te Kapa River, Mahurangi East	CMA	A	Entire site	A,D	To be defined#		Yes	
02172	Riverhead Portage, (Te Toanga Waka) <u>Landing and canoe portage</u>	19 Kent Terrace, Riverhead	CMA	A	Entire site	A,C,D	Refer to planning maps		Yes	Yes
02173	Slippery Creek <u>Wharf/Commissariat Redoubt wharf</u> site R12_756 <u>Site of Commissariat Redoubt wharf</u>	Esplande Reserve, 51 Bremner Road, Drury	CMA; Pt Tidal Lands of Manukau Harbour <u>PART TIDAL LANDS OF MANUKAU HARBOUR</u> ; Lot 2 DP 106093; Lot 2 DP106093	A	Entire site	A,D,H	Refer to planning maps		Yes	
02174	Matakana shark factory site R09_1185 <u>Site and remains of shark-processing factory</u>	Matakana River, Hauraki Gulf	CMA; Pt Allotment 9 PSH <u>OF Matakana</u>	A	Entire site	A,C,D	Refer to planning maps		Yes	
02177	HMS Orpheus shipwreck site <u>and wreckage</u>	Between Orwell and Outer Banks, Manukau Heads, Manukau Harbour	CMA	A	Entire site	A,D,H	To be defined#		Yes	
02179	Home Bay stone working area R10_709	Home Bay, Rakino Island, Hauraki Gulf	CMA	A	Entire site	A,C,D	Refer to planning maps		Yes	Yes

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02180	Motukorea stone working area/midden R11_565	Motukorea/Browns Island (Motukorea), Hauraki Gulf	Motukorea Island DP- Deposited Plan_16315; CMA	A	Entire site	A,C,D,H	Refer to planning maps		Yes	Yes
02181	Richard Smith's shipyard site S09_153	Smiths Bay, Schooner Bay Road, Great Barrier Island	CMA	A	Entire site	A,D	To be defined#		Yes	
02182	John Stubbs salt ponds and manufacturing works Site and remains of salt manufacturing works	Saltpan Flat, McKenzies Bay, Rangitoto Island, Hauraki Gulf	Section 7 Blk XI Rangitoto SD; CMA	A	Entire site	A	To be defined#		Yes	
02184	Pollen Island limeworks remains and tramway site R11_2604 Site and remains of shell processing facility and tramway Shell quarry site R11_2504, including processing plant and tramway causeway	Pollen Island, Avondale Upper-Waitemata Harbour	Allotment 93 Psh of Titirangi; CMA	A	Entire site	A,E	Refer to planning maps		Yes	
02185	Whitaker's copper smelter and jetty site R09_728 Site and remains of smelting works, jetty, settlement site including slag heap and fig tree/s	Motuketekete Island, Martins Bay	Motuketekete Island-Bleek V-Kawau Survey-District; CMA	A	Entire site	A,C,D,H	Refer to planning maps		Yes	
02187	White Ford	Turanga Creek, 58 Whitford Park Road, 55 Trig Road, Whitford	Lot 1 DP 175870; Lot 2 DP 55753; road reserve; CMA	A	Entire site	A,B,C	Refer to planning maps			
02188	Marwell shipwreck site Wreck site and wreckage of cutter Marwell	North-west West of Tiritiri Matangi Island, Hauraki Gulf. Map location estimated	CMA	A	Entire site	A,D	To be defined# Refer to planning maps		Yes	
02189	Ngataranga Bay careening area	Ngataranga Bay, North Shore, Waitemata Harbour	CMA	A	Entire site	D	To be defined# Refer to planning maps		Yes	
02190	Te Tereti/slate quarry S08_327- Slate quarry	Katherine Bay, Motairehe, Great Barrier Island	CMA; Motairehe 2B1 and 4B1	A	Entire site	A,C,D	To be defined#		Yes	Yes
02191	Whangaparapara stone working area S09_1 Midden/s and stone working area	Whangaparapara Harbour, Great Barrier Island	CMA	A	Entire site	D	To be defined#		Yes	Yes
02193	Matatuahu/Wattle Bay midden Q11_344	Te Pirau Point/Jones Head, Manukau Heads Road, 21 Dodds Road and Hartner Road, South Head, Manukau Harbour	Part Allotment 117 Psh of Awhitu; Part Allotment NE144 Psh of Awhitu; PART TIDAL LANDS OF MANUKAU HARBOUR SURVEY OFFICE PLAN 67474; CMA	A	Entire site	C,D	Refer to planning maps		Yes	Yes

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02194	PS Pioneer shipwreck site Wreck-site and wreckage of PS Pioneer	Middle Bank, Manukau Heads, Manukau Harbour-- Map location-estimated	CMA	A	Entire site	D	To be defined#		Yes	
02195	Henry Williams landing and shipyard site Historic landing and shipyard site	54 Tenetahi Road, Leigh	Crown Land Leigh Village Survey Office Plan 1100; Allotment 64 Leigh Village SO 1100_VILL OF Leigh; Road reserve; CMA	A	Entire site	A,D,H	Refer to planning maps		Yes	
02210	Pits, Midden R10_894	27 Ralph Eagles Place, Long Bay	Lot 1 DP 174359	B		D	To be defined#		Yes	Yes
02211	Ditch and Bank/Pit, Pit R10_986	241 Glenvar Road, Long Bay	Lot 4 DP 161125	B		D	To be defined#		Yes	Yes
02212	Midden R10_988	80-86A Vaughans Road, Long Bay	Lot 4 DP 61603	B		D	To be defined#		Yes	Yes
02213	Midden R10_989	277 Glenvar Road, Long Bay	Lot 3 DP 139707	B		D	To be defined#		Yes	Yes
02214	Midden R10_990	279 Glenvar Road, Long Bay	Lot 3 DP 139707	B		D	To be defined#		Yes	Yes
02215	Midden/karaka grove, Karaka Grove- R10_991	62 Vaughans Road, Long bay	Lot 2 DP 61603	B		D	To be defined#		Yes	Yes
02216	Historic house/ House site R10_1074	27 Ralph Eagles Place, Long Bay	Lot 1 DP 174359	B		D	To be defined#		Yes	
02217	Midden and Terraces R10_1076	Long Bay Heritage Management Plan- Area 1501 Beach Road, Long Bay	SEC 2 SO 460210; SEC 5 SO 460210	B		D	Refer to planning maps		Yes	Yes
02218	Midden and Terraces R10_1077	Long Bay Heritage Management Plan- Area	SEC 5 SO 460210	B		D	Refer to planning maps		Yes	Yes
02219	Midden and Terraces R10_1077	260 Vaughans Road- 1501 Beach Road, Long Bay	Pt Lot 2 DP 157591 SEC 2 SO 460210; SEC 5 SO 460210	B		D	Refer to planning maps		Yes	Yes
02222	Middens R10_1081	144 Vaughans Road, Long Bay	Lot 2 DP 151081	B		D	To be defined#		Yes	Yes
02225	Midden, levelled knoll R10_1120	R72 and Vaughans Road; 72 Vaughans Road	Lot 4 DP 158519; Lot 2 DP 158519	B		D	To be defined#		Yes	Yes
02227	Pit, Terrace R10_1137	221 Glenvar Road, Long Bay	Lot 2 DP 161125	B		D	To be defined#		Yes	Yes
02228	Remains of Cholmondeley House and winery site Winery	285 Glenvar Road, Long Bay	Lot 1 DP 187386; road reserve	B		A,D	Refer to planning maps		Yes	
02229	Pannill House site R10_1139	R 2000 Beach Road, Long Bay	Section 4 SO 70452	B		D	To be defined#		Yes	

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02231	Midden and Terraces R10_985	241 Glenvar Road, Long Bay	Lot 4 DP 161125	B		D	To be defined#		Yes	Yes
02232	Pits R10_1122	62 Vaughans Road, Long Bay	Lot 2 DP 61603	B		D	To be defined#		Yes	Yes
02233	Pollok School (former)	2112 Awhitu Road, Waiuku	Part Allotment 23 PSH OF Waitara; SEC 1 SO 41487	B		A,B,F,H	Refer to planning maps			
02234	Pukekohe War Memorial Hall and Remembrance Plaques <u>plaques</u>	14-16 Massey Avenue, Pukekohe	Lot 47 DP 7997; Lot 46 DP 7997; Lot 45 DP 7997; Part Lot 44 DP 7997; Lot 4 DP 46662	B		A,B,F,G,H	Refer to planning maps			
02235	Nehru Hall	59 Ward Street, Pukekohe	Part Lot 3 DEEDS 887	B		A,B,F	Refer to planning maps			
02236	Kingseat Hospital Historic Campus - Refer to specific provisions in the Kingseat Precinct	Former Kingseat Hospital 833 Kingseat Road, Kingseat	LOT 1 DP 137234	B	Refer to 1418.11.1. Kingseat: Precinct Schedules 1; and 1418.11.2. Kingseat: Precinct Schedule 2 and 1418.11.3. Kingseat: Precinct Schedule 3; 1418.10.3. Kingseat: Precinct Plan 3 and 1418.10.11. Kingseat Precinct Plan 11	A,B,F,G,H	Refer to planning maps	Refer to Kingseat Precinct Schedules 1, 2 and 3 Schedule 2	Refer to Kingseat Precinct Schedules 1, 2 and 3 Schedule 2	
02246	Pae o Kai waka hauling track	Waiuku Cemetery, Cemetery Road, Waiuku	Lot 1 DP 408693	B		C,D	To be defined#		Yes	Yes
02247	Undefended settlement sites Q12_22; Q12_23; Q12_24; Q12_25 Undefended settlement sites (4) with terrace/s and pits and midden Q12_21 Shell midden	28 J Hull Road, Waiuku	Pt Lot 1 DP 36878	B		D	Refer to planning maps		Yes	Yes
02248	Hikurangi Pa R12_98 Ridge top pa site with terrace/s and pit/s	Between Given Road and Awhitu Cochrane Road (also known as 81 Given Road), Waiuku	Pt Allotment 28 PSH OF Waitara LOT 3 DP 432411	B		D	Refer to planning maps		Yes	Yes
02249	Midden R12_1028; R12_1029; R12_1030; R12_1032; R12_1033; R12_1034; R12_1035; R12_1036; R12_925; R12_922; R12_923; R12_924; R12_926; R12_927; R12_928; Shell midden (15) Obsidian R12_1031 Obsidian core (Mayor Island)	1016 Linwood Road, Papakura	Lot 2 DP 400147; Lot 1 DP 400147; LOT 2 DP 500236; PART TIDAL LANDS OF MANUKAU HARBOUR SURVEY OFFICE PLAN 67474; CMA	B		D	Refer to planning maps		Yes	Yes

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02250	Tahuamango Pa R12_47Ridge-pa site-with terrace/s-,pit/s-and-midden	Boundary Road, Waiuku	Lot 2 DP 61770	B		C,D	Refer to planning maps		Yes	Yes
02251	Puketapu Pa R12_85Pa site-with terrace/s-and-pit/s	Hamilton Road, Waiuku	Lot 2 DP 416754	B		C,D	Refer to planning maps		Yes	Yes
02252	Waitete Pa R12_308Headland-pa site-with terrace/s-,pit/s-and-midden	Waipa Historic Reserve, Wharf Road, Pukekohe	Lot 2 DP 86992; Lot 2 DP 88996; Lot 1 DP 86992; Lot 1 DP 88996; Lot 3 DP 88996; Lot 2 DP 324556; CMA; Road reserve	B		D	Refer to planning maps		Yes	Yes
02253	Te Maketu Cemetery/Reserve and Pratts Road Recreation Reserve Ppa site R12_5; church sites; historic style; place of significance to tangata whenua	<u>Pratt Road Recreation Reserve and Pratt Road Cemetery - Te Maketu</u> , Pratts Road, Drury	Allotment 136A SBSC 2- PSH OF Opaheke;- Allotment 136 SBSC 2 PSH OF Opaheke-ALLOT 136 SBRN SEC 2 PSH OF OPAHEKE; ALLOT 136A SBRN SEC 2 PSH OF OPAHEKE; Maketu-Stream; Road Reserve	B		A,B,C,D,E,F,G	Refer to planning maps		Yes	Yes
02254	Clevedon North Schoolhouse (former)	30R Thorps Quarry Road, Clevedon	<u>ALLOT 92 PSH OF WAIROA</u>	B		A,B,F	Refer to planning maps			
02255	Presbyterian Church Cemetery	3 Papakura-Clevedon Road, Clevedon	Part Allotment 5 PSH OF Wairoa;	B		A,B,E,F,G,H	Refer to planning maps			
02256	Residence	54 Papakura-Clevedon Road, Clevedon	Lot 1 DP 88575	B		A,E,F,G,H	Refer to planning maps			
02257	Residence	65 Papakura-Clevedon Road, Clevedon	Lot 1 DP 65298	B		A,E,F,H	Refer to planning maps			
02258	Commercial Building	7 Papakura-Clevedon Road, Clevedon	Part Allotment 5 PSH OF Wairoa; road reserve	B		A,B,E,G,H	Refer to planning maps			
02259	Residence	17 Papakura-Clevedon Road, Clevedon	Lot 3 DEEDS Whau 22; road reserve	A*	Residence	A,F,G	Refer to planning maps			
02260	Residence	19 Papakura-Clevedon Road, Clevedon	Part Allotment 5 PSH OF Wairoa; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
02261	Residence	29 Papakura-Clevedon Road, Clevedon	Lot 1 DP 58899	B		A,F,G,H	Refer to planning maps			
02263	Residence	1 Monument Road, Clevedon	Part Allotment 5 PSH OF Wairoa	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02264	Residence	17 Clevedon-Kawakawa Road, Clevedon	Lot 4 DP 200083 LOT 2 DP 489936	B		A,B,E,F,G,H	Refer to planning maps			

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02265	Whitford Hall & Park Bench	1 Whitford-Maraetai Park Road, Whitford	Part Lot 7 DP 4432 NA159/237	B		A,B,H	Refer to planning maps			
02266	Whitford General Store (former)	1 Whitford Wharf Road, Whitford	Lot 5 DP 4432-NA50B/1470	B		A,G,H	Refer to planning maps			
02267	Major Bremner's Cottage	99 McQuoids Road, Flat Bush	Lot 2 DP 106761	B		A,F,G	Refer to planning maps	Interior of building(s)		
02268	Waimauku Dairy Factory	81 Waimauku Station Road, Waimauku	Pt Waikoukou Blk 2A2 Block defined on Deposited Plan-41931 DP 11931	B		A,B,F,H	Refer to planning maps			
02269	Blacksmiths (former)	85 Waimauku Station Road, Waimauku	Lot 2 DP 18692; road reserve	B		A,F,H	Refer to planning maps			
02270	Waimauku Memorial Hall	22 and -24 Waimauku Station Road, Waimauku	Lot 1 DP 43085; Lot 8 DP 105420; road reserve	B		A,B,D,E,F,H	Refer to planning maps		Yes	
02271	Tractor Storage Shed	45 Worrall Road, Kumeu	Pt Lot 35 DEEDS Deeds Plan Whau-56; road reserve	B		A,B,E,F,H	Refer to planning maps			
02272	Farm Shed and Piggery	68 Worrall Road, Kumeu Huapai	Lot 1 DP 89975; road reserve	B		A,B,D,E,F,H	Refer to planning maps		Yes	
02273	Bakehouse (former)	55 Waimauku Station Road, Waimauku	Lot 1 DP 138949; road reserve	B		A,B,D,F,H	Refer to planning maps		Yes	
02275	Chimney from Old Shack	Waikoukou Valley Road, Waimauku	Lot 4 DP 141298	B		A,B,F,H	Refer to planning maps			
02276	Puriri Farm	50 Annandale Road, Taupaki-Kumeu	Pt Lot 34 DEEDS Whau 56	B		A,B,D,E,F,H	Refer to planning maps		Yes	
02278	Blake's mill Q10_697 Site and remains of timber mill, dam, tunnel, settlement and reported graves	824 Old North Road, Waikoukou Valley	Lot 1 DP 339840	B		A,D,E,H	To be defined#		Yes	
02281	Pit site Q10_63 Pit/s	21 Lyon Road, Rewiti Woodhill	Lot 3 DP 49611	B		D	Refer to planning maps		Yes	Yes
02282	Pit/terrace site Q10_482-Undefended settlement with pit/s and terrace/s	Fletcher Road, Muriwai	Lot 1 DP 431453-LOT 2 DP 494467	B		D	Refer to planning maps		Yes	Yes
02283	Q10_481 Undefended settlement with pit/s and terrace/s Q10_481	Fletcher Road, Muriwai	Lot 1 DP 431453-LOT 2 DP 494468	B		D	Refer to planning maps		Yes	Yes
02284	Midden R09_16 Midden (shell and historic)	Mahurangi-East Regional Park, 29 Ridge Road, Scotts Landing	Section 44 Vill of Mahurangi- (Section 205 Vill of Mahurangi; Section 42 Vill of Mahurangi; Section 43 Vill of Mahurangi; Section 45 Vill of Mahurangi) SEC 209 MAHURANGI VILLAGE SO 36345; road reserve: CMA	B		D	Refer to planning maps		Yes	Yes
02285	Terraces/midden R09_684	Mahurangi East Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	Refer to planning maps		Yes	Yes

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02286	Pits R09_685	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	Refer to planning maps		Yes	Yes
02287	Terrace/s R09_687	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	To be defined#		Yes	Yes
02289	Midden R09_754	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 3 DP 28362; CMA	B		D	Refer to planning maps		Yes	Yes
02290	Midden/Earthwork R09_756	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 3 DP 28362	B		D	Refer to planning maps		Yes	Yes
02291	Midden R09_757	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 3 DP 28362; CMA	B		D	Refer to planning maps		Yes	Yes
02292	ShipyardsSettlement (Historic);-tree/s (exotic) R09_758	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 3 DP 28362; Lot 2 DP 28362; CMA	B		D	Refer to planning maps		Yes	
02293	Midden R09_759	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 3 DP 28362	B		D	To be defined# Refer to planning maps		Yes	Yes
02294	Darroch's Shipyardsite Site (Historic)-R09_760	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362; PT DP 22868; CMA	B		D	Refer to planning maps		Yes	
02295	Terrace/Midden R09_761	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	To be defined#		Yes	Yes
02296	Midden/Terrace R09_762	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	To be defined#		Yes	Yes
02297	Midden R09_763	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362; CMA	B		D	Refer to planning maps		Yes	Yes
02298	Terrace/s R09_859	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	To be defined#		Yes	Yes
02299	Terraces/Ppits R09_860	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	Refer to planning maps		Yes	Yes
02300	Midden R09_861	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	To be defined#		Yes	Yes

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02301	Midden R09_863	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 2 DP 28362	B		D	To be defined#		Yes	Yes
02302	Midden R09_866	Mahurangi East-Regional Park, Mahurangi East Road, Martins Bay	Lot 3 DP 28362	B		D	To be defined#		Yes	Yes
02303	Pa site R09_912	Mahurangi East-Regional Park, 2 Ridge Road, Scotts Landing	Section 49 Vill of Mahurangi SEC 49 MAHURANGI VILLAGE SO 20073; CMA	B		D	Refer to planning maps		Yes	Yes
02304	Midden R09_915	Mahurangi East-Regional Park, 2 Ridge Road, Scotts Landing	Pt Section 50 Vill of Mahurangi	B		D	Refer to planning maps		Yes	Yes
02305	Midden R09_916	Mahurangi East-Regional Park, 2 Ridge Road, Scotts Landing	Section 209 Vill of Mahurangi SEC 209 MAHURANGI VILLAGE SO 36345; road reserve; CMA	B		D	Refer to planning maps		Yes	Yes
02306	Landing R09_917	Mahurangi East-Regional Park, 2 Ridge Road, Scotts Landing	Section 209 Vill of Mahurangi SEC 209 MAHURANGI VILLAGE SO 36345; road reserve; CMA	B		D	Refer to planning maps		Yes	Yes
02307	Midden/Terrace R09_918	Mahurangi East-Regional Park, 2 Ridge Road, Scotts Landing	Section 209 Vill of Mahurangi SEC 209 MAHURANGI VILLAGE SO 36345; CMA	B		D	Refer to planning maps		Yes	Yes
02308	Midden R09_920	Mahurangi East-Regional Park, 2 Ridge Road, Scotts Landing	Pt Section 50 Vill of Mahurangi PT SEC 50 MAHURANGI VILLAGE SO 20073; road reserve; CMA	B		D	Refer to planning maps		Yes	Yes
02309	Pits/Terraces R09_112	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 3 DP 56365; (Lot 4 DP 56365)	B		D	Refer to planning maps		Yes	Yes
02310	Opahi Point Pa site (Opahi Point) R09_31	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Opahi NO A1 BLOCK ML 14626 (Pt Opahi)	B		D	Refer to planning maps		Yes	Yes
02311	Midden/Hangi/Soil (Cultivation) R09_475	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Opahi 1	B		D	To be defined#		Yes	Yes
02312	Midden R09_476	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Opahi 1	B		D	To be defined#		Yes	Yes
02313	Midden R09_537	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 2 DP 56365 (Border of)	B		D	To be defined#		Yes	Yes
02314	Midden R09_809	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Opahi 1	B		D	To be defined#		Yes	Yes

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02315	Otungutu Settlement site R09_810	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 2 DP 56365	B		D	Refer to planning maps		Yes	Yes
02316	Midden/pits/drains (cultivation) R09_928	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 3 DP 56365	B		D	Refer to planning maps		Yes	Yes
02317	Midden (Historic) R10_1041	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 1 DP 54981; CMA	B		D	Refer to planning maps		Yes	Yes
02318	Midden (Te Muri Beach) R10_1100	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 1 DP 62419	B		D	To be defined#		Yes	Yes
02319	Burial/wahi tapu site R10_240	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 4 DP 55671	B		D	Refer to planning maps		Yes	Yes
02320	Midden R10_241	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 5 DP 55671	B		D	Refer to planning maps		Yes	Yes
02321	Midden R10_242	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 6 DP 55671; Pt Lot 5 DP55671	B		D	To be defined#		Yes	Yes
02322	Midden R10_244	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 3 DP 54981	B		D	To be defined#		Yes	Yes
02323	Terrace/drains/cultivation R10_245	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 2 DP 54981	B		D	Refer to planning maps		Yes	Yes
02324	Midden/Terraces R10_246	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 1 DP 62419	B		D	To be defined#		Yes	Yes
02325	Spaniards Creek midden R10_247 Undefended settlement site with midden	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 1 DP 62419; Lot 2 DP 62419	B		D	Refer to planning maps		Yes	Yes
02326	Midden R10_248	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Puhoi; Pt Lot 1 DP 62419	B		D	Refer to planning maps		Yes	Yes
02327	Midden R10_322	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 2 DP 54981; Lot 3 DP 54981	B		D	Refer to planning maps		Yes	Yes
02328	Pits/Terraces R10_324	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Nokenoke	B		D	Refer to planning maps		Yes	Yes

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02329	Midden R10_331	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 6 DP 55671	B		D	To be defined#		Yes	Yes
02330	Midden R10_332	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 5 DP 55671; Pt Lot 6 DP55671	B		D	To be defined#		Yes	Yes
02331	Midden R10_333	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Tungutu	B		D	To be defined#		Yes	Yes
02332	Pits/Terraces/mMidden R10_334	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 1 DP 55671; Pt Lot 2 DP55671; Pt Lot 3 DP 55671; Pt Lot 4 DP 55671; Pt Lot 5 DP 55671; Pt Lot 6 DP 55671; Pt Lot 7 DP 55671; Pt Lot 8 DP 55671	B		D	Refer to planning maps		Yes	Yes
02333	Pa site R10_335 Headland pa site with terrace/s, pit/s, midden and burial/s	Cudlip Point, Mahurangi West Regional Park, Cudlip Point, 190 Ngarewa Drive, Mahurangi West	Pt Lot 3 DP 55671; Pt Lot 4 DP55671; Pt Lot 2 DP 55671,	B		D	Refer to planning maps		Yes	Yes
02334	Midden R10_397	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 8 DP 55671	B		D	Refer to planning maps		Yes	Yes
02335	Terraces/mMidden R10_398	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 4 DP 55671; Pt Lot 2 DP55671; Pt Lot 3 DP 55671	B		D	Refer to planning maps		Yes	Yes
02336	Otarawao Pa pa/Sullivan's Pa pa-R10_413 including Pa site with fruit trees	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Tungutu	B		D	Refer to planning maps		Yes	Yes
02337	Midden R10_767	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 1 DP 59474	B		D	To be defined#		Yes	Yes
02338	Terrace R10_768	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 1 DP 59474	B		D	Refer to planning maps		Yes	Yes
02339	Terraces/Mmiddens R10_769	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 2 DP 62419	B		D	Refer to planning maps		Yes	Yes
02340	Terraces/mMidden/pPits/dDepression R10_770	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Nokenoke; Pt Puhoi	B		D	Refer to planning maps		Yes	Yes
02341	Orokaraka midden R10_771	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 1 DP 54981	B		D	Refer to planning maps		Yes	Yes

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02342	Stonework (Pavement) R10_772	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Pt Lot 7 DP 55671	B		D	Refer to planning maps		Yes	Yes
02343	Pa site R10_91-Headland-pa-site	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 3 DP 54981; Lot 2 DP 54981	B		D	Refer to planning maps		Yes	Yes
02344	Midden R10_950	Mahurangi West Regional Park, 190 Ngarewa Drive, Mahurangi West	Lot 1 DP 59474	B		D	To be defined#		Yes	Yes
02345	Midden Q11_144	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Lot 2 DP 43396; Pt Lot 72 DP 35335	B		D	To be defined#		Yes	Yes
02346	Terraces/ trees Trees—Indigenous-Q11_145	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Pt Lot 136 DP 37374;	B		D	Refer to planning maps		Yes	Yes
02347	Terrace/ m Midden/ b Burial site Q11_148	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Section S2 Blk IX Kumeu SD; Section 43 Blk IX Kumeu SD SEC S2 BLK IX KUMEU SURVEY DISTRICT SO 31011; SEC 43 BLK IX KUMEU SURVEY DISTRICT SO 42689	B		D	Refer to planning maps		Yes	Yes
02348	Rock sShelter/ s Shelter/ m Midden Q11_149	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Section S2 Blk IX Kumeu SD	B		D	To be defined#		Yes	Yes
02349	Midden Q11_150	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Section S2 Blk IX Kumeu SD SEC S2 BLK IX KUMEU SURVEY DISTRICT SO 31011; CMA	B		D	Refer to planning maps		Yes	Yes
02350	Rock sShelter/ s Shelter/ m Midden Q11_151	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Section S2 Blk IX Kumeu SD	B		D	Refer to planning maps		Yes	Yes
02351	Rock shelter/midden Q11_152	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Section S2 Blk IX Kumeu SD; Section 43 Blk IX Kumeu SD SEC S2 BLK IX KUMEU SURVEY DISTRICT SO 31011; SEC 43 BLK IX KUMEU SURVEY DISTRICT SO 42689	B		D	Refer to planning maps		Yes	Yes
02352	Shelter/ r Rock sShelter Q11_153	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Section S2 Blk IX Kumeu SD	B		D	Refer to planning maps		Yes	Yes
02353	Midden/ f Find spot Q11_335	Muriwai Regional Park, 101 Coast Road, Muriwai Beach	Section 1 SO 69320	B		D	To be defined#		Yes	Yes

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02354	Shelter/rRock sShelter/mMidden/tTerraces Q11_34	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Section S2 Blk IX Kumeu SD	B		D	Refer to planning maps		Yes	Yes
02355	Pa site Q11_342Pa-site-with-terrace/s	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Lot 1 DP 41363	B		D	To be defined#		Yes	Yes
02356	Rock sShelter/sShelter/mMidden/tTerrace Q11_65	Muriwai Regional Park, 447 Motutara Road, Muriwai Beach	Section S2 Blk IX Kumeu- SD (SEC S2 BLK IX KUMEU SURVEY DISTRICT SO 31011; Lot 63 DP 37175; Lot 64 DP 37175; Lot 65 DP 37175; Lot 66 DP 37175)	B		D	Refer to planning maps		Yes	Yes
02357	Pa site R09_113Headland-pa-site-with- terrace/s-and-pit/s	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	Lot 1 DP 203800; CMA	B		D	Refer to planning maps		Yes	Yes
02358	Terrace/middens/karaka trees R09_136	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	Lot 1 DP 203800	B		D	Refer to planning maps		Yes	Yes
02359	Terrace/karaka trees/midden/house sites R09_137	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	Lot 1 DP 203800	B		D	Refer to planning maps		Yes	Yes
02360	Midden/pits/karaka trees R09_138	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	Lot 1 DP 203800	B		D	Refer to planning maps		Yes	Yes
02361	Midden/karaka trees/terraces/pits R09_139	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	Lot 1 DP 203800	B		D	Refer to planning maps		Yes	Yes
02362	Midden/s R09_149	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	Lot 1 DP 203800	B		D	Refer to planning maps		Yes	Yes
02363	Midden R09_990	Scandrett Regional Park, 114 Scandrett Road, Scandrett Bay	Lot 1 DP 203800	B		D	To be defined#		Yes	Yes
02364	Find spot (artefact) R10_10	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt DP 2187	B		D	To be defined#		Yes	Yes
02365	Pits/middenMidden R10_11	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 255 Psh of WaiweraALLOT 255 PSH OF WAIWERA SO 2151	B		D	Refer to planning maps		Yes	Yes

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02366	Midden R10_144	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt Allotment 245 Psh of Waiwera	B		D	Refer to planning maps		Yes	Yes
02367	Midden R10_145	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt Allotment 245 Psh of Waiwera	B		D	Refer to planning maps		Yes	Yes
02368	Midden R10_146	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	<u>Pt Allotment 245 Psh of Waiwera</u> <u>PT ALLOT 245 PSH OF WAIWERA SO 1438</u>	B		D	Refer to planning maps		Yes	Yes
02369	Midden R10_147	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	<u>Allotment 246 Psh of Waiwera</u> <u>ALLOT 246 PSH OF WAIWERA SO 1438</u>	B		D	Refer to planning maps		Yes	Yes
02370	Terrace R10_148	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	<u>Pt Allotment 245 Psh of Waiwera</u> <u>PT ALLOT 245 PSH OF WAIWERA SO 1438</u> ; <u>Allotment 246 Psh of Waiwera</u> <u>ALLOT 246 PSH OF WAIWERA SO 1438</u>	B		D	Refer to planning maps		Yes	Yes
02371	Midden R10_149	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	<u>Allotment 247 Psh of Waiwera</u> <u>ALLOT 247 PSH OF WAIWERA SO 1564</u> ; <u>CMA</u>	B		D	Refer to planning maps		Yes	Yes
02372	Midden R10_150	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	<u>Pt Allotment 248 Psh of Waiwera</u> <u>PT ALLOT 248 PSH OF WAIWERA SO 1564</u> ; <u>CMA</u>	B		D	Refer to planning maps		Yes	Yes
02373	Midden R10_151	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 246 Psh of Waiwera	B		D	To be defined#		Yes	Yes
02374	Midden R10_152	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	<u>Pt Allotment 248 Psh of Waiwera</u> <u>PT ALLOT 248 PSH OF WAIWERA SO 1564</u>	B		D	Refer to planning maps		Yes	Yes

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02375	Midden/ terraces Terraces R10_153	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt DP 2187-PT ALLOT 1 <u>PSH OF WAIWERA DP 2187; road reserve</u>	B		D	Refer to planning maps		Yes	Yes
02376	Midden R10_154	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt Allotment 248 Psh of Waiwera-PT ALLOT 248 <u>PSH OF WAIWERA SO 1564</u>	B		D	Refer to planning maps		Yes	Yes
02377	Midden R10_155	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt Allotment 248 Psh of Waiwera-PT ALLOT 248 <u>PSH OF WAIWERA SO 1564</u>	B		D	Refer to planning maps		Yes	Yes
02378	Terraces/midden/trees Midden/Trees--Indigenous R10_156	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt Allotment 248 Psh of Waiwera <u>SO 1564</u>	B		D	Refer to planning maps		Yes	Yes
02379	Midden R10_157	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera	B		D	To be defined#		Yes	Yes
02380	Midden R10_158	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera	B		D	Refer to planning maps		Yes	Yes
02381	Midden/ terraces Terraces R10_159	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera-ALLOT 247 <u>PSH OF WAIWERA SO 1564</u>	B		D	To be defined# Refer to planning maps		Yes	Yes

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02382	Midden R10_169	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera- <u>ALLOT 247 PSH OF WAIWERA SO 1564</u>	B		D	Refer to planning maps		Yes	Yes
02383	Terraces/middens/depressionMiddens/Depression R10_170	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera- <u>ALLOT 247 PSH OF WAIWERA SO 1564</u> ; Allotment 249 Psh of Waiwera- <u>PT ALLOT 249 PSH OF WAIWERA SO 1564</u>	B		D	To be defined# Refer to planning maps		Yes	Yes
02384	Middens R10_171	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera; Allotment 249 Psh of Waiwera	B		D	To be defined#		Yes	Yes
02385	Midden R10_172	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera; Allotment 249 Psh of Waiwera	B		D	To be defined#		Yes	Yes
02386	Terraces/Middens/Depressions R10_173	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt Allotment 249 Psh of Waiwera	B		D	To be defined#		Yes	Yes
02387	Midden R10_174	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera- <u>ALLOT 247 PSH OF WAIWERA SO 1564</u> ; Pt Allotment 248 Psh of Waiwera- <u>PT ALLOT 248 PSH OF WAIWERA SO 1564</u>	B		D	Refer to planning maps		Yes	Yes
02388	Middens R10_175	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera- <u>ALLOT 247 PSH OF WAIWERA SO 1564</u>	B		D	Refer to planning maps		Yes	Yes
02389	Terrace/s R10_176	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera	B		D	Refer to planning maps		Yes	Yes
02390	Middens/Terraces R10_414	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera; Allotment 249 Psh of Waiwera	B		D	To be defined#		Yes	Yes

02392	Pits/ <u>terraces</u> Terraces R10_764	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt Allotment 251 Psh of Waiwera <u>PT ALLOT 251 PSH OF WAIWERA SO 1564</u>	B		D	Refer to planning maps		Yes	Yes
02393	Pa site R10_9-Ring ditch pa-site	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera <u>ALLOT 247 PSH OF WAIWERA SO 1564</u> ; Pt Allotment 248 Psh of Waiwera <u>PT ALLOT 248 PSH OF WAIWERA SO 1564</u>	B		D	Refer to planning maps		Yes	Yes
02394	Midden/ <u>f</u> Find spot (<u>a</u> Adzes) R10_95	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Allotment 247 Psh of Waiwera	B		D	To be defined#		Yes	Yes
02395	Trees_ <u>Indigenous</u> R10_97	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt Allotment 248 Psh of Waiwera <u>PT ALLOT 248 PSH OF WAIWERA SO 1564</u>	B		D	Refer to planning maps		Yes	Yes
02396	Pits R10_98	Shakespear Regional Park, 1501 Whangaparaoa Road, Army Bay	Pt Allotment 248 Psh of Waiwera <u>PT ALLOT 248 PSH OF WAIWERA SO 1564</u>	B		D	Refer to planning maps		Yes	Yes
02401	Papahi pa R09_133 Headland pa-site	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02402	Midden R09_134	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02403	Terraces/ <u>p</u> Pits R09_173	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02404	Pit/ <u>f</u> Terraces R09_174	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02405	Midden R09_178	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02406	Midden R09_190	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	CMA (Pt Tawharanui)	B		D	To be defined#		Yes	Yes

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02407	Midden R09_236	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02408	Midden R09_237	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02409	Terrace R09_238	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Lot 1 DP 38965; Lot 2 DP 68181	B		D	Refer to planning maps		Yes	Yes
02410	Pit R09_239	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02411	Terraces R09_240	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02412	Terrace/pit R09_241	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02413	Pahi Pa site R09_242	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02414	Terraces R09_243	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Lot 1 DP 38965	B		D	Refer to planning maps		Yes	Yes
02415	Maungatawhiri/Oponui Pa site R09_244	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Lot 2 DP 68181; Pt Lot 1 DP 38965	B		D	Refer to planning maps		Yes	Yes
02416	Pits/Terraces R09_245	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02417	Midden R09_246	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02418	Midden R09_247	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02419	Midden R09_248	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02420	Midden R09_249	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes

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02421	Midden R09_250	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02422	Middens R09_251	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02423	Midden R09_252	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02424	Terraces R09_253	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Lot 1 DP 68181	B		D	Refer to planning maps		Yes	Yes
02425	Terrace R09_254	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02426	Midden R09_255	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	CMA	B		D	Refer to planning maps		Yes	Yes
02427	Pits/Terraces R09_256	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Lot 3 DP 68181; Lot 1 DP 44611	B		D	Refer to planning maps		Yes	Yes
02428	Pits/Terraces R09_257	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui; Pt Lot 1 DP 38965	B		D	Refer to planning maps		Yes	Yes
02429	Pits/Terraces R09_258	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui; Pt Lot 1 DP 38965	B		D	Refer to planning maps		Yes	Yes
02430	Pits/Terrace R09_259	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02431	Pits/Terraces R09_260	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02432	Midden/burial/s R09_261	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02433	Elephant Head pa site R09_473-Pa with terrace/s	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02434	Pits R09_474	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes

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02435	Midden/find spot R09_541	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui		B		D	Refer to planning maps		Yes	Yes
02436	Midden/find spot R09_543	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02437	Midden R09_545	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02438	Ovens/garden soil/find spot R09_679	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02439	Terrace R09_680	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02440	Terraces/pit/s/karaka tree/s R09_681	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02441	Midden/oven R09_682	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	To be defined#		Yes	Yes
02442	Logging skidsBridle path/track (sledge)-R09_683	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Lot 2 DP 68181	B		D	Refer to planning maps		Yes	Yes
02443	Terraces/mMidden/fFind spot R09_989	Tawharanui Regional Park, 1181 Takatu Road, Tawharanui	Pt Tawharanui	B		D	Refer to planning maps		Yes	Yes
02444	Kakaha/Mihirau pPa R10_135Ridge pa-site with terrace/s, pit/s and midden	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Puhoi DP 11077; PT PUHOI SO 44742	B		D	Refer to planning maps		Yes	Yes
02445	Pits/terraces/midden R10_160	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Puhoi DP 11077; PT PUHOI SO 44742; PT MANGATAUROTO SO 44742(Pt Maungatauhoro)	B		D	Refer to planning maps		Yes	Yes
02446	Middens/pit R10_161	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Puhoi DP 11077	B		D	Refer to planning maps		Yes	Yes
02447	Midden R10_162	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Puhoi DP 11077	B		D	Refer to planning maps		Yes	Yes
02448	Pits/midden/karaka tree/s R10_165	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Puhoi; Pt MaungatauhoroPT MANGATAUROTO SO 44742; PT PUHOI SO 44742	B		D	Refer to planning maps		Yes	Yes

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02449	Terraces/Ppit/Mmidden R10_166	Wenderholm Regional Park, 37-47 Schischka Road, Wenderholm	Pt Puhoi DP 1107	B		D	Refer to planning maps		Yes	Yes
02450	Pits/Tterraces/Mmidden R10_167	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Puhoi DP 11077; PT PUHOI SO 44742	B		D	Refer to planning maps		Yes	Yes
02451	Pits/Tterrace/Mmidden R10_168	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Puhoi DP 11077; PT PUHOI SO 44742; PT MANGATAUROTO SO 44742	B		D	Refer to planning maps		Yes	Yes
02452	Midden R10_178	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Puhoi DP 11077	B		D	Refer to planning maps		Yes	Yes
02453	Midden R10_179	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Pt Puhoi	B		D	Refer to planning maps		Yes	Yes
02454	Terraces/Mmidden R10_180	Wenderholm Regional Park, 37-22 and 26 Schischka Road, Wenderholm	Pt Puhoi DP 11077;	B		D	Refer to planning maps		Yes	Yes
02455	Midden R10_181	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Pt Puhoi	B		D	To be defined#		Yes	Yes
02456	Midden R10_182	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Pt Puhoi	B		D	To be defined#		Yes	Yes
02457	Midden R10_183	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Maungatauhoro PT MANGATAUROTO SO 44742	B		D	Refer to planning maps		Yes	Yes
02458	Middens R10_184	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Pt Maungatauhoro	B		D	To be defined#		Yes	Yes
02459	Midden R10_185	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Puhoi DP 11077	B		D	Refer to planning maps		Yes	Yes
02460	Midden R10_186	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Pt Puhoi	B		D	Refer to planning maps		Yes	Yes
02461	Terraces/Ttrees-Indigenous R10_202	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Pt Maungatauhoro	B		D	Refer to planning maps		Yes	Yes
02462	Terrace/midden R10_203	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Puhoi DP 11077	B		D	Refer to planning maps		Yes	Yes

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02463	Karaka trees R10_204	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Pt Maungatauhoro	B		D	Refer to planning maps		Yes	Yes
02464	Midden/karaka tree/s R10_205	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Maungatauhoro <u>PT MANGATAUROTO SO 44742</u>	B		D	Refer to planning maps		Yes	Yes
02465	Midden R10_206	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Te Akeake <u>PT AKEAKE SO 44742; PT PUHOI DP 11077; CMA</u>	B		D	Refer to planning maps		Yes	Yes
02466	House sites/tracks R10_208	Wenderholm Regional Park, 37-47 Schischka Road, Wenderholm	Pt Puhoi <u>DP 1107; CMA</u>	B		D	Refer to planning maps		Yes	Yes
02467	European settlement <u>Settlement site (historic) R10_210-Site of European settlement, including Waiwera-ferryman's house</u>	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Maungatauhoro <u>PT MANGATAUROTO SO 44742; CMA</u>	B		D	Refer to planning maps		Yes	Yes
02468	Terrace/midden R10_296	Wenderholm Regional Park, 37-26 Schischka Road, Wenderholm	Pt Maungatauhoro- <u>Maungatauroto SO 44742</u>	B		D	Refer to planning maps		Yes	Yes
02469	Middens R10_297	Wenderholm Regional Park, 37 and 47 Schischka Road, Wenderholm	Pt Puhoi <u>DP 11077; PT PUHOI DP 1107</u>	B		D	Refer to planning maps		Yes	Yes
02470	Midden R10_951	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	Section 1 Blk IV Waiwera SD; Pt Puhoi	B		D	To be defined#		Yes	Yes
02471	Historic House site (Coudrey-House); <u>Midden</u>	Wenderholm Regional Park, 37 Schischka Road, Wenderholm	PT Puhoi DP 11077	B		D	To be defined#		Yes	
02473	The Higher Thought Temple	1 Union Street, Auckland Central	Lot 2 DP 18143; <u>road reserve</u>	B		A,B,F,G	Refer to planning maps			
02474	Commercial building	33 Wyndham Street, Auckland Central	Land on DP 27007-NA69A/926-PART LOT 1 SEC 18 DP 27007	B		A,F,H	Refer to planning maps	Interior of building(s)		
02475	Granger brick-worker's <u>brickworker's cottage (former)</u>	46 Whitford-Maraetai Road, Whitford	Lot 3 DP 91593; <u>road reserve</u>	B		A,B,D,G, H	Refer to planning maps		Yes	
02477	Whitford War Memorial	<u>Whitford War Memorial Domain</u> , 53R Whitford-Maraetai Road, Whitford	<u>Part</u> Allot 2 Parish of Maraetai	B		B,G,H	Refer to planning maps	Interior of building(s)		

02479	St Thomas's Anglican Church	37 Whitford-Maraetai Road, Whitford	Part Allot 2 Parish of Maraetai NA752/464	B		A,B,F,G,H	Refer to planning maps			
02480	Broomfield's Cottage (former)	295 Broomfields Road, Whitford	Lot 1 DP 320597-81657	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02481	Tara Orchard, including packing shed and homestead (former)	99 Parr Parrs Cross Road, Oratia	Lot 1 DP 375113-303442	B		A,F,G	Refer to planning maps	Outbuildings		
02482	Women's Suffrage Centenary-Centenary Memorial	Khartoum Place, Auckland Central	Legal Road reserve	A	The fountain, stairway, and wall with the suffrage tile mural entitled "Women achieve the vote" connecting the public square on Lorne Street to the upper street level of Khartoum Place	A,B,D,F,G,H	Refer to planning maps	The remaining upper section of Khartoum Place that is not included in the description of the primary feature and connects to Kitchener Street.		
02484	State Housing Complex	97 Vermont Street, Ponsonby	Lot 1 DP 29525	B	Each of the eight duplex, triplex and/or quadplex residential structures	A,B,D,F,H	Refer to planning maps	Interior of building(s)		
02485	St. Ann's Residence	43 Arney Road, Remuera	Lot 1 DP 359558 NA22463	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02486	Golf Clubhouse	9 Fern Avenue, Epsom	Lot 2 DP 26095	B		A,B,D,E,F,G	Refer to planning maps	Interiors of building(s); the garage; the sauna; and gymnasium		
02487	Mainston Manor/Ellerslie House (former)	4 Mainston Road, Remuera	LOT 1 DP 19093; LOT 2 DP 19093 Lots 1 and 2 DP 19093 NA56B/1194	A	Residence	A,B,D,F,H	Refer to planning maps	Interior of building(s)		
02488	St Columba's Church	92-96 Surrey Crescent, Grey Lynn	PT LOT 5 LOTS 6-7 DP 20423 PT LOT 1 DP 29842-NA1671/61 and Lot 1-7 DP 30159 NA56B/724 PART LOT 5 DP 20423; LOT 6 DP 20423; LOT 7 DP 20423; LOT 6 DP 30159; LOT 7 DP 30159	B		A,B,G	Refer to planning maps			
02489	Commercial building	48-52 Wyndham Street, Auckland Central	DP 3674-PT ALLOT 11 SEC 21 AUCKLAND CITY; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02490	Makower McBeath & Co (former)	86 Wellesley Street, Auckland Central	Part Lot 1 DP 45541	B		D,E,F,G,H	Refer to planning maps	Interior of building(s)		

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02491	Holy Trinity Church and War Memorial Stone Cross	42-18 Mason Avenue, Otahuhu	Lots 1 & 2-DP 51663	B		A,B,G,H	Refer to planning maps			
02492	Lange Residence and Doctor's Practice (former)	2 Piki Thompson Way, Otahuhu	LOT 10 DP 19310; LOT 11 DP 19310; LOT 12 DP 19310-Lots 10-11-12 DP-19310	B		A,B,G,H	Refer to planning maps	Interior of building(s)		
02493	Chellodene House	27 Esplanade Road, Mount Eden	Lot 1 DP 64366	B		G,H	Refer to planning maps			
02494	Mann House (The Group Architects)	10 Violet Street, Mount Albert	Lot 2 DP 73576	B		A,B,D,C,F,G,H	Refer to planning maps			
02495	Lush House (The Group Architects)	10 Scherff Road, Remuera	Part Lot 1 DP 41369	B		A,B,D,C,F,G,H	Refer to planning maps			
02496	BJ Ball Building (former) and Mrkusich Mural	35 Graham Street, Auckland Central	PT Land on DP 19926 PT land on DP 21438 LOT 1 DP 47079 LOT 1 DP 68194 PART ALLOT 9 SEC 20 SBRS OF AUCKLAND: LOT 1 DP 47079: road reserve	B		A,B,E,G	Refer to planning maps	Interior of building(s)		
02497	Fawcett Homestead	71 Papakura-Clevedon Road, Clevedon	Part Lot 9 DP 5258	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02498	Bell Homestead; including woolshed	62 Monument Road, Clevedon	Lot 11 DP 404808	B		A,B,F,G,H	Refer to planning maps			
02500	Munro Cottage	116 Monument Road, Clevedon	Lot 1 DP 197869	B		A,F,G,H	Refer to planning maps			
02501	Munro Homestead; including stables Stables	120 Monument Road, Clevedon	LOT 2 DP 197869	B		A,B,F,G,H	Refer to planning maps			
02503	Clevedon War Memorial	44 Papakura-Clevedon Road, Clevedon	Part Allotment 5 PSH OF Wairoa; Road reserve	A*	Memorial-Structure	A,B,E,H	Refer to planning maps			
02504	Memorial Cairn	Clevedon Wharf Reserve, adjacent to 58R Clevedon-Kawakawa Road, Clevedon	Road reserve	B		A,B,H	Refer to planning maps			

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02505	Avenue of Remembrance	<u>Clevedon Showgrounds Reserve_73R</u> Monument Road, Clevedon- Showgrounds- Reserve-Clevedon	Lot 1 DP 176480; Lot 2 DP 176480; <u>road reserve</u>	B		A,B,H	Refer to planning maps			
02507	Waiuku War Memorial	<u>Waiuku Cenotaph Memorial and Reserve, corner of Queen Street and (Corner of George Street), Waiuku</u>	Allotment 315 PSH OF Waiuku East; Road reserve	B		A,B,F,H	Refer to planning maps			
02508	Terrace/s/midden R12_1073	112B McRobbie Road, Papakura	Lot 2 DP 112871	B		D	To be defined# Refer to planning maps		Yes	
02509	Terraces	125 McRobbie-McRobbie Road, Papakura		B		D	To be defined#		Yes	
02510	Site of Clotworthy House site including and outbuildings; associated trees	Clothworthy Park, 189R and 205 Hingaia Road, Hingaia	Section 2 SO 436222; Section 1 SO436222	B		D,H	Refer to planning maps			
02519	Karangahape pPa R11_381 and R11_2096Headland pa site with terrace/s, pit/s and midden/s	Waitakere Ranges Regional Park, 718 Huia Road, Parau, Cornwallis	Waitakere Ranges regional park-Pt Allot 1; Parish of Karangahape; PT ALLOT 1 SO 1432A <u>KARANGAHAPE: CMA</u>	B		A,D,F,H	Refer to planning maps		Yes	Yes
02520	Maunganui Pa R09_9	<u>Casnell Island Scenic Reserve</u> , Casnell Island, Mahurangi	Casnell Island scenic reserve-Allot 196 PSH Parish of Mahurangi SO 1150C	B		B,D,F,G,H	Refer to planning maps		Yes	Yes
02521	Ring ditch pa; R09_15 Burton-Wells-Scenic Reserve	<u>Burton Wells Scenic Reserve</u> , Williams Street, Mahurangi-Scotts Landing	Burton-Wells scenic reserve-Lot 1 DP 30758	B		D,H	Refer to planning maps		Yes	Yes
02522	Otauwheinga Pa R12_61	1506 Awhitu Road, Pōlok, Awhitu Peninsula Waiuku	Lot 6 DP 198677	A*	Entire site	A,B,C,D	Refer to planning maps		Yes	Yes
02523	Pehiakua Village Site site (former)	74-Douglas Road, Pōlok, Awhitu Peninsula Waiuku	Lot 2 DP 8292; <u>road reserve</u>	B		A,B,D,F	Refer to planning maps		Yes	Yes
02525	King's Flax Mill flax-mill site	470 Waitakere Road, Waitakere	PT Allot 137A Parish PSH of Waipareira SO 3410A; <u>road reserve</u>	B		A,B,D,F	Refer to planning maps		Yes	
02527	Granger's No. 1 brickworks <u>Brickworks</u> R11_1426 Site of brickworks with borrow-pit and house site/s	58R-Potts Road, 76 Potts Road, and 84 Potts Road, Whitford	Lot 21 DP 154401; Lot 19 DP_154401; Potts Road-esplanade reserve-Lot 104 DP 150676; 94593; <u>CMA</u>	B		A,D,H	Refer to planning maps		Yes	

02528	Granger's No. 2 brickworks-Brickworks site and remains including brick cottage and timber cottage	46 and 104R Whitford-Maraetai - Maraetai Road, Whitford	Lot 3 DP 91593; Whitford-Maraetai Road-esplanade reserve-Lot 5 DP 91593; road reserve; CMA	B		A,D, F, G,H,F	Refer to planning maps		Yes	
02529	Rotopiro/Taupo (Taupo) flour mill Flour Mill site S11_395 Site and remains of dam, weir, borrow pit, pond and water race associated with Maori owned flour mill	1040 and 1080 Clevedon-Kawakawa Road, Clevedon	Part Lot 1 DP 35500; Lot 1 DP 89901	B		A,D	Refer to planning maps		Yes	Yes
02530	Ihumatao mission station Mission Station site R11_545, R11_546, & R11_547, including Maori settlement, Ellett Homestead, stone walls and structures, and fig tree Site and remains of mission station, associated Maori settlement and Ellett homestead. Includes stone wall/s and structure/s, fig tree	292 and 328 Ihumatao Road, Mangere	Lot 1 DP 387540; Lot 3 DP 387540; PART TIDAL LANDS OF MANUKAU HARBOUR SURVEY OFFICE PLAN 67474; CMA	B		A,C,D	Refer to planning maps		Yes	Yes
02531	Moeatao mission station Mission Station site R12_976 R12_976 Site of mission station and associated settlement/s	56 Mayhead Road, Waiuku	Lot 3 DP 385537; PART TIDAL LANDS OF MANUKAU HARBOUR SURVEY OFFICE PLAN 67474; CMA	B		A,C,D	Refer to planning maps		Yes	Yes
02532	Undefended settlement site S11_111 S11_111 Undefended settlement site including terrace/s, pit/s and midden/s	782 Clevedon_ Kawakawa Road, Clevedon	Lot 2 DP 158063	B		C,D	Refer to planning maps		Yes	Yes
02533	Achilles House, L.D Nathan Bonded Store (former)	41-54 Customs Street East (also known as 8 Commerce Street), Auckland Central	ALLOT 29 SEC 2 AUCKLAND CITY; ALLOT 30 SEC 2 AUCKLAND CITY; ALLOT 8 SEC 2 AUCKLAND CITY; road reserve	B	Building	A,F,H	Refer to planning maps	Ground floor retail spaces		
02534	Victoria Street West Shops shops	134, 136-138 and 140-142 Victoria Street West, Auckland Central	Part Allotment 1 SECT 24 Auckland CITY; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s); all single-level additions located at the rear of the two-storey buildings		
02538	Grand Vue Boarding House (former)	3 Princes Street, Auckland Central	LOT 1 DP 1793; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s); 1992 building located in the rear courtyard		
02539	Giffillan's Store (former)	95 Queen Street, Auckland Central	PART ALLOT 8 SEC 17 AUCKLAND CITY; road reserve	A	Building	A,F,H	Refer to planning maps			
02540	Clifton	11 Castle Drive, Epsom	LOT 1 DP 164440	A	Residence Residence	A,C,E,F,G,H	Refer to planning maps			Yes

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02541	Vernon Brown House	91 Arney Road, Remuera	Lot 3 DP 22488; <u>road reserve</u>	A	Residence <u>Residence</u>	F,G	Refer to planning maps			
02542	Fernie House	235 Jervois Road, Herne Bay	LOT 6 DP 17148; <u>road reserve</u>	B		F,G	Refer to planning maps			
02543	Residence <u>Wrigley House (former)</u>	36 Ladies Mile, Remuera	Lot 1 DP 449341; <u>road reserve</u>	B		A,F,G	Refer to planning maps			
02544	Residence <u>Western Springs Lodge (former)</u>	99 Western Springs Road, Western Springs	LOT 1 DP 164823; <u>road reserve</u>	B		A,F,G	Refer to planning maps			
02545	Masonry Villa and Lock-Up, (Newmarket Police Station (former)), including masonry villa and lock-up	<u>Newmarket Police Station</u> , 58 Remuera Road, Newmarket	PROC 2281 PT LOTS 7-9 DP 13914 ALLOT 29 SEC 14 AUCKLAND SUBS LOT 7 ALLOT 29 SEC 14 SBRS OF AUCKLAND; LOT 8 ALLOT 29 SEC 14 SBRS OF AUCKLAND; LOT 9 ALLOT 29 SEC 14 SBRS OF AUCKLAND; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
02546	Mount Roskill Fire Station (former)	504 Mount Albert Road, Three Kings	LOT 1 DP 64706; <u>road reserve</u>	B		A,F,H	Refer to planning maps			
02548	Amohia	127 Mountain Road, Epsom	PART LOT 2 DP 4122; road reserve	B		F,G,H	Refer to planning maps	Interior of building(s)		
02551	Glyn dairy factory <u>Dairy Company butter factory</u>	227 Pukapuka Road, Pukapuka	Lot 4 DP 200837; <u>road reserve (2.43HA)</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
02553	Orewa pillbox <u>Pillbox</u>	339 Hibiscus Coast Highway <u>and Marine Parade Reserve</u> , Orewa	Lot 2 DP 49315; <u>SEC 1 SO 64797</u>	B	Pillbox	A,D,H	Refer to planning maps	All buildings and structures except the <u>primary feature pillbox</u>		
02554	Gateway	956-990 Great North Road, Point Chevalier	Pt Allotment 174 SECT 10 SBRS OF Auckland; Road reserve LOT 1 DP 204715	B		A,F,H	Refer to planning maps			

02555	Tattersfield chimney	271 Richmond Road, Grey Lynn	Lot 2 DP 208373	B		A,F,G,H	Refer to planning maps: limited to a maximum- 5m dimension around the exterior of the chimney, provided that in respect of the northern boundary, the extent of place is to the boundary;- Refer also to planning maps			
02556	Howden House	38 Kitchener Road, Waiuku	LOTS 9 DP 28275; LOT 10 DP DP 28275	B		A,D,F,H	Refer to planning maps			
02557	Dexter & <u>and Crozier (former)</u>	51-53 Albert Street, Auckland Central	LOT 2 DP 7689; <u>road reserve</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
02558	<u>Commercial building Ambury Limited building (former)</u>	198-202 Jervois Road, Herne Bay	Lot 1 BLK BLOCK 3 DP 2954; <u>road reserve</u>	B		A,G,H	Refer to planning maps	Interior of building(s)		
02559	Commercial building	58-64 Fort Street, Auckland Central	Allots 44 Section 2 Auckland City; Allot 45 Section 2 Auckland City	B		A,D,F,G,H	Refer to planning maps			
02566	<u>St. Andrews St Andrew's</u> Community Presbyterian Church	18 Station Road, Otahuhu	CT 1311/30, Pt PART Lot 2 DP 151, Pt Lot 3 DP 49346	B		A,B,F,G,H	Refer to planning maps			
02567	<u>St. Joseph and St. Joachim St Joseph and St Joachim</u> Catholic Church	118 Church Street, Otahuhu	Lot 2 PT Lot 1 DP 39723- Allots 7-10, Sec 7 Village of Otahuhu ALLOT 7 SEC 7 VILL OF OTAHUHU; ALLOT 9 SEC 7 VILL OF OTAHUHU	B		A,B,D,F,H	Refer to planning maps	Interior of building(s)	Yes	
02569	<u>St. St Mary's</u> Home and Chapel, including Jane Cowie building	10 Beatty Street, Otahuhu	CT 504789 Lot 2 DP 426616 LOT 1 DP 426616	B		A,B,F,G,H	Refer to planning maps	Post-1975 building(s)		
02570	Residence <u>McAnulty House (former)</u>	7 Luke Street, Otahuhu	CT 537/233 Pt PART Allot 1 Sec 4 Village of Otahuhu	B		A,H	Refer to planning maps	Interior of building(s)		
02571	Johnston House (former)	39 Mangere Road, Otahuhu	CT 1344/44; Lot 2 DP 43629	B		A,B,F,G,H	Refer to planning maps			
02573	<u>Bank of New Zealand Building</u> (former)	310 Great South Road, Otahuhu	Lot 1 DRO 752 DP 32438; <u>road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		

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02574	Star Hotel	388-392 Great South Road, Otahuhu	<u>CT 3D/546 Lot 12 DP 21434; road reserve</u>	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
02575	Progressive Buildings	423-433 Great South Road, Otahuhu	<u>CT-1107/207 PART Lot 3 DP 41443</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02576	Central Buildings	471-473 and 475-481 Great South Road, Otahuhu	<u>[471] CT 466/4, Lot 1 DP-20736 [475-481] CT-83C/192, Unit C UP 140629-LOT 1 DP 20735; LOT 2 DP 20735; LOT 14 DP 12319; road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02577	Otahuhu Technical School Building (former)	<u>Otahuhu Primary School, 41 Station Road, Otahuhu</u>	<u>Lot 1 DP-21814 PT LOTS-12-13 DP161 PT LOTS 14-15 DP-2282 PTS FRBURNS GRANT 269A PART LAND CLAIM 269A FAIRBURNS GRANT</u>	B		A,B,F,H	Refer to planning maps			
02578	Railway Signal-Box <u>signal box</u>	Otahuhu Railway Station, Otahuhu	<u>Railway reserve</u>	B		A,B,E,F,G,H	Refer to planning maps	Interior of building(s)		
02579	Alfred Sturges Memorial	<u>Sturges Park, 25A Fort Richard Road, Otahuhu</u>	<u>Part Land Claim 269A Fairburns Grant</u>	B		A,B,H	Refer to planning maps			
02580	Luke Memorial	Great South Road and Atkinson Avenue, Otahuhu	Road reserve	B		A,B,H	Refer to planning maps			
02581	A.E.P.B. Auckland Electric Power Board <u>Sub-station</u>	250 Balmoral Road, Balmoral <u>Sandringham</u>	Lot 1 DP 30426 904m2	B		A,F,H	Refer to planning maps	Interior of building(s);-concrete block building to the southeast of the substation building		
02584	Cheapside Buildings	727-731 and 767-771 Dominion Road, Mount Roskill	<u>PT LOTS 62,63,64 DP-17096; LOT141 DP 17096 and PT LOTS 75-, 76-, 77- DP 17096 PART LOT 62 DP 17096; PART LOT 63 DP 17096; PART LOT 64 DP 17096; PART LOT 75 DP 17096; PART LOT 76 DP 17096; PART LOT 77 DP 17096; road reserve</u>	B		A,F,G,H	Refer to planning maps	Interior of building(s); modern lean-to structures attached to the rear of 767-771_Dominion Road		
02585	Balmoral Presbyterian Church C <u>complex</u>	258-260 Balmoral Road, Sandringham	Lot 18 Deeds only, contained within Certificate of title NA/1577/8	B		A,B,H	Refer to planning maps	Interior of building(s)		

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02586	Sisters of St Joseph Convent (former) (new Sinclair House)	28 (26-30) 28 Telford Avenue, Balmoral	PART LOT 10 DP 6890 LOT 20 DP 8916	B		A,B,F	Refer to planning maps	Interior of building(s); garage and carport structures; and the rear 1948 additions		
02587	Sandringham Public Toilets	598 Sandringham Road, Sandringham	ALLOT 251 PART ALLOT 45A PARISH OF TITIRANGI	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02588	Mount Roskill Municipal Building (former)	560 Mount Albert Road, Three Kings	Pt Allotment 85C Sect 19 SBRS of Auckland PART ALLOT 85B SEC 10 SBRS OF AUCKLAND; 85C SEC 10 SBRS OF AUCKLAND	B		A,B,F,G,H	Refer to planning maps	Interior of building(s); c.1990 north block addition; c.1974 addition		
02589	Arkell Homestead	461 Hillsborough Road, Mount Roskill	LOT 1 DP 108346 LOT 3 DP 93804	B	Arkell Homestead Homestead building	A,B,E,F,G,H	Refer to planning maps and Schedule 14-2 14.3	All buildings and structures except within the scheduled extent of place other than the primary feature		
02590	St. St Francis Retreat	50 Hillsborough Road, Hillsborough	Lot 1 DP 210872 26886m2	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
02591	Dr Gordon's House (former)/El Rey Country Club (former)/St St David's in the Fields (El Rey Country Club)	202 Hillsborough Road, Hillsborough	LOT 2 DP 141688	B		A,B,H	Refer to planning maps	Interior of building(s)		
02592	War Memorial Hall & Memorial	War Memorial Park, 13 May Road, Mount Roskill	PART LOT 136 DP 42461	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
02593	Three Kings Congregational Church	513A Mount Albert Road, Three Kings	LOT 42 DP 3029	B		A,B,H	Refer to planning maps	Interior of building(s)		
02594	Residence Preston House (former)	520 Mount Albert Road, Three Kings	LOT 1 DP 29111	B		A,H	Refer to planning maps	Interior of building(s)		
02595	"Coleraine" Logan Manor	1 Warren Avenue, Three Kings	Lot 4 DP 39702 2480m2	B		A,F,G,H	Refer to planning maps	Interior of building(s); and all other physically separate buildings at the rear of "Coleraine" Logan Manor		
02596	Residence Cadzow Villa (former)/Rev Percy Smallfield House (former)	8 Liverpool Street, Royal Oak	LOT 3 DP 38670	B		A,F,H	Refer to planning maps	Interior of building(s); the western hipped-roof part of the house; the garage adjacent to the western part of the house		

02597	Memorial to Wesley School Memorial- Three Kings Wesleyan Native Institution Memorial	Adjacent to 54 McCullough Avenue, Three Kings in road reserve	Road reserve Reserve	B		A,B,H	Refer to planning maps	Driveways		
02598	Aotea Sea Scout Hall	1 Orpheus Drive, Onehunga Harbour Road, Onehunga Hugh Watt Drive, South Western Motorway, Onehunga, Manukau Harbour	AREA D SO 61444 AREA A SO 64751 GAZ 1994 P 2930 PART TIDAL LANDS MANUKAU HARBOUR SURVEY OFFICE PLAN 17449; PART TIDAL LANDS MANUKAU HARBOUR PROVINCIAL SUPERINTENDENTS GRANT; road reserve; CMA	B	Building	A,F,G,H	Refer to planning maps	Interior of building(s)	Yes	Yes
02600	Onehunga Methodist Church complex (new Tongan Methodist Church) (former)	77-83 Grey Street, Onehunga	ALLOT 2 SEC 5 VILL OF ONEHUNGA VILLAGE	B		A,B,H	Refer to planning maps	Interior of building(s)	Yes	
02601	Automatic-telephone exchange and garage (former)	77-83 Grey Street 60 Princes Street, Onehunga	Allots 48-49 ALLOT 48 Sec 17 Village of Onehunga; ALLOT 49 SEC 17 Vill of Onehunga; & Lot 2 DP 185200; SO56165 road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)	Yes	
02607	Masonic Hall (former)	157-159A Onehunga Mall, Onehunga	Part Allotment 3 SECT 13 VILL OF Onehunga	B		A,F	Refer to planning maps	Interior of building(s); front shop and rear concrete building	Yes	
02608	Southbourne (Brookfield residence) (former)	424 Onehunga Mall, Onehunga	LOT 2 DP 30696	B		A,H	Refer to planning maps	Interior of building(s)	Yes	
02609	Rishworth's Building (Former Sai Louie fruit and vegetable shop)	171-173 Onehunga Mall, Onehunga	Part Allot 1 Sec 13 Village of Onehunga; road reserve	B	Building	A,B,F,G,H	Refer to planning maps		Yes	Yes
02610	Manukau Tavern (former)	2 Onehunga Harbour Road, Onehunga	LOT 2 DP 202116; road reserve	B		A,B	Refer to planning maps	Interior of building(s)	Yes	Yes
02611	Onehunga Returned Services Association Bowling Club	59 and 53A Princes Street, Onehunga	Lot 1 DP 150455 and Lot 2 DP 184755	B		A,B,H	Refer to planning maps	Interior of building(s)	Yes	Yes

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02614	Arcadia Billiard <u>Billiards Saloon</u>	197 Onehunga Mall, Onehunga	<u>Pt Allots 7 & 9, Sec. 9, Onehunga Village PART ALLOT 7 SEC 9 VILL OF ONEHUNGA; road reserve</u>	B		A,H	Refer to planning maps	Interior of building(s)		
02615	<u>Court Courts Building</u>	186-188A Onehunga Mall, Onehunga	Lot 2 DP 310415; <u>road reserve</u>	B		A	Refer to planning maps	Interior of building(s)	Yes	
02617	Shaldrick residence (former)	50 Onehunga Mall, Onehunga	<u>PART ALLOT 38 SEC 17 Village of ONEHUNGA 640m2</u>	B		A, F	Refer to planning maps	Interior of building(s)	Yes	
02618	Compass Rose <u>shipwreck site Wreck and wreckage of unidentified ship</u>	East of Tiritiri Matangi Island, Hauraki Gulf	CMA	B		A,D,E	<u>Refer to planning maps: a</u> All of the sea bed within 200 m-200m of the wreck		Yes	
02619	Kingsley Street state houses (former)	17, 19, 21, 23, <u>and</u> 25 Kingsley Street, Westmere	17: Lot 5 DP 8642 49: Lot 4 DP 8642 21: Lot 3 DP 8642 23: Lot 2 DP 8642 25: Lot 1 DP 8642 Lot 5 DP 8642; Lot 4 DP 8642; Lot 3 DP 8642; Lot 2 DP 8642; Lot 1 DP 8642	A	Pre-1917 <u>portion(s)</u> of each residence at 17, 19, 21, 23, <u>and</u> 25 Kingsley Street	A,F,H	Refer to planning maps	Interior of building(s)		
02620	Cleave's Building (former)	10 Vulcan Lane, Auckland Central	<u>PART ALLOT 3 SEC 4 AUCKLAND CITY LOT 1 DP 148460 1/9 SH 70 m2</u>	B	Building	A,F,G,H	Refer to planning maps	Interior of building(s)		
02621	Ker House (former)	6 Emerald Street, Epsom	<u>PART LOT 14 DP 3293</u>	B		A,B,D,F,G,H	Refer to planning maps			
02622	Isaacs' Bonded Stores (former)	16-18 Commerce Street, Auckland Central	<u>ALLOT 13 PT-ALLOT 14- SEC 2 AUCK-CITY- CITY OF AUCKLAND, road reserve</u>	A	Building	F,G	Refer to planning maps			
02623	Whittome House (former)	18 Gardner Road, Epsom	<u>PART LOT 31 DP 463</u>	B		A,F,G,H	Refer to planning maps			
02624	Remuera Masonic Hall (<u>former</u>)	82 Remuera Road, Remuera	LOT 60 DP 124 <u>ALLOTS 17-28-30 SEC 14 SUB AK</u>	B		A,F,G,H	Refer to planning maps			
02625	<u>Homestead at Mangere Centre Park- Samuel Ward House homestead</u>	<u>Mangere Centre Park, 161R Robertson Road, Mangere East</u>	<u>PART LOT 3 DP 41206</u>	B		A,B,F,G,H	Refer to planning maps			
02651	Site of Piha <u>mill site_Q11_532</u>	<u>Waitakere Ranges Regional Park, 64 Glenesk Road, Piha</u>	Lot 59 DP 25709; Lot 60 DP 25709; Lot 3 DP 31544; Part Lot 2 DP 31544; <u>road reserve</u>	B		A,D	Refer to planning maps	Existing buildings	Yes	

02652	<u>Site and remains of Piha RDF (Radio Direction Finder) radar station site</u>	Waitakere Ranges Regional Park, 24 and 26 Log Race Road, Piha	Allot 157 <u>SO 44949</u> PSH OF Karangahape; Lot 1 DP 200568; Allot 158 <u>SO 44949</u> PSH OF Karangahape; Part Allot SW82 <u>SO 59488</u> PSH OF Karangahape	B		A,D	Refer to planning maps	Existing buildings and structures associated with network utilities; public toilet		
02653	Tauhinu Sea Scouts <u>Scouts' Den</u>	R7 Rahui Road, Greenhith	Allotment 697 PSH OF Paremoremo, CMA	B	Scout <u>Dgen</u> building	A	Refer to planning maps	Interior of building(s)		
02654	Glenfield Library	88-94 Bentley Avenue, Glenfield	<u>Pt Lot 5 DP 49045 LOT 2 DP 49045; LOT 3 DP 49045</u>	B	1975 brick library building only	A,G	Refer to planning maps	Interior of building(s); eastern addition on to library		
02655	<u>Former-Wild Residence residence (former)</u>	24 Chivalry Road, Glenfield	Lot 1 DP 61439	B	<u>Residence Residence</u>	A,F,G	Refer to planning maps	Interior of building(s)		
02656	<u>Matthew's Matthews' bach Bach</u>	1019 Beach Road, Torbay	Lot 18 DEEDS 148	A	<u>Residence Residence</u>	A	Refer to planning maps	Interior of building(s); detached outbuildings; standalone garage/workshop		
02657	Pillbox	17 Bournemouth Terrace, Murrays Bay and Crows Nest Rise Walk, R 16 Brighton Terrace, Murrays Bay	Lot 2 DP 59552; Pt Allotment 183 <u>Parish of PSH</u> OF Takapuna	A	Pillbox	A,H	Refer to planning maps			
02658	Mairangi Bay Presbyterian Church	9 Hastings Road, Mairangi Bay	Lot 99 DP 13311	B	Church building	A,B,G	Refer to planning maps	Interior of building(s); attached hall and foyer extension		
02659	All <u>Hallow's Hallow's</u> Methodist Church	218 Beach Road, Campbells Bay	Pt Lot 2 DP 403138	B	Church building	A,B,F,G	Refer to planning maps	Interior of building(s); attached flat roof rear addition at rear of church building		
02660	<u>Former-St Joseph's Convent & and Chapel (former)</u>	87B Penzance Road, Mairangi Bay	Lot 2 DP 183176	B	<u>Convent, chapel and Chapel buildings</u>	A,	Refer to planning maps	Interior of building(s)		
02662	<u>Former-Levesque Residence residence (former)</u>	205 Birkdale Road, Birkdale	Lot 2 DP 76765	B	<u>Residence Residence</u>	A,F,G	Refer to planning maps	Interior of building(s); two outbuildings		
02663	<u>Former-McCullough Farmhouse farmhouse (former)</u>	48 Eskdale Road, Birkdale	Lot 2 DP 76765	B	<u>Residence Residence</u>	A,	Refer to planning maps	Interior of building(s); carport		

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02664	Monument to John Green Kay	John Kay Park, Corner R 89 Waipa Street and Verran Road, Birkdale John G Kay Park	Pt Lot 150A DP 5105; Pt Lot 150 DP5105; <u>road reserve Road Reserve</u>	B	Monument <u>Monument</u>	A;	Refer to planning maps			
02665	Former Carlquist Residence <u>residence</u> (former)	4 Hinemoa Terrace, Birkenhead	Lot 1 DP 51790	B	Residence <u>Residence</u>	A,F,G,H	Refer to planning maps	Interior of building(s)		
02666	Former Button House <u>house</u> (former)	73 Hinemoa Street, Birkenhead	Lot 2 DP 49079 Pt Bed- Waitemata Harbour Survey- Office Plan 67476	B	Residence <u>Residence</u>	A,F,G	Refer to planning maps	Interior of building(s)		
02667	Stott's Building	136-140 Hinemoa Street, Birkenhead	Lot 1 DP 178916	B	Entire Stott's Building	A,F,H	Refer to planning maps	Interior of building(s)		
02668	Fisher's <u>Fishers Building</u>	102 Hinemoa Street, Birkenhead	Pt Lot 14 DP 804	B	Entire Fisher's Building	A,F,H	Refer to planning maps	Interior of building(s)		
02669	Former Souster Residence <u>residence</u> (former)	146 Hinemoa Street, Birkenhead	Pt Lot 4 DP 804	B	Residence <u>Residence</u>	A,F,G,H	Refer to planning maps	Interior of building(s)		
02670	Former Victoria Hall (former)	17 Mariposa Crescent, Birkenhead	Pt Lot 26 DP 2922	B	Residence <u>Residence</u>	A,B		Interior of building(s)		
02671	McGovern's Store	147 Mokoia Road, Birkenhead	Lot 2 DP 29651	B	Entire building other than 1968 side addition	A,F,G		Interior of building(s); 1968 side addition		
02672	Payne's Building (former) <u>Oborns Building</u>	1 Mokoia Road, Birkenhead	Lot 2 DP 21076; Lot 3 DP 21076	B	Two-storey Payne's- Building	A,G,H		Interior of building(s)		
02673	Former Swindall Farmhouse <u>farmhouse</u> (former)	115 Mokoia Road, Birkenhead	Lot 1 DP 156195	B	Residence <u>Residence</u>	A,F,G		Interior of building(s)		
02674	Former The Gables Hospital (former)	32 Hinemoa Street, Birkenhead	Lot 1 DP 453440	B	One and half storey- villa Former hospital	A,F		Interior of building(s); modern wing of residence		
02675	St John the Baptist Anglican Church Former Vicarage <u>parsonage</u> (former)	43 Church Street, Northcote Point	Lot 3 DP 21558	B	Residence <u>Residence</u>	A,B,H		Interior of building(s)		
02676	Former Policeman's Residence <u>Police residence</u> (former)	11 Clarence Road, Northcote Point	Lot 9 DP 4187	B	Residence <u>Residence</u>	A,B,F,H		Interior of building(s)		
02677	Five Cobblestone Lane <u>townhouses</u> Townhouses	1/7, 2/7, 8, 1/9 and 2/9 Cobblestone Lane, Hillcrest	Lot 7 DP 82460; Lot 8 DP 82460; Lot 9 Lot 9 DP 72555	B	Residence es-<!--<br/-->Residences	A,F,H		Interior of building(s)		
02678	Northcote Library	5 Ernie Mays Street, Northcote	Allot 652 Parish of TAKAPUNA; Lot 1 DP 92328; Lot 5 DP 92328; <u>road reserve Allot 653 Parish of TAKAPUNA</u>	B	Library building	A,F				
02680	Former Ormrod's General Store (former)	141 Queen Street, Northcote Point	Lot 1 DP 31472	B	Entire store building- Building	A,F,G,H				
02681	Northcote Methodist <u>Church</u> <u>Parsonage</u> <u>parsonage</u>	137 Queen Street, 439 Queen Street, Northcote Point	Lot 13 DP 343	B	Residence	A,B,F,G,H				
02682	Former Winifred Chapple Residence <u>residence</u> and roadside garage (former)	1 Kitchener Road, Takapuna	Lot 2 DP 61131	A	Residence and garage	A,F,G,H		Interior of building(s)		
02683	Cedric Firth Residence <u>residence</u>	9 Kitchener Road, Takapuna	Lot 1 DP 26028	A	Residence	A,F,H		Interior of buildings(s)		

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02684	St Joseph's Catholic Church	6-8 Taharoto Road, Takapuna	Pt Lot 1 DP 4553-Pt Lot 1- DP 4553	B	Church building	A,B,F,H		Interior of building(s) except other than ground level ceiling/roof structure, including steel beam support structure and pillars		
02685	St George's Presbyterian Church (interior and exterior)	2 The Terrace, Takapuna	Pt Lot 1 DP 2753; & Pt Allot 79 Parish of Takapuna	B	Church building	A,B,D,F,G,H		Connecting Peter Beere Lounge and Lex Kernohan Hall		
02686	Former Castor Bay Camp Dormitory- Red Bluff/Castor Bay Battery recreation hut (former)	139 Beach Road, Castor Bay	Lot 11 DP 38175	A	Former Dormitory Building	A,B,D,E,F,H		Interior of building(s)		
02687	North Shore Bridge Club	39 Killarney Street, Takapuna	Lot 1 DP 66576	B	Bridge Club building- Building	A,F		Interior of building(s)		
02688	Sumpter Residence residence	12 The Esplanade, Castor Bay	Pt Lot 4 DP 8563	B	Residence e Residence	A,F		Interior of building(s)		
02689	Pillbox	12 The Esplanade, Castor Bay, Road- Reserve	Pt Lot 4 DP 8563; road reserve, Road Reserve	B	Pillbox	A,H				
02690	St Peter's Anglican Church	11 Killarney Street, Takapuna	Part Lot 1 DP 47166; & Lot 1 DP 59787	B	Church building	A,B,F,G,H		Interior of building(s); two church halls		
02691	St Leo's <u>Catholic</u> School Hall	4 Owens Road, Devonport	Pt Lot 2 DP 93263	B	Hall	A,B,D,F,G,H		Interior of building(s)		
02692	Takapuna Jockey Club toilet block (former)/Girl Guides' Den	Allenby Reserve, R 1 Allenby Avenue, Allenby Reserve, Narrow Neck Devonport	Lot 21 DP 26091; Lot 23 DP 26091; Lot 23 DP 26091;	A	Den	A,B,H		Interior of building(s)		
02693	Former Auckland Gas and Fire Brick Company claystore building (former), including and Claystore-concrete retaining wall	R 27 Lake Road, Devonport, Devonport	Lot 2 DP 94976; Lot 2 DP 76084	A	Former Auckland Gas and Fire Brick Company Claystore building; and concrete-retaining wall	A,F,H		Interior of building(s)	Yes	
02694	Devonport Jubilee Clock	63 Lake Road, Devonport	Lot 2 DP 20654; road reserve, Road Reserve	A	Clock	A,B,D,G,H-H				
02695	Devonport Jubilee Clock	89 Vauxhall Road, Devonport	Lot 1 DP 376051; road reserve, Road Reserve	B	Clock	A,B,D,G,H-H				
02696	Devonport Jubilee Clock/Melrose Clock	Corner Victoria Road and Albert Road, Devonport	Road reserve Reserve	A	Clock	A,B,D,G, H <u>A,B,D,G,H</u>				

02697	Former <u>Devonport</u> Police Station Complex (former)	7 Rattray Street, Devonport	Lot 1 DP 404401; Lot 2 DP 404401	A	Former Sergeants-residence, watch-house/office, water-closet and lumber shed and two cell lock-up <u>Sergeant's residence; watch house; office; water closet and lumber shed; two-cell lock up</u>	A,B,F,G,H		Interior of building(s)		
02698	Balmain Reserve <u>Toilets toilets</u> and <u>Changing Rooms changing rooms</u>	<u>Balmain Reserve, 18 Oxford Terrace, Balmain Reserve, Devonport</u>	Lot 3 DP 89409	B	Two toilet and changing room blocks <u>Toilets; changing rooms</u>	A,F		Interior of building(s)		
02699	Residence & <u>and shop Shop</u>	116 Calliope Road, Stanley Point	Pt Lot 7 DP 1171	B	Residence; and shop	A,F,H		Interior of building(s)		
02700	<u>Terrace Residences Commercial building (former)/Terraced houses</u>	1/24 <u>and</u> & 2/24 Church Street, Devonport	Lot 1 DP 94735; <u>road reserve, Road Reserve</u>	B	Residences	A,F,G,H		Interior of building(s)		
02701	Masonic Cricket Club <u>Clubhouse-clubhouse</u>	<u>Vauxhall Sportsfields, 28 Vauxhall Road, Vauxhall Sportsfields, Devonport</u>	Allotment 39 SECT 2 PSH OF Takapuna	B	Clubhouse pavillion	A,B,F		Interior of building(s)		
02702	<u>Alper's Residence Alpers' residence (former)</u>	29A Glen Road, Stanley Point	Pt Allot 31 Sec 2 Parish of TAKAPUNA	B	Residence	A,F,G		Interior of building(s)		
02703	<u>Artspace Mount Victoria Camp transit housing building (former)/Artspace</u>	24 Kerr Street, Mt Victoria, Devonport	Pt Allotment 42 SECT 2 PSH OF Takapuna <u>SEC 1 SO 454608</u>	B	Entire building <u>Building</u>	A,B		Interior of building(s)		
02704	Former-Ford Residence <u>residence (former)</u>	33 Mays Street, Devonport	<u>Lot 3 DP 15389</u>	B	Residence	A,F,G,H		Interior of building(s)		
02705	<u>Mount Victoria Tennis Courts</u>	Kerr Street, Mt Victoria, Devonport	Pt Allotment 42 SECT 2 PSH OF Takapuna	B	Two tennis courts and surrounding wire-netting fence <u>Tennis courts; fence</u>	A,H				
02706	Former-Canavan Residence <u>residence (former)</u>	26 Oxford Terrace, Devonport	Lot 2 DP 60434	B	Residence	A,F,G		Interior of building(s)		
02707	Stanley Bay Primary School	<u>Stanley Bay School, 15 Russell Street, Stanley Point</u>	Lot 1 DP 96705	B	1909 and 1916 classroom blocks (incorporating 1938 remodel and addition) <u>1909 and 1916 classroom blocks, incorporating 1938 remodel and addition</u>	A,B		Interior of building(s)		
02708	Former-Lewin Residence <u>residence (former)</u>	2 Seabreeze Road, Narrow Neck	Lot 10 DP 8553	B	Residence	A,F,G		Interior of building(s)		
02709	Ngataranga Tennis Club <u>Clubhouseclubhouse</u>	<u>R 166 Calliope Road, Stanley Point</u>	Pt Lot 159 Allot 31 Sec 2 Parish of TAKAPUNA; Part Harbour Bed Deposited Plan <u>BED DP-15479; Allot 47 Sec 2 Parish of TAKAPUNA</u>	B	Clubhouse building	A,B		Interior of building(s)		

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02710	Stanley Bay Bowling Club	20 Stanley Point Road, Stanley Point	Pt Lot 5A DP 3310	B	Exterior of clubhouse and auxiliary-structures; outbuildings	A,B		Interior of building(s)		
02711	Former Gittos Residence <u>Gittos residence (former)</u>	52 Stanley Point Road, Devonport	Lot 2 DP 45422	B	Residence	A,F,G		Interior of building(s)		
02712	White's Whites Dairy and Residence <u>White's Whites Dairy and Residence-residence</u>	16 Vauxhall Road, Devonport	Lot 45 DP 215	B	Shop; including street verandah; and residence	A,H		Interior of building(s)		
02713	Former Auckland Meat Company Butcher Shop <u>butcher shop (former)</u>	87 Vauxhall Road, Devonport	Lot 2 DP 91489	B	Shop; entire exterior of building; including street verandah	A,H		Interior of building(s)		
02714	Shop	91A Vauxhall Road, Devonport	Part Lot 1 DP 84096	B	Shop; including street verandah	A,H		Interior of building(s)		
02715	Former Edward Bartley's residence (former) <u>Residence-Orpheus Lodge</u>	117 Victoria Road, Devonport	Lot 2 DP 91489 <u>PT ALLOT 21 SEC 2 PARISH OF TAKAPUNA</u>	B	Residence	A,F,G,H		Interior of building(s); detached garage		
02716	<u>Commercial building/Victoria Superette</u>	161 Victoria Road, Devonport	Pt Lot 2 DP 195, Pt Lot 3 DP 195	B	Shops - entire exterior of c1940 and 1920-1924 building	A,F,H		Interior of building(s); rear lean-to addition of superette		
02717	North Shore Croquet Club	Wairoa Road, Road Reserve, Wairoa Road, Devonport	PT RECLAIMED LAND DP 693; ALLOT 6 BLK VI SD RANGITOTO; SEC 1 SO 20541	B	Croquet Clubhouse; and shelter sheds	A,B		Interior of building(s)		
02718	Former Devonport Fire Station (former)	4-6 Calliope Road, Devonport	Pt Lot 24 DP 333; LOT 1 DP 31960; road reserve	B	Former Devonport Fire Station; attached former quarters and detached former quarters	A,B,F,G,H		Interior of building(s)		
02719	<u>Scouts' Den</u> <u>First Devonport Scout Group Den</u>	Allenby Reserve, R 1 <u>Allenby Avenue, Allenby Reserve, Devonport Narrow Neck</u>	Lot 18 DP 26091; Lot 20A DP 4405	B	Den building; including rear attached timber hut <u>Scout den</u>	A,B		Interior of building(s)		
02720	<u>Wakatere Boating Club Starting Tower</u> <u>starting tower</u>	Narrow Neck Beachfront, R 2 <u>Old Lake Road, Narrow Neck</u>	Pt Allotment 559 Sec 2 Parish of SECT 2 PSH OF Takapuna; PART ENDOWMENT LAND DEPOSITED PLAN 1009	B	Tower	A,B		Interior of building(s)		
02721	<u>Mays/Fairburn Residence</u> <u>residence</u>	7 King Edward Parade, Devonport	Lot 5 DP 1823	B	Residence	A,F,G,H		Interior of building(s)		

02722	Orewa-pillbox	Council Moana Reserve, adjacent to 319A Hibiscus Coast Highway, Orewa	Lot 1 DP 20781; SEC 2 SO 64797	B		A,D,H	Refer to planning maps	Public toilets		
02723	Civic Administration Building	1 Greys Avenue, Auckland Central	Extent includes part of the land described as Lot 3 DP 86062 6675m2	A	Stairwells; <u>basement auditorium; mezzanine arrangement auditorium; mezzanine arrangement</u> with the ground floor; top floor open deck; <u>and the original ground paving slabs; statue of Lord Auckland</u>	A,E,F,G,H	Refer to planning maps	Interior of building that is not a primary feature; <u>and the connecting bridge to Aotea Centre; car parking areas;</u>		
02724	Caretaker's Residence	203-271 Victoria Street West, Auckland Central	Extent includes part of the land described as PT Part Freemans Bay Reclamation Deeds Plan City 37	B		A,F,G,H	Refer to planning maps	Interior of building		
02725	Waiuku War Memorial Town Hall and Backstage Theatre	80 Queen Street and Victoria Avenue, Waiuku	Pt Allot 4 <u>PSH Parish</u> of Waiuku East & Pt Allot 4 Parish of Waiuku East; road reserve	B		A,B	Refer to planning maps	Interiors of building(s); <u>Lean-to on eastern side of hall building</u>		
02726	Logan Bank (former)	110-112 and 114-116 Anzac Avenue and Parliament Street , Auckland Central	Lots 83-84 DP 14125; <u>Lot 84 DP 14125; road reserve</u>	B		A, D, E	Refer to planning maps		Yes	
02727	First World War Memorial Beacon	Quay Street, Auckland Central	Legal Road reserve	A		A, B, D, F	<u>Refer to planning maps</u>			
02728	Former Citizens Advice Bureau (former)	301-317 Queen Street, Auckland Central	Lot 14 DP 18506; PT Lot 15 A 80; PART ALLOT 4 SEC 29 AUCKLAND CITY and road reserve	B		F,H	Refer to planning maps	Interior of building(s)		
02729	W. A. Thompson and Company Building (former)	301-317 307-319 Queen Street, Auckland Central	PT Part Allotment 4 -5 Sect-29 City of Auckland City; <u>Part Allot 5 Sect 29 Auckland City; road reserve</u>	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02730	Bledisloe House	24 Wellesley Street West, Auckland Central	LOTS 1-2 DP 200295 LOTS 16-17 DP 21520 <u>LOT 1 DP 200295; LOT 2 DP 200295; LOT 16 DP 21520; LOT 17 DP 21520</u>	B		A,F,H	Refer to planning maps	Interior of building(s)		
02731	Sunrise Vineyard <u>gateway</u>	Adjacent to 289 Great North Road, Henderson	Road reserve	B		A,B	<u>Refer to planning maps</u>			

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02732	Epsom War Memorial Arch	243-257 Gerner Manukau and Ranfurly Road, Epsom	Lot 2-3 DP 12978; Lot 3 DP 12978; and Pt Allotment Pt Allot 21 Sect 10 SBRS of Auckland	B	Memorial arch	A,B,G	Refer to planning maps (excludes public toilets)	Public toilets		
02733	W.H. Smith Memorial Chapel (Operative)	801 Paerata Road, Pukekohe	Lot 1 DP 72819	B		A,B,E,F,G,H	Refer to planning maps			
02734	Farmers Building (former)	35 Hobson Street (also known as and 72-80 Wyndham Street) and Gorst Lane, Auckland Central	Lot 1 DP 183932	B		A,B,F,G	Refer to planning maps	Interior of building(s), with the exception of the interior of the (top floor) former tearooms on top floor which are scheduled Category B		
02735	Queens Wharf	Quay Street, Auckland Central	Pt Lot 37 DP 131568	B	Substructure- Substructure and deck (including shed platforms); Shed G (new also known as Shed 10); ferry shelter; electricity substation building; railway tracks; crane rails; weighbridge.	A, B, D, E, F, H	Refer to planning maps	1. Fendering 2. Cast iron bollards 3. Any works associated with repair and maintenance to ensure the integrity of the wharf structure for port purposes. The repair and maintenance methodology for piles includes the removal of defective concrete either by mechanical means or hydrodemolition, replacement		
02736	Onehunga Wharf	55 Onehunga Harbour Road, Onehunga	Pt Lot 5 DP 135212; Pt Lot 7 DP 135212; Pt Allots 17, 18 Village of Onehunga; Pt Lots Part Lot 6 DP 135212	B		A, B, H	Refer to planning maps	1. Fendering 2. Any works associated with repair and maintenance to ensure the integrity of the wharf structure for port purposes. The repair and maintenance methodology for piles includes the removal of defective concrete either by mechanical means or hydrodemolition, replacement of corroded reinforcement		
02737	Espano Flats	20 Poynton Terrace, Auckland Central	Part Lot 10 DP 16124 and Units A-L FDU4 DP 112278	B		A, F, G, H	Refer to planning maps	Interior of building(s)		

02738	Caretaker's Cottage, University of Aue	<u>University of Auckland, 24 Princes Street (also known as 3A Symonds Street (also known as 16-24 Princes Street), Auckland Central</u>	<u>ALLOT 4 SEC 6 AUCKLAND CITY: PART ALLOT 2 SEC 6 AUCKLAND CITY Pt Allots 2, 4 Sec 6 City of Auckland</u>	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02740	Old Biology Building, University of Aue	<u>University of Auckland, 24 Princes Street (also known as 5 Symonds Street (also known as 16-24 Princes Street), Auckland Central</u>	<u>Part Allot 2 Sec 6 City of Auckland City</u>	B		A, F, G, H	Refer to planning maps	<u>Interior of building(s), with the exception of the east and west staircases including balustrades;</u>		
02741	Waitemata Electric Power Board Building	<u>83 Albert Street and Kingston Street, Auckland Central</u>	<u>Part Allot 16 Sec 21 City of Auckland City</u>	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02742	Chapman and Goldwater Building	<u>94 and 96 Queen Street, Auckland Central</u>	<u>Pt Allot 1 Sec 4 City of Auckland PART ALLOT 1 SEC 4 AUCKLAND CITY</u>	B		A, D, F, G,	Refer to planning maps	Interior of building(s)		
02743	Loomb's Hotel (Former)	<u>8 Kings Road, Panmure</u>	<u>Pt Allot 5 Sec 3 Village of Panmure PART ALLOT 5 SEC 3 VILL OF PANMURE</u>	B		A, D	Refer to planning maps	Interior of building(s)	Yes	
02744	Everybody's Building	<u>66-48 Queen Street, Fort Lane, Auckland Central</u>	<u>Pt Allot 2 Sec 2 City of Auckland PART ALLOT 2 SEC 2 AUCKLAND CITY</u>	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02745	No Deposit Piano Company Building	<u>307-319-301-317 Queen Street, Auckland Central</u>	<u>Lot 14 DP 18506; Part Lot 15 A 80 Lots 1, 2, 3, 4, 5, Pt 56 Sec 29 City of Auckland</u>	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02746	Waiuku Club (Former)	<u>19-23 Bowen Street, Waiuku</u>	<u>Lot 2 DP 35011</u>	B		A, B, F, G	Refer to planning maps	Interior of building(s)		
02747	Waiuku Plunket and Women's Rest Room (former)	<u>78 Queen Street, Waiuku</u>	<u>Lot 5 DP 44615</u>	B		A, B, F, G	Refer to planning maps	Interior of building(s)		
02748	Kemp's Building (Former)	<u>137 Onehunga Mall, Onehunga</u>	<u>Lot 1 DP 170714</u>	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02749	Cambridge Shirt and Clothing Factory and Office (Former)	<u>147-149 Victoria Street West and 1-5 Graham Street, Auckland Central</u>	<u>Part Lot 19 DP 1693; & Lot 17A Deeds Plan Red P; and Part Allot 2 Sec 20 City of Auckland City</u>	B		A, F, G	Refer to planning maps	Interior of building(s)		
02750	Scarrott's Building	<u>56 Fort Street and Gore Street Lane, Auckland Central</u>	<u>Lot 1 DP 367585</u>	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02751	D. Graham and Company's Building (former)	<u>104-106 Queen Street, Auckland Central</u>	<u>Lot 2 DP 38461</u>	B		A, D, F, G,	Refer to planning maps	Interior of building(s)		
02752	Colonial Ammunition Company Office (former)	<u>49 Normanby Road, Mt Eden</u>	<u>LOT 1 DP 207904 Unit D19 and Accessory Unit 29 DP-308465</u>	B		A, F, H	Refer to planning maps	Interior of building(s)		

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02753	Binney House	11 Awatea Road, Parnell	Part Lot 39 DP 21631	B	<u>Original house_House</u>	A, F, G, H	Refer to planning maps	Interior of building(s)		
02754	Guisnes Court	532 Remuera Road, Remuera	Lot 1 DP 379740, Lot 2 DP 325334 and Lot 15 DP 11135	B	<u>Original house_House</u>	A, F, G, H	Refer to planning maps	Interior of building(s); Garage in south-east SE corner of property		
02755	Rendell House (Former)	31 Victoria Avenue and Tirohanga Avenue, Remuera	Lot 1 DP 69296	B	<u>Original house_House</u>	A, F, G	Refer to planning maps	Interior of building(s); All structures within the extent other than the main except the original house		
02756	Dr Talbot's House (Former)	172 Remuera Road, Remuera	Lot 1 DP 65886	B	<u>Original house_House</u>	A, F, G	Refer to planning maps	Interior of building		
02757	Court House (Former)	34 Arney Road, Remuera	Lot 2 DP 65233	B	<u>Original house_House</u>	A, F, G, H	Refer to planning maps	Interior of building(s)		
02758	Stansfield House (Former)	30 Arney Road and 3 Arney Crescent, Remuera	Lot 17 DP 222; Part Lot 10 DP 222	B	<u>Original house_House</u>	A, F, G, H	Refer to planning maps	Interior of building(s)		
02759	St Luke's Presbyterian Church (Presbyterian)	128-130 Remuera Road, Remuera	Lot 1 DP 124457	B	Church building; basalt boundary walls and entrance piers on Remuera Road	A, B, F, G	Refer to planning maps	Interior of building(s)		
02760	Station Hotel (Former)	131 and 131A Beach Road and 1282 Anzac Avenue and Parliament Street, Auckland Central	Lots 57, 58, 85, 86 LOT 57 DP 14125; LOT 58 DP 14125; LOT 85 DP 14125; LOT 86 DP 14125	B		A, F, G	Refer to planning maps	Interior of building(s)		
02761	Coombes' Arcade (Former)	25-27 High Street (also known as 126-128 Queen Street), Auckland Central	Pt DP 4014 PART ALLOT 41 SEC 4 AUCKLAND CITY	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02762	Bankton	493 Remuera Road, Remuera	Lots 2 DP 10279; Lot 3 DP 10279	B	<u>Original house_House</u>	F, G, H	Refer to planning maps	Interior of building(s)		
02763	Plummer House (Former)	5 City Road, Auckland Central	Lot 2 DP 200351, Unit AB DP 202325	B	Former residence Original house	A, F, G	Refer to planning maps	Interior of building(s)		
02764	Waione	22 Domett Avenue, Epsom	Lot 1 DP 52430	B	<u>Original house_House</u>	A, F, G, H	Refer to planning maps	Interior of building(s)		
02765	Post Office (Former)	311 Manukau Road, and Kimberley Road, Epsom	Pt Lot 17 DP 2332	B		A, F, G, H	Refer to planning maps	Interior of building(s)		

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02766	Grove House (F o rmer)	22 Merivale Avenue, Epsom	Lot 1 DP 61547	B	<u>Original house_House</u>	F, G	Refer to planning maps	Interior of building(s)		
02767	Arthur Eady Building (F o rmer)	112-116 Queen Street, Auckland Central	<u>PART LOT 3 DP 10760</u>	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02768	Windsor House	58-60 Queen Street, Fort Lane, Auckland Central	Part Allot 2 Sec 2 City of Auckland <u>City</u>	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02769	Endean's Building	2 Queen Street, Quay Street and Tyler Street, Auckland Central	<u>Lots LOT 117 DP 626; LOT 118-119 DP 626; LOT 119 DP 626; and DP 95035</u>	B		A, E, F, G,	Refer to planning maps	Interior of building(s)		
02770	Shortland Flats	93 Shortland Street and Bankside Street, Auckland Central	<u>Lot 1 Deposited Plan 54589 DP 16596</u>	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02771	Heard House (F o rmer)	9 Awatea Road, Parnell	<u>Lot 38 DP 21631; Part Lot 39 DP 21631</u>	B	<u>Original house_House</u>	A, F, G, H	Refer to planning maps	Interior of building(s)		
02772	Milne and Choyce Department Store	131-143 Queen Street, Auckland Central	Lot 1 DP 77767	B		A, E, F, G,	Refer to planning maps	Interior of building(s)		
02773	Elmstone	468 Remuera Road and Orakei Road, Remuera	Lot 7 DP 44123	B	<u>Original house_House</u>	A, F, G	Refer to planning maps	Interior of building(s)		
02774	Cox House (F o rmer)	11A Westbourne Road, Remuera	Lot 2 DP 22513	B	<u>Original house_House</u>	A, F, G, H	Refer to planning maps	Interior of building(s)		
02775	Patterson House (F o rmer)	85 Arney Road, Remuera	Lot 1 DP 42237	B	<u>Original house_House</u>	A, F, G, H	Refer to planning maps	Interior of building(s)		
02776	Doctors' Residences (F o rmer)	84-86 Symonds Street, Grafton Auckland Central	Lot 1 DP 104901	B	1935_residence_at_ 84 Symonds Street; 1937 and 1950s_residence_at 86_Symonds Street	A, F, G	Refer to planning maps	Interior of building(s)		
02777	Theosophical Society Hall (HPB Lodge)	371 Queen Street, Auckland Central	<u>Part Allot 14 Sec 29 Town of Auckland City Pt DP 5256</u>	B		A, F, G, H	Refer to planning maps	Interior of building(s)		
02778	Trentham	11 Shelly Beach Road, Ponsonby and Cameron Street St Marys Bay	<u>PART ALLOT 13 SEC 8 SBRS OF AUCKLAND Pt DP 622</u>	B	<u>Original house_House</u>	A, F, G	Refer to planning maps	Interior of building(s)		
02779	Ngahere	74 Mountain Road and Rockwood Place, Epsom	Lot 1 DP 46839; Lot 2 DP 366826	B	<u>Original house_House</u>	A, F, G, H	Refer to planning maps	Interior of building(s)		

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02780	Hotel DeBrett	2A-2C and 2-4 High Street (also known as; 3A and -3B O'Connell Street) and 15-19 Shortland Street, Auckland Central	Lot 1 DP 19999	B		A, D, F, G,	Refer to planning maps	Interior of building(s)		
02781	Thomas Building, University of Auekla	University of Auckland, 3 Symonds Street (also knowns as 16-24 Princes 3A-Symonds Street), Auckland Central	PART ALLOT 1 SEC 6 AUCKLAND CITY; ALLOT 4 SEC 6 AUCKLAND CITY; PART ALLOT 2 SEC 6 AUCKLAND CITY Pt Allots 1-2 Sec 6 City of Auckland	B		F, G, H	Refer to planning maps	Interior of building(s); rooftop structures		
02782	Levy Building	20 Customs Street East, Auckland Central	Lot 2 DP 361575	B		A, D, F, G, H	Refer to planning maps	1-Interior of building(s); 2-External verandah; 3-Roof material; 4- Chimney; 5- External balconies and all associated structures; 6-Glazing; 7- Lift shaft and all external plant		

SCHEDULE 14.1 SCHEDULE OF HISTORIC HERITAGE - TABLE 2 AREAS

ID	Area Name and/or Description	Verified Location	Known Heritage Values	Extent of Place	Exclusions	Additional Controls for Archaeological Sites or Features	Place of Maori Interest or Significance	Contributing Sites/ Features	Non-contributing Sites/ Features
02511	Princes Street Historic Heritage Area	Refer to planning maps; area is bounded by Kitchener Street, Bankside Street, Emily Place, Princes Street, Waterloo Quadrant, Parliament Street, Anzac Avenue, Constitution Hill, Churchill Street, Alten Road, and Wellesley Street East, Auckland Central	A,B,C,D,E,F,G	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place	Yes	Yes	Refer to Schedule 14.2.10	Refer to Schedule 14.2.10; stand-alone accessory buildings or garages built after 1940; tower behind ID 02002 (Grand Hotel (former) (façade), 9 Princes Street); University of Auckland Equity Office, situated to rear of ID 02009 (Old Arts Block, 22 Princes Street)
02512	Renall Street Historic Heritage Area	Refer to planning maps; Renall Street, Ponsonby	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.11	Refer to Schedule 14.2.11; stand-alone accessory buildings or garages built after 1940
02513	Burnley Terrace and King Edward Street Historic Heritage Area	Refer to planning maps; area includes Burnley Terrace and part of King Edward Street, Mt Eden	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.2	Refer to Schedule 14.2.2; stand-alone accessory buildings or garages built after 1940
02514	Monte Cecilia Park Historic Heritage Area	Refer to planning maps; Monte Cecilia Park, Hillsborough, bounded by Hillsborough Road and Korma Road to the west and east, and Mt Albert Road and Herd Road to the north and south	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.7	Refer to Schedule 14.2.7
02515	Herne Bay Road Historic Heritage Area	Refer to planning maps; area includes part of Herne Bay Road, Herne Bay	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.5	Refer to Schedule 14.2.5; stand-alone accessory buildings or garages built after 1940
02516	Ardmore Road, Wanganui Avenue, Albany Road and Trinity Street Historic Heritage Area	Refer to planning maps; area includes Ardmore Road, Wanganui Avenue, Albany Road, and part of Trinity Street, Herne Bay	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.1	Refer to Schedule 14.2.1; stand-alone accessory buildings or garages built after 1940
02517	Elgin Street Historic Heritage Area	Refer to planning maps; includes part of Elgin Street, Grey Lynn	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.4	Refer to Schedule 14.2.4; stand-alone accessory buildings or garages built after 1940
02518	Cooper Street Historic Heritage Area	Refer to planning maps; Cooper Street, Arch Hill	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.3	Refer to Schedule 14.2.3; stand-alone accessory buildings or garages built after 1940
02562	Part of Renown Estate Subdivision Historic Heritage Area	Refer to planning maps; area includes parts of Marsden Avenue, Kingsford Road and Thorley Street, Balmoral	A,F,G,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.9	Refer to Schedule 14.2.9; stand-alone accessory buildings or garages built after 1940 on contributing sites; all buildings on non contributing sites
02564	Lippiatt Road Pegler Brothers Housing Area Historic Heritage Area	Refer to planning maps; Lippiatt Road, Otahuhu	A,B,F,G,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.6	Refer to Schedule 14.2.6; stand-alone accessory buildings or garages built after 1940 on contributing sites; all buildings on non contributing sites
02565	Railways Workers Housing Area Historic Heritage Area	Refer to planning maps; includes part of Awa Street, Otahuhu	A,B,F,G,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.8	Refer to Schedule 14.2.8; stand-alone accessory buildings or garages built after 1940
02739	Karangahape Road Historic Heritage Area	Refer to planning map; area includes Karangahape Road and Symonds Street Cemetery, Auckland Central	A,F,G,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.12	Refer to Schedule 14.2.12; stand-alone accessory buildings or garages built after 1940 on contributing sites; all buildings on non contributing sites

Memo

Date 08/06/2017

To: Phill Reid, Auckland-wide Manager
 From: Emma Rush, Senior Advisor Special Projects – Heritage

Subject: **Plan Modification: Clause 20A Amendment to Chapter L: Schedules (Schedule 14.2: Historic Heritage Areas – Maps and statements of significance), Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

Rule or Section of Unitary Plan	Schedule 14.2: Historic Heritage Areas – Maps and statements of significance
Subject Site (if applicable)	
Legal Description (if applicable)	
Nature of change	<p>Changes to the wording of this schedule are required to make the schedule correct and consistent.</p> <p>Discussion The changes to this schedule relate only to the statements of significance, and consist of the correction of the following:</p> <ul style="list-style-type: none"> • spelling and grammar errors, • consistency, • street names, • year of construction, and • referencing. <p>No changes are proposed to the associated maps.</p>
Effect of change	The changes are all minor in nature, and seek to make this schedule correct and consistent.
Changes required to be made	See attached “marked up” Schedule 14.2.

Prepared by: Emma Rush
 Planner – Heritage

Approved by: Phill Reid
 T4 Manager

Signature:



Signature:



Schedule 14.2 Historic Heritage Areas – Maps and statements of significance

Schedule 14.2.1 Ardmore Road, Wanganui Avenue, Albany Road and Trinity Street Historic Heritage Area (Schedule 14.1 ID 02516)

Statement of significance

This is an area of Edwardian villas displaying a good representation of architectural and landscape character, with very clear geographic and topographic identity. The area displays stylistic and spatial consistency, which derives from both the nature of the subdivision, and a remarkable “group building” venture (described below).

A number of Edwardian commercial buildings at the Jervois Road entries are important historic portals to the historic heritage area and are included as an integral part of it. The corners of Ardmore Road and Wanganui Avenue are graced by solid two-storey decorative period masonry buildings. The west side of the Albany Road entry is marked by what is probably the best corner building of the six, while the building on the opposite corner is of no heritage value but warrants inclusion in the interests of completeness, symmetry, and long-term improvement.

The three principal roads (Ardmore Road, Wanganui Avenue & Albany Road) run in parallel at right angles to **Jervois Road and the land** contour, **as if it** were on a perfect plane warped in one direction only. This relation to the contour imparts elements of both movement and formality. Commencing at Jervois Road, each road enters into a long pronounced descent, then bottoms out and finishes with a short ascent to a common terminus at Trinity Street, where the facing villas act powerfully to close the vista and provide a sense of completeness. The shops form an important historic streetscape and consistently have verandahs and Edwardian details. Some shops include old shop frontages, while other ground level frontages have seen more change. At the Jervois **Road** end of the road are a few outbuildings - some relate to the shops, while on Albany Street there is an old stables.

The commercial premises within the historic heritage area on Jervois Road illustrate the historical development pattern of providing local convenience stores which **offered provided** important services for the nearby residents at a time prior to modern conveniences such as refrigeration, the motor vehicle, and supermarkets.

Throughout the area, the houses have a common alignment square to the site boundaries, there is consistency of lot size, width and building set-back in any one part, **a** strong repetition of building style and form (notably the gabled bay), and strong consistency of roof form and slope. These features form strong elements of group character, and in particular, have combined to create striking sequences of buildings in parallax. The steepness of the roads allows the character of the housing to be appreciated more fully than on a level road, such that each building plays an increased role in the visual composition of the streetscape.

The historic heritage area corresponds to what was effectively a single subdivision of some 250 lots, created between 1903 and 1906 in the name of the Jervois Estate Syndicate. The four roads of bay villas were largely built over a period of two years by an

American who employed 'chippies' from the ships in port during their periods of loading and unloading.

Some small decorative details, such as the caps on some internal posts, have been found to be uniquely American (Stewart). However, the external style is demonstrably Edwardian.

A distinctive ambience exists in Ardmore Road because of the treatment of the road itself. All the roads have the same reserve width but Ardmore alone has been developed with a berm and a correspondingly narrower carriageway (nine metres). In contrast, Wanganui Avenue and Albany Road both have a very wide carriageway (12 metres). Chicanes were introduced in recent years to exclude through traffic. The street trees are not of historical significance to the original subdivision. Bluestone stone kerbs remain a recognisable feature.

Half of the lots are unusually small for the period, being only 16.4-16.7 perches (420m²). These are located in the lowest positions with the least views. The lot sizes then scale progressively up the principal roads, being through approximately 460m² to 630m² at the top nearest to Jervois Road (with a corresponding increase in lot width from 12 to 14 metres). Likewise the lots on rising ground in Trinity Street reach 530m². Clearly, the developers perceived a hierarchy of values. However, it means that more than half the lots are too narrow to permit vehicular access down the side of the villa, and in some of these cases, there is insufficient depth for parking in the front yard. Should car parking be desired forward of the building facade where there is sufficient depth to the front yard, care needs to be taken that this does not unduly obscure the character of the villa.

A large proportion of the villas remain externally with have only minor modifications to their exteriors. There have been recent additions to some roofs and to the rear of the houses, and there has been limited infill by housing of later periods. Alterations to houses in the historic heritage area these roads are very largely cosmetic, leaving the basic form, decoration and architectural value effectively intact. The small changes made are easily reversible. The scale of the villas has been retained and still forms a strong historic visual streetscape.

The villas are largely straightforward in form. They are aligned essentially to the front and rear, irrespective of the orientation to sun or view. With building setbacks of only two to four metres to 4 metres, the villas stand consistently, well up to the road, lending it a conspicuously architectural character to the area.

The houses are characteristically single storey, with weatherboard cladding, pitched roofs of corrugated iron, and sash windows. Roof forms dominate the streetscape, with only a few roofs with a Dutch gable detail. Brick chimneys are prominent, many of them ornamented. Most houses have a bay. In character with late period villas, the bay is contained under the main roof of the house. Timber ornamentation is essentially sparing and simple. Picket fences predominate.

In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting

a time when the road was social space. The social interaction which is possible between the verandah and the footpath can still survive to some extent today, particularly where high front fences have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear elevation (the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation which was of formal design, well-articulated with bays, and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Map 14.2.1.1 Historic Heritage Area: Ardmore Road, Wanganui Avenue, Albany Road and Trinity Street



Schedule 14.2.2 Burnley Terrace and King Edward Street Historic Heritage Area (Schedule 14.1 ID 02513)

Statement of significance

This is an outstanding subdivision in Sandringham of quite remarkable consistency, with a superb range of fairly closely spaced late Victorian and Edwardian bay villas in Burnley Terrace, and a mixture of Edwardian and transitional villas in King Edward Street. Some of the houses on Burnley Terrace adjoin Taupata Street, with a short pattern of lots spread over these two streets. Both streets are straight and flat, and all the houses have a common alignment square to the site boundaries.

Up until the 1870s, the activity in the area was predominantly farming with early settlement dating from 1840 with crown grants. During the 1880s, residential lots were established. Edmund Bell's subdivision included Taupata Street, and in 1885, Charles Paice put in King Edward Street, and. While in 1886, Henry Hirst created 58 sections along Burnley Terrace. In 1902, the tram arrived and signalled major development.

Some of the houses on Burnley Terrace also adjoin to Taupata Street, with a short pattern of lots spread over these two streets, with a few of the garages or houses facing the rear lane of Taupata Street.

The overall area shows consistency of lot size, width and building set-back, strong repetition of building style and form (notably the gabled bay), and strong consistency of a main roof form and slope. These features form strong elements of group character, and in particular have combined to create striking sequences of buildings in parallax.

The two streets are characteristic of the Victorian and Edwardian eras, and of the subdivision of the time, and exhibit it at a great scale, with relatively little modification and minimal infill by housing of later periods. Alterations to houses in these streets are very largely cosmetic, leaving the basic form, decoration and architectural value intact. The small changes made are easily reversible.

The houses are largely straightforward in form. Although the side yards are wider than in earlier periods, the homes are aligned essentially to the front and rear, irrespective of the orientation to sun or view.

Most of the houses are characteristically single storey, with weatherboard cladding, pitched roofs of corrugated iron, and sash windows. Brick chimneys are prominent, some of them ornamented. Apart from a pair of mid-Victorian villas on the south side of Burnley Terrace, most houses have a strong gable, and many are bay villas or transitional villas. In keeping with the character of with the period from the early 1890s period, the bay is contained under the main roof of the house. There are also a few instances of bungalows that represents the next phase characteristic of the area's development.

The level of timber ornamentation ranges from very sparing simple forms to the more eye-catching “pattern-book” ornamentation of some of the bay villas. Picket fences predominate at the front boundary. A few historic stone walls are evident, especially in Burnley Terrace.

The houses are predominantly clad in timber and retain traditional materials. In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as an intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath can still survive to some extent today, particularly where high front fences have not been added. Bluestone stone-kerbs remain a feature of the streetscape.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear elevation (the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation which was of formal design, well-articulated with bays, and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear. There are a few houses that face away from Burnley Terrace onto Tuapata Lane-Taupata Street.

Burnley Terrace

Burnley Terrace was the first of the two streets in this historic heritage area to be subdivided, with the development in 1885-86 of more than 120 lots. Road construction proceeded from both the east and west ends on slightly different alignments, causing a slight offset in their kerbs where they meet.

The western half of Burnley Terrace was originally named Reston Road. It is the more humble half, the lots being appreciably smaller and narrower than in the eastern half; 12 metres wide compared with 13 to 14 metres. Accordingly, about one-third of the lots in the western half do not allow vehicular access beside the house. In a few cases, parking occurs in the front yard, where care needs to be taken that this does not unduly obscure the character of the villa. In the eastern half, with most of the lots having a driveway down the side boundary, cars are not parked forward of the building facade and the front yards have largely retained their original character.

The western half of Burnley Terrace has an appreciably narrower carriageway (nine metres) and a wider berm than the eastern half. Interestingly however, the narrower berms in the eastern half contain intermittent rows of melias, while for the most part the berms at the western half are simply grassed. While this imparts a certain bareness to

the western end of the street, it does allow the pattern of building forms to be plainly visible and appreciated without interruption or dilution.

Along all of Burnley Terrace, the villas are located well-up to the street, with typical set-backs of as little as two to two-and-a-half metres. This gives the street a conspicuously architectural character.

At the time Burnley Terrace was subdivided, the economy was depressed and house building would initially have been slow. The pace of building would then have accelerated from the mid-1890s, when there was a general building boom lasting into the 1900s. Most of the villas date from this boom period. They stand well up to the street with typical set-backs of as little as 2.0-2.5m. This gives the street a conspicuously architectural character.

A distinctive characteristic of the area are the villas that face north to Taupata Lane Street, which is a cul-de-sac and, as it terminates, has more of a service lane quality. Two significant villas are located on Taupata Street, there along with a number of outbuildings associated with other lots, outbuildings and an early rental building. These properties have two street frontages~~fronts~~.

King Edward Street

King Edward Street's main subdivision occurred almost 20 years later than Burnley Terrace, in 1904-05, when the area was known as the "Township of Bellwood South". Most of the villas were built soon after subdivision this and represent the next two generations of style after those in Burnley Terrace. The houses are constructed, primarily in the late Edwardian villa-style, with and subsequently a few transitional bay villas, demonstrating – a later style dating from around the 1st World War I (1914), and distinguishable in the street by the main roof running down over the verandah.

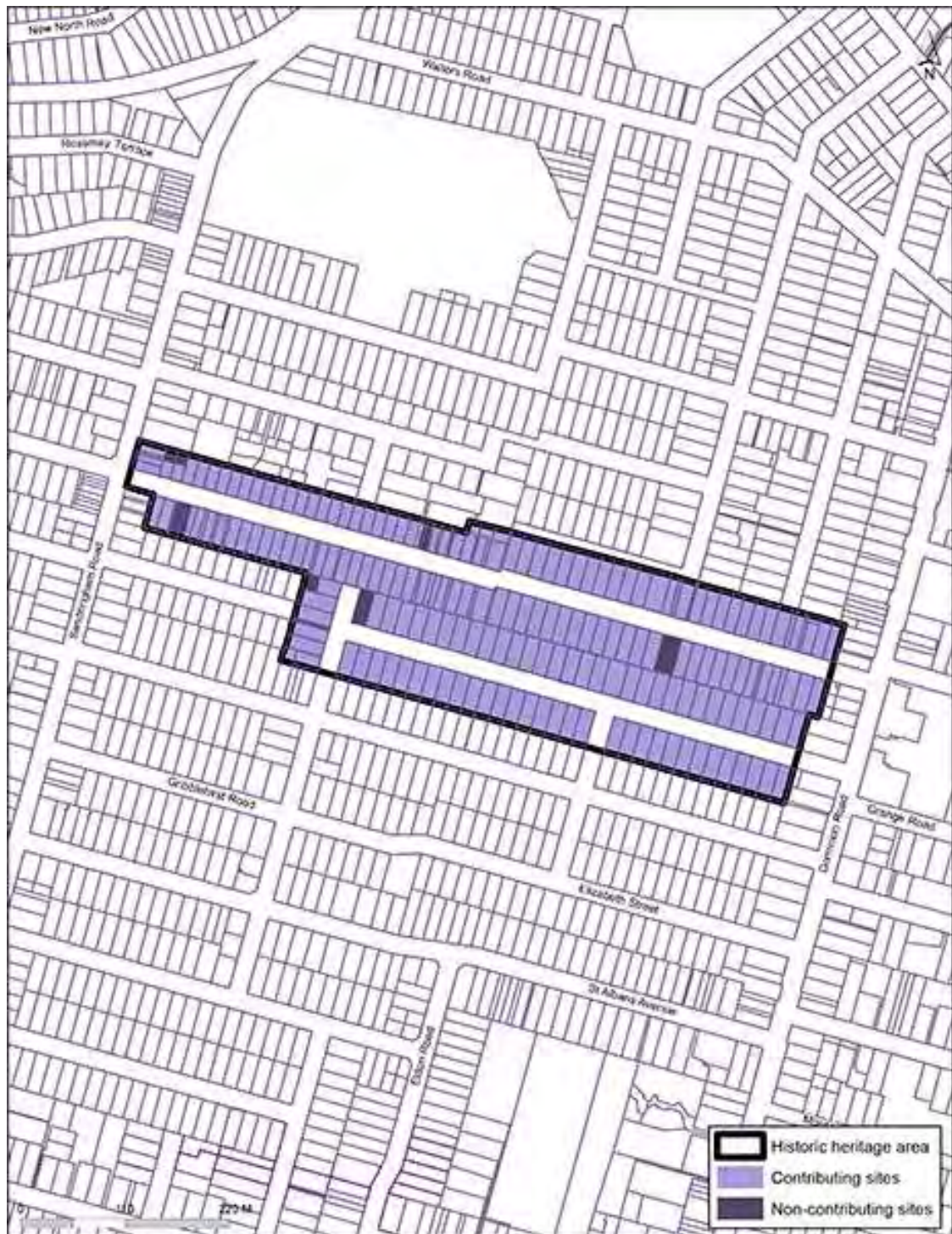
The roof forms of the transitional villas are is a dominant form and there has been little later roof alteration or attic additions. The ambience in King Edward Street is one of spaciousness. The lots are both larger and wider (15 metres) than in Burnley Terrace, and the berms are wider. In places the berm is split about a central footpath, a concept new for the period. There are intermittent sequences of tree planting, in mixed species. The villas are set somewhat further back than in Burnley Terrace, generally in the range of three to three-and-a-half metres~~3.0-5.5m~~. One sequence is set back eight metres~~8m~~, giving the front garden much greater significance. All the lots are wide enough to allow vehicular access beside the house, so, in consequence, cars are not parked forward of the building facade, and the front yards have largely retained their original character.

Overall Summary

The range of period housing within these streets represents an important period of time in the development of Auckland, and although a number of houses are undergoing renovations, King Edward Street and Burnley Terrace retain there is still a distinctive early 20th century character that represents their period of development. to King Edward Street and an earlier character to Burnley Terrace. However, the western end of King Edward Street has a few modern houses which do not make a contribution. There are

also a few distinctive buildings including a two storey homestead in Burnley Terrace, a 1912 apartment building, early bungalows, and a former commercial building in King Edward Street, that add their own character to the streets.

Map 14.2.2.1 Historic Heritage Area: Burnley Terrace and King Edward Street



Schedule 14.2.3 Cooper Street Historic Heritage Area (Schedule 14.1 ID 02518)

Statement of significance

This is a significant subdivision of early Victorian cottages from the Arch Hill farm, representing some of the oldest surviving housing in the inner city. The lots were placed on the market in 1865 when the area was known as Newton West. It ~~is~~ can be assumed that house building began soon after this time, and that many of the houses date from the 1870s.

Cooper Street is contemporaneous with the Renall Street ~~Historic Heritage Area~~. Both were subdivided for the artisan class. However, at the time it was developed, ~~the site of~~ Cooper Street was on the very edge of the town and was less constricted than Renall Street. The elevated site falls to the southeast. Its open prospect and clear separation from the ~~poor~~ class housing areas of Freemans Bay and Newton Gully were important selling points when the lots went to auction. The 1865 sale notice described the “choice building lots” as “deserving of particular attention for their healthy and commanding position.”

The layout of Cooper Street is somewhat more spacious than Renall Street. The road width was made 15 metres wide and the carriageway is wider. The sections were created larger ~~than those at Renall Street~~, at ~~300m²m²~~. The extra size is wholly accounted for in the depth of the lots.

As in Renall Street, the lots are narrow (50 links or ~~ten metres~~ 10m) and the houses generally sit tightly together with minimal side yards, so that the houses are orientated entirely to the front and rear. For the most part, except for the two-storey cottages and a bungalow, the houses sit well forward. Only the footpath separates the properties from the carriageway, a characteristic of artisan housing of the period. For the most part, the ambience at both the front and rear of the houses is of ~~a~~ compact, close-spaced, tight density. The street is aligned perfectly at right angles to the ~~land contour~~ contour, which imparts a certain sense of formality.

The houses are predominantly small ~~19th~~ 19th century cottages, essentially simple in form and detail, and aligned square to the site boundaries. They are predominantly clad in ~~weather board~~ weatherboard, with pitched roofs of corrugated iron. There are sash, timber framed windows, with almost no bays. Timber ornamentation is simple and low key.

In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath still survives to some extent today, particularly where high front fences have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear ~~elevation~~

(the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation, which was of formal design, with at least some degree of articulation and ornamentation. The rear elevation was simple and plain, with an absence of ornamentation or articulation of surfaces. Many of the cottages have historic lean-to additions, which have a simple form and limited detail. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Cooper Street is divided by Seddon Street and there is a change of character at this point. Whereas the houses north of Seddon Street are single storeyed cottages set close to the street, those south of Seddon Street include both single storey and a number of two-storey narrow cottages and are generally set further back. While the land north of Seddon Street descends gently from Great North Road, it steepens rapidly below Seddon Street.

The street is now cut by a modern motorway, and there is no longer evidence of historic use of the end of the street, although Cooper Street is connected visually to the Newton gully cottages on the opposite slopes. There is little evidence of original plantings, footpaths or road surface in the streetscape however, bluestone stone kerbs remain a recognisable feature.

North of Seddon Street

North of Seddon Street, there is a consistency of building scale and set back, and a tightness of buildings, which combine to create a unity and intimacy of character. All the cottages are Victorian, and most of them are largely unmodified. There has been very little infill of a later period housing. With only small front yards, planting is small scale and delicate. Low-scale picket fences predominate. Several cottages ~~that~~ have been modified, resulting in their with full closed in verandahs being fully closed-in. This is not in keeping with the original open verandah style.

Car parking is on-street, as the. ~~The~~ side yards are too narrow for vehicular access and there is insufficient depth for parking in the front yard. In As a consequence, the front yards have largely retained their original character.

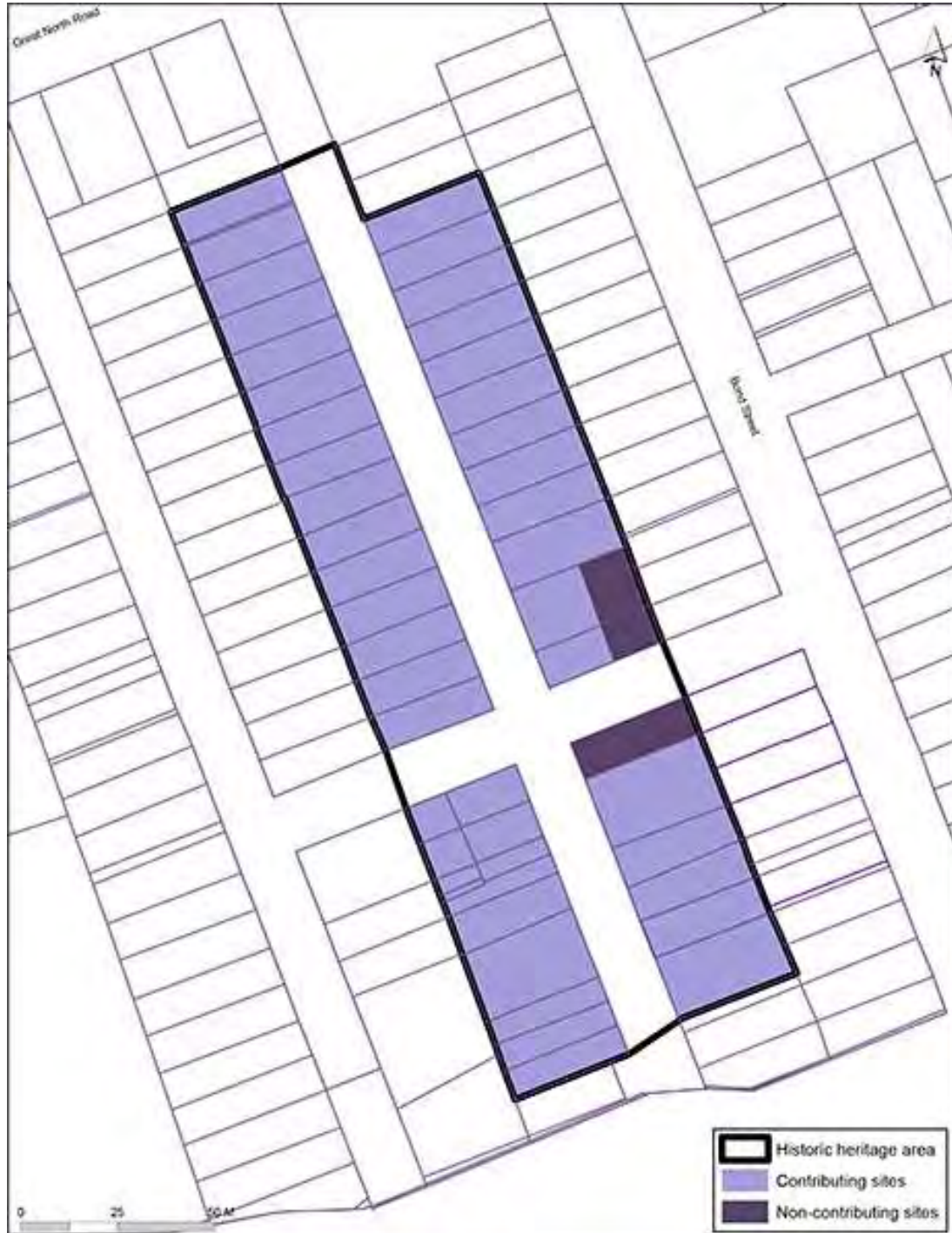
South of Seddon Street

The houses south of Seddon Street were built over an extended period, so that only a proportion of them pre-date World War 1 (1914). The oldest and most notable are six small two-storeyed Victorian cottages, which are one room wide, and are largely unmodified.

The steepness of the street allows the character of the housing to be appreciated more fully than on a level street, such that each building plays an increased role in the visual composition of the streetscape.

The houses are set behind more substantial front gardens, which allow the planting of more significant trees and shrubs. There is greater provision of on-site parking. Some of the houses occupy double lots and many have a wide enough side yards for vehicle access. Should car parking be desired in the front yard, care needs to be taken that this does not unduly obscure the character of the house.

Map 14.2.3.1 Historic Heritage Area: Cooper Street



Schedule 14.2.4 Elgin Elgin Street Historic Heritage Area (Schedule 14.1 ID 02517)**Statement of significance**

This street of uninterrupted Victorian and Edwardian housing was subdivided in 1884. By this time, subdivision standards had increased significantly. The street is 20 metres wide and the lots are typically of 480m² m² with a width of 12 metres. There is therefore a sense of spaciousness not apparent in earlier streets.

The historic heritage area includes a fine brick warehouse and period shop at the Great North Road end, adding value to the historic ambience of the street. The scale of the warehouse, though larger, is quite compatible with the domestic scale of the street and acts as an important portal for the street to and from the south. Its exterior surface and detailing are essentially intact and should be conserved.

At the time Elgin Street was subdivided, the economy was depressed and house building would have proceeded slowly. Accordingly, the houses were built over a period of about twenty years, and so range from four-square Victorian cottages and villas of the late 1880s, to mass-produced Edwardian bay villas constructed in the 1900s when the economy had quickened. The lots were large enough to accommodate "pattern-book" building plans, leading to an increased standardisation of form. The late villas, for example those at nos 14 Elgin Street and 18 Elgin Street, show a repeated form which creates a strong streetscape. There is a noticeable cluster of richly designed homes on the east side of the southern block, including a highly individualistic example of the Victorian Gothic style. In contrast, the Edwardian villas opposite are simply and sparingly designed. Where there is an intact historic appearance from the street and side elevations, this is an important feature.

While the side yards are not as tight as in earlier periods, the houses are still orientated essentially to the front and rear. Some of the earliest homes are set comparatively close to the street, whereas the turn-of-the-century villas are set further back. There tend to be reasonably consistent building lines in any one part of the street. The footpaths are wider than in earlier streets and a berm is provided. Together with the berm, the front yards are large enough to accommodate significant trees and shrubs.

The street has a strong slope and the southern section has a curve in it. The gradient and curve allow the character of the housing to be appreciated more fully than in a straight level street, such that each building plays an increased role in the visual composition of the streetscape. Bluestone stone kerbs remain a recognisable feature.

The houses are largely straightforward in form and are aligned square to the site

boundaries. They are all single storeyed, with ~~weather board~~ weatherboard cladding and pitched roofs of corrugated iron. Brick chimneys are prominent, some of them ornamented. There are sash windows, and all the late villas have bays. In character with this later period, the bay is contained under the main roof of the house. The level of timber ornamentation ranges from simple forms on the earlier Victorian cottages, through the fine intricate fret-work of the Victorian Gothic, to the more conventional industrial patterns of the Edwardian. Form, scale, height and materials of the villas are important attributes. Picket fences, in various designs, predominate.

In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath still survives to some extent today, particularly where high front fences have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear ~~elevation~~ (the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation which was of formal design, well-articulated (often with bays) and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Elgin Street is divided by Crummer Road and there is some change in ~~present~~ character at that point. The houses in the southern block are of very high consistency and largely unmodified. In the northern block, where the houses tend to be more humble, the basic building form is intact but minor modifications and loss of detail are common. This offers an opportunity for restoration to complement the quality of the southern block.

Many of the houses, particularly in the southern block, have one side yard just wide enough for vehicle access, and most car parking is off-street. The landscaping of the front yard is largely uncompromised by car parking or garaging, particularly in the southern block where the front yards retain much of their original character. Should car parking be desired in the front yard, care needs to be taken that this does not unduly obscure the character of the house. This poses more of a problem in the northern block.

Map 14.2.4.1 Historic Heritage Area: Elgin Elgin Street



Schedule 14.2.5 Herne Bay Road Historic Heritage Area (Schedule 14.1 ID 02515)

Statement of significance

Herne Bay Road is a street of mostly late Victorian and early Edwardian villas of very high quality and which are largely unmodified, particularly on the east side. The historic heritage area is a representative sample of this housing period, and also represents of Herne Bay housing for the upper class of the time. The area is almost completely free of more recent infill development. Herne Bay Road is one of Auckland's earlier roads, having been set out as a thoroughfare in the late 1860s, prior to its subdivision for housing. In the 1870s and early 1880s, eleven lots were released on the west side and most of the Victorian villas and cottages that were built on them have survived, largely intact.

In 1901, the east side was subdivided into fifteen lots in the middle of a building boom. Accordingly, the lots were all built on in a relatively short period, producing. This timely release produced today's legacy of an unusually continuous row of well-preserved Edwardian bay villas. They villas show strong repetition of overall forms, notably the gabled bay, and strong consistency of roof form and roof slope and building set-back. These elements combine to create a sequence of buildings in parallax. At the same time, the villas express individuality in timber detailing and ornamentation, ranging from fairly standard catalogue mouldings to complex turnery and spindle work. The form, scale, height and materials of the villas are important attributes.

The road includes four later houses at the top of the west side approaching Jervois Road, where subdivision did not occur until 1923, including a set of mid-century apartments. These dwellings were designed in the style of their period and show a in an historical progression up the road, moving through the Californian bungalow style to the Moderne style of the apartments. This sense of stylistic evolution lends character to this part of the road, and its inclusion in the historic heritage area is important in maintaining the quality of the road's "portal" at Jervois Road. The portal is completed by a finely proportioned Victorian shop and residence on the east corner, (now used as a restaurant), which is and historically integral to Herne Bay Road the road.

The road has a particularly spacious ambience. The road has with bluestone stone kerbs, and established trees that lead down towards Herne Bay beach. The lots range from 550-800m² and have a width of 15 to 20 metres, which was generous for the time. Accordingly, the villas are generally well separated from each other.

There tends to be reasonably consistent building lines in any one part of the road. The villas on the east side are situated stand reasonably closely well up to the road, and have with a consistent set-back of 3.5 to 4.5 metres. Front gardens and landscaping was traditionally soft and involved timber or metal fencing. Much of this historic landscaping characteristic is retained, giving. This gives the frontage a conspicuously architectural character. On the west side of the road, most of the set-backs range between three3

metres and six metres. Virtually all the lots are wide enough to allow vehicular access beside the house. In consequence, most cars are not parked forward of the building facade, and the front yards have largely retained their original character. Garages were generally not part of the historic fabric of the street, and front yards traditionally remained intact and void of structures.

Herne Bay Road ~~The road runs is straight down the hill until it reaches and tilts at the~~ harbour, which is situated across the reserve at the foot of the street, crosses in front of it. There is little evidence of original footpaths or road surface however bluestone blue stone kerbs remain a feature. A strong axial character was established through planting the berms in an avenue of London planes, a road tree characteristic of the period. Unfortunately, only the top half of the avenue still survives. Planting within the front yard was historically of low scale, using soft materials. Historic harbour views are a significant element of the street and have been taken into account in terms of planning and securing the harbour view, obtainable obliquely from each bay window.

Although the side yards are wider than in earlier periods, many of the homes are aligned essentially to the front and rear, irrespective of the orientation to sun or view. However, quite a number of the villas, particularly those occupying a double lot, make some architectural concession to one side yard in the form of a return verandah or shallow bay.

The houses are largely straightforward in form and are aligned square to the side boundaries. A main roof form encloses the building with gables coming off the main form. Traditionally, there were no additions on top of the main roof. The predominantly timber villas were set lightly on the ground. Some of the villas have had redevelopment of roof forms with additional attic windows and gables. These are not original, and significant care needs to be taken when modifying the roof form and geometry that to ensure it remains true to its original style. Some of the buildings have enclosed verandahs, converted into habitable areas, where there would have once been an open verandah. These modifications do not form part of the traditional characteristics of the villa. Specific elements of the verandah that are of importance often include the detailing of the posts, fretwork and balustrades.

The houses are clad in ~~weather board~~ weatherboard, with pitched roofs of corrugated iron. Brick chimneys are prominent, some of them ornamented. There are sash windows, and all the late villas have bays, some with tiled sunhoods. In character with the later period, the bay is contained under the main roof of the house. The road includes examples of the double bay villa, and the angled-corner bay villa. The level of timber ornamentation ranges from simple forms on the earlier Victorian cottages, through the more eye-catching “pattern-book” ornamentation of some of the bay villas, to elegantly turned verandah work. The villas on the east side of the road display a repeated sequence of protruding bay and recessed verandah from south to north. A mixture of low picket fences predominates at the front boundary.

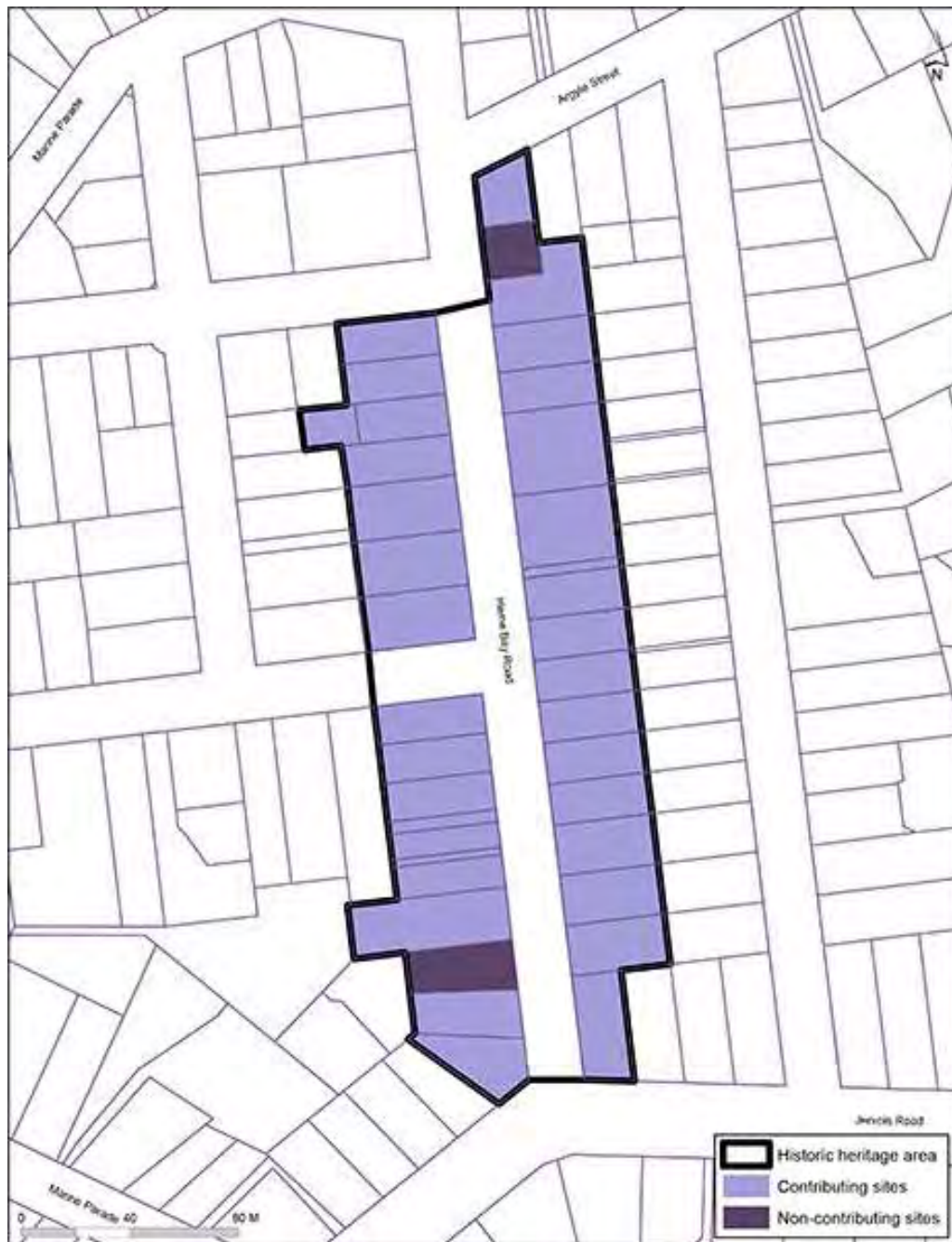
Because the area lies on a north-facing slope oriented to the sun and is somewhat

protected from the cool southerlies by the Herne Bay ridge at its back, there is a comfortable microclimate. This is capitalised upon and enhanced, as illustrated by where the villas on the east side of the road, which display a repeated sequence of protruding bays and recessed verandahs from south to north. The Hence the verandahs were designed to traps the sun and is shielded the houses from the wind on their its southern edge.

In the design of the house facade and treatment of the front yard, there is a sense of propriety and formality facing the road. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. In both two-storied villas in the road, there are double verandahs. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the road was social space. The social interaction which is possible between the verandah and the footpath can still survive to some extent today, particularly where high front fences, front yard carports and garages have not been added.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear elevation (the utility areas, private and unseen) elevation, except where the villa is on a corner site. Expense was concentrated upon the front elevation which was of formal design, well-articulated with bays and ornamented. The rear elevation was simple and plain, with an absence of curved walls, articulation of surfaces or ornamentation. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Map 14.2.5.1 Historic Heritage Area: Herne Bay Road



Schedule 14.2.6 Lippiatt Road Pegler Brothers Housing Area Historic Heritage Area (Schedule 14.1 ID 02564)

Statement of significance

Lippiatt Road connects ~~between~~ Awa Street and Walmsley Road ~~in Otahuhu~~. It has a northeast-southwest orientation with a slight kink to the east at the Awa Street end. The street is in close proximity to the volcanic feature of Mt Robertson. ~~However, From the northern end of the street a glimpse of the dense vegetation veil to the cone can be obtained, although the volcanic cone is not a dominant visual feature in relation to the street. From the northern end of the street a glimpse of the dense vegetation veil to the cone can be obtained.~~

Otahuhu retains a significant number of small bungalow type houses known as Pegler houses. At the time of the Great Depression, the Pegler Brothers began to buy sections in Otahuhu and construct modest, low-cost timber houses of reasonable quality. The construction work provided local employment, while also providing much needed new housing in Otahuhu. Around 180 homes were built in various locations within the borough, many of which still remain.

The original Fencible cottages built in Otahuhu after 1849 have been described as the borough's first housing scheme, with the Pegler ~~houses homes~~ noted as Otahuhu's second significant housing scheme. The houses were built in small clusters or individually in many Otahuhu Streets. Lippiatt Road ~~in Otahuhu~~ retains the largest cluster of Pegler houses and the street as a whole retains a cohesive 1930s character with bungalow-type housing, including the Pegler Houses, and other bungalow houses of a similar period.

Of a total of approximately 44 residential sections in this road, 20 of these contain Pegler ~~Brothers Bros~~ houses, comprising 45 ~~per cent%~~ of the housing stock. Other sections in this street generally contain bungalow-style houses, giving the street as a whole a consistent established bungalow character.

The original subdivision pattern with sites having a general proportion of 16 metres wide by 40 metres deep has been retained. Dwellings are generally set back from the front boundary by between ~~five5~~ and ~~nine9~~ metres. Front yards are generally open. While a number of properties have ~~constructed~~ solid front fences, a strong visual connection between the street and the dwellings is ~~generally~~ retained. Where garages or carports are present, these are ~~usually generally~~ located to the rear of properties. ~~The trees~~ Trees contribute considerably to a leafy character for the street. While various alterations, including changes of cladding, have been made to a number of the houses, they still retain a consistent and cohesive pattern of forms. Overall, the ~~consistent~~ pattern of site proportions, location of dwellings on the site, and the concentration of buildings of similar era, form and style creates a distinctive street character.

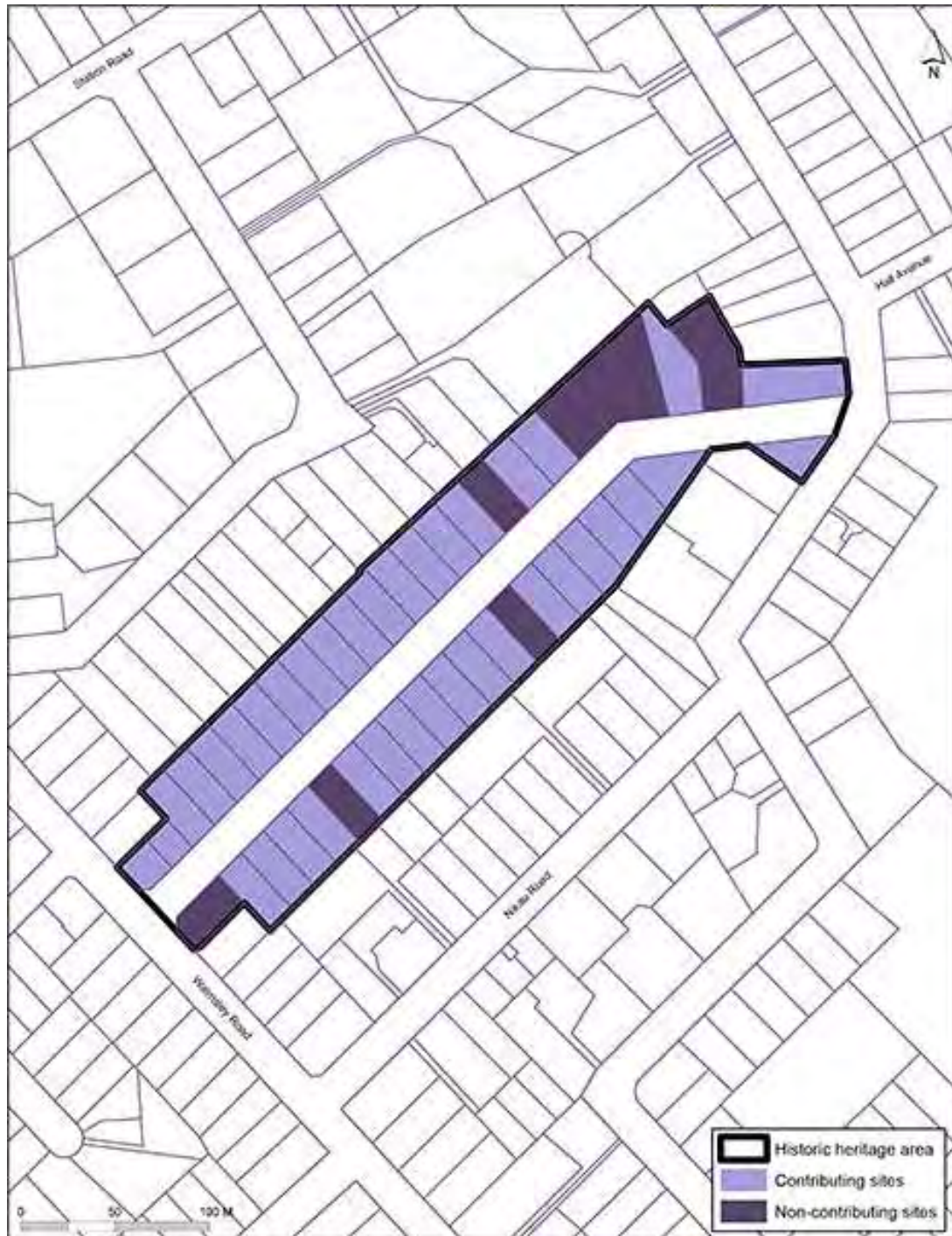
The Pegler ~~Brothers Bros~~ houses are distinctive in Otahuhu, as modest scale bungalow type houses, clad in timber weatherboards, with timber casement windows, with

a top-lights. As originally built they had a small bay at the front, with the front door sheltered by a modest porch. Down the side of the houses were two chimneys, one for the living room fireplace and one for the coal range. A small lean-to to the rear of the houses is likely to have housed the bathroom. While the plan appears to have remained reasonably consistent, some variations were made to the roof form, with both gabled and hipped roofs used.

Often both roof types are evident where clusters of the houses remain, possibly possible to create some variety within a particular group.

The Pegler ~~Brothers Bros. Housing Area area~~ in Lippiatt Road has considerable local significance for its historic associations with the housing development undertaken by the Pegler ~~Brothers Bros~~ in Otahuhu during the Great Depression. The ~~Pegler Bros~~ houses in Lippiatt Road are significant for their physical qualities, as representative examples of the standard modest bungalow ~~types~~ built in many locations throughout Otahuhu by the Pegler Brothers. The ~~Pegler Bros. Brothers Housing Area housing area in Lippiatt Road~~ has collective historic, architectural and streetscape values, based on the high concentration of ~~small bungalow type houses know as~~ Pegler houses, together with other 1930s bungalows, the coherent and consistent pattern of dwellings, the original residential subdivision pattern, ~~the~~ generous setback of dwellings from the street front, and ~~the~~ open street character. Residential gardens, as well as street trees in Lippiatt Road, contribute to its established vegetated character.

Map 14.2.6.1 Historic Heritage Area: Lippiatt Road Pegler Brothers Housing Area



Schedule 14.2.7 Monte Cecilia Park Historic Heritage Area (Schedule 14.1 ID 02514)

Statement of significance

Monte Cecilia Park contains over 14 hectares of land located in Hillsborough, bordered by Hillsborough Road and Pah Road to the west and east, and Mt Albert Road and Herd Road to the north and south. Monte Cecilia Park contains special characteristics that illustrate the early history of Auckland's settlement that includes arboriculture, cultural heritage, archaeology, geology and architecture values relating to a range of time periods. For these reasons, the unified entity of this landscape needs to be recognised and provided for, so ~~as~~ that the heritage, character and amenity values of the site are maintained.

The significance of the ~~park site~~ derives from both the combination of ~~historical, cultural, and natural values elements and cultural activities~~. The ~~area site~~ was valued for its views, location ~~and~~, soils, and was highly sought after, initially by Maori, and subsequently by European settlers. The park comprises part of the area of land that was formerly known as 'The Pah Estate', and the current landform of Monte Cecilia Park still retains significant physical evidence of its evolution from ~~this estate, 'The Pah Estate'~~, including boundary locations, entranceways, driveways, trees, and buildings ~~(as detailed on the supporting diagram)~~. It is one of few properties close to central Auckland that has retained a large portion of its original landholding. Monte Cecilia Park has panoramic views of the Manukau Harbour, One Tree Hill and Hillsborough, ~~on the raised land areas and includes~~ The park contains two natural amphitheatres within the lower slopes of the park. There are ~~also~~ landform areas within this landscape that contain geological values considered to be important.

The ~~historic heritage area was occupied by site has pre-colonial Māori before European colonisation of New Zealand, and was occupation formerly being~~ the location of an extensive fortified ~~pāpa~~, known as Whataroa Pāa. As parts of the landscape have not been significantly modified since that time, it is considered that cultural material associated with this Māori occupation may be present within the park today.

The Pah ~~Farm~~ Estate originally comprised an area of land purchased by land dealer William Hart, who acquired the Crown Grant in 1847. Hart developed a farm on the property, selling it in 1852. Subsequently it was owned and managed by some of Auckland's most prominent businessmen during the 1860s to 1880s. The "Pah ~~Farm~~ Estate" was sold in 1866 to Thomas Russell, a prominent Auckland lawyer, businessman, and politician. The ~~landholding land holding~~ was extended considerably under Russell's ownership and the landscape evolved from its early farming use to a highly developed commercial farm and designed landscape, ~~featuring a with~~ tree-lined entrance drive and formally laid out plantings. Russell sold the property to James Williamson in 1877. Williamson was a founding member of the Bank of New Zealand, the New Zealand Insurance Company, and ~~the~~ New Zealand Loan and Mercantile Agency Company. Under Williamson's ownership the Pah ~~Estate Farm estate~~ was further developed with the assistance of a landscape designer.

The existing building known as 'Pah Homestead' (Monte Cecilia) was constructed on the Pah Estate between 1877 and 1879, as James Williamson's 'gentleman's "Gentleman's residence"'. The Italianate house was designed by architect Edward Mahoney whose practice was one of the most substantial in Auckland at that time.

Following James Williamson's death in 1888 and subsequent transfer of the Pah Estate to the Assets Realisation Board of the Bank of New Zealand, the house was leased (including to St John's Collegiate School from 1902 to 1912) and parts of the estate subdivided and sold. The house and part of the estate comprising approximately 50 acres of surrounding land were sold in 1908 to Mrs Bayley. In January 1913, the property was sold to the Sisters of Mercy and Catholic Bishop of Auckland. The property has a long and significant association with the Catholic community in Auckland. It was named Monte Cecilia by the Sisters of Mercy in honour of the founder of the Auckland Community, Mother Mary Cecilia Maher. During its ownership by the Sisters of Mercy and later the Catholic Diocese, the house has served as an orphanage, a novitiate house, boarding school, and more recently was used to provide emergency housing.

The Pah Homestead homestead is scheduled in the Auckland Unitary Plan as a Category A historic heritage place (refer to Schedule 14.1 Schedule of Historic Heritage, ID 01695) Scheduled Historic Heritage Place.

The homestead building is also included in registered by the New Zealand Heritage List/Rāranqi Kōrero Historic Places Trust in Category I. The registration applies to the exterior and interior of the building. In addition any future work within certain parts of Monte Cecilia Park that involves ground disturbance will require an archaeological assessment and an application under Section 12 of the Historic Places Act for an authority to modify an archaeological site.

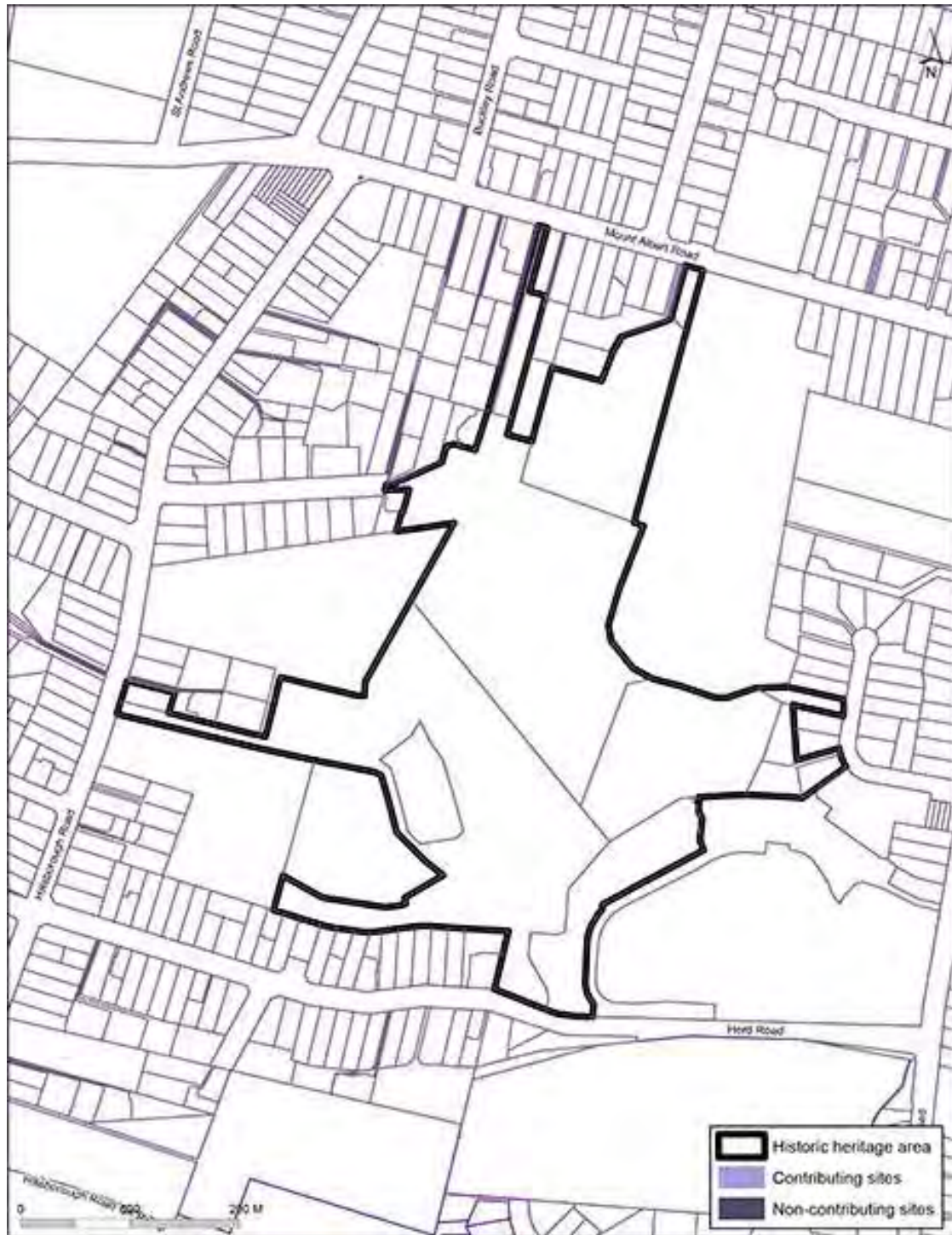
Monte Cecilia Park The park contains approximately 1,100 trees and can be likened to an arboretum, as it contains with some of the largest and/or oldest examples of some tree species in New Zealand, and some rare or uncommon species in New Zealand. There are a number of 49 trees within the park included in Schedule 10 of the Auckland Unitary Plan (Notable Trees Schedule), on the existing notable tree schedule in the district plan, with many more exhibiting both individual and collective historic, cultural, ecological, educational and/or visual value.

While parts of property associated with the Pah Estate have been progressively subdivided and developed for roading, housing, or educational and religious uses, the park-like quality of the landscape associated with the house, and evidence of its agricultural development remain to a significant degree.

Monte Cecilia Park is an outstanding cultural landscape of value to the Auckland region because of its association with Maori and use as a pāpa, the information it reveals about early land purchase, its early development for farming in 1840s, and the commercial and social relationships relating to these development activities. involved at this that time. It

demonstrates architectural and landscape design concepts from the late 1800s, and provides an understanding of the lifestyle associated with the property when it was an exclusive private residence. It retains intact physical evidence of its progressive development from the 1800s and later institutional uses, first by St John's College and later by the Sisters of Mercy and the Catholic Church.

Map 14.2.7.1 Historic Heritage Area: Monte Cecilia Park



Schedule 14.2.8 Railway Workers Housing Area Historic Heritage Area (Schedule 14.1 ID 02565)

Statement of significance

The area includes residential properties on the eastern side of Nikau Road, adjacent to Sturges Park, on the south east side of part of Awa Street, and on the north–east and south- west sides of Awa Street close to the intersection with Kuranui Street Place in Otahuhu.

A distinctive feature of Otahuhu's early 20th-20th century residential development was the housing precinct built for New Zealand Railways Department (Railways Department) staff in this area of Otahuhu in the mid-1920s. While a number of the railways houses were removed in 1981 to allow for redevelopment, a significant group of these houses remains in Nikau Road and Awa Street. In 1927, 54 houses were present. Of this number, 24 remain in these two streets.

The houses in Otahuhu are representative examples of housing provided by the Railways Department for their workers, and demonstrate demonstrating some of the minor variations used. They are all of timber construction, with timber weatherboard cladding, timber window joinery (originally double hung sash types), and corrugated iron roofs. The houses have a symmetrically arranged front elevation, with the entrance porch located centrally. Details such as vertical boards applied to gable ends and paired posts to the verandahs, or use of trellis panels on the verandahs are in evidence vary. In Otahuhu, while some changes have been made to a number of the houses, such as replacing timber windows with aluminium joinery, they retain their general-railway house character.

The Railway Workers Housing Area workers' has considerable local significance for its historic associations with the housing development undertaken by the Railways Department in the 1920s. It represents an important grouping of the modest workers houses built by the New Zealand Railways Department, using standard designs and prefabricated construction techniques. The Railway workers houses are significant for their physical qualities, as representative examples of the standard modest house types built in many locations throughout New Zealand by the Railways Department. The Railways Workers Housing Area workers' housing area in Nikau Road and Awa Street has collective historic, architectural and streetscape values, based on the surviving concentration of railway houses, the coherent and consistent pattern of dwellings, the original residential subdivision pattern, the generous setback of dwellings from the street front, and the open street character.

Map 14.2.8.1 Historic Heritage Area: Railway Workers Housing Area



Schedule 14.2.9 Part of Renown Estate Subdivision Historic Heritage Area (Schedule 14.1 ID 02562)

Statement of significance

The area encompasses part of three streets in Balmoral: Marsden Avenue, Kingsford Road, and Thorley Street. The area, which includes a number of houses built by Tudor Builders and Hansen Construction Ltd., was developed slightly later than the majority of the surrounding streets and includes houses from the 1930s, which are stylistically distinctive.

While in many respects the residential development in the area is typical of well-preserved examples of late Garden Suburb-era development in Auckland, it is exceptional for its the collection of single storey detached brick houses. Most of these houses are bungalows that show a strong influence of the English Cottage style in their form, and have a with the liberal application of te Tudor surface treatment. Also unusual are two houses examples in the Spanish Mission style Style that show with an Art Deco influence. Other houses are more typical of the bungalows of the Interwar era, but some of these are also built in brick rather than timber.

After the First World War, suburban expansion in Balmoral took place on undeveloped land south of Balmoral Road. The Californian bungalow was the style of choice in the early years of the Interwar interwar period, and is well represented in the southern part of Balmoral. By the 1930s, the style had evolved further, under the influence of the English Domestic Revival. Some houses, most often one and a half or two storey examples, were in a style referred to as the English Cottage style. Under the influence of Modernism, other designs substantially departed from historic precedents, using Art Deco style, frequently over a plan no more remarkable than that of a typical bungalow.

The area encompasses part of these three streets: Marsden Avenue, Kingsford Street and Thorley Street and includes a number of houses built by Tudor Builders and Hansen Construction Ltd. It was developed slightly later than the majority of the surrounding streets and includes houses from the 1930s, which are stylistically distinctive.

Key examples in the Historic Heritage Area that show with a strong influence from the English Cottage style Style (mostly with Tudor treatment) include:

- 42 Marsden Avenue,
- 60 Marsden Avenue,
- 14 Kingsford RoadStreet,
- 16 Kingsford RoadStreet, and
- 18 Kingsford RoadStreet.

The two Spanish Mission Examples referred to above are at:

- 43 Marsden Avenue, and

- 56 Marsden Avenue.

Overall, these houses exhibit a greater level of craftsmanship than other similar areas developed at the same time, and sit **within** a spacious leafy context arising from the generous sizes of the original lots.

The houses in the area were predominantly constructed by three building companies: Tudor Builders Ltd. constructed houses for Rental Homes Ltd. and Mr G. G. Marriott; Hanson Construction Ltd. constructed houses for Rental Homes Ltd.; and Pegler ~~Brothers Homes Ltd~~ constructed two houses. Pegler ~~Brothers Homes Ltd~~, an Otahuhu based family company, was known for developing **Pegler family** land as a rental development when buyers deserted the market in the early 1930s. This development can be seen in Lippiatt Road Otahuhu. Although aimed at a slightly more affluent clientele, the ~~apparent business model of~~ Rental Homes Ltd. **'s business model** appears to have parallels with the **Peglar Brother's business. Peglers**. Rental Homes Ltd. retained interests in the area for at least 50 years.

This part of Marsden Avenue, Kingsford ~~Road Street~~ and Thorley Street is an outstanding example of late phase of Garden Suburb development (as it is understood in the New Zealand context) from the 1930s. The houses of Tudor Builders and Hansen Construction Ltd. reinforce this character by predominantly employing styles with strong architectural references to those associated with the English Garden Suburb.

These values are underpinned by historic associations with local developers Hardley and De Luen and local architect W. H. Jaine. The history of the development demonstrates the challenges of developing the volcanic landscape of Mount Eden, and the challenges of developing land in the early 1930s when economic depression took its toll on the financial means and confidence of prospective house buyers.

Map 14.2.9.1 Historic Heritage Area: Part of Renown Estate Subdivision



Schedule 14.2.10 Princes Street Historic Heritage Area (Schedule 14.1 ID 02511)

Statement of significance

The Princes Street ~~h~~Historic ~~h~~Heritage ~~a~~Area includes Albert Park, Princes Street, Kitchener Street, Bankside Street, Waterloo Quadrant, Parliament Street, Constitution Hill, Churchill Street, Alten Road and parts of Wellesley Street East, Shortland Street, Emily Place, Eden Crescent, and Symonds Street. It is ~~an~~ important ~~historically and~~ ~~cultural landscape for to~~ Māori, ~~for its association with the~~ ~~early~~ establishment of government quarters, and ~~for its relationship with New Zealand's early~~ military heritage. The development of the University of Auckland also forms an important part of this area's history.

A Māori kainga (village) called Rangipuke was originally situated on Albert Park hill and a ~~pāa~~ named Te Horotiu is said to have been located in what is now the north-western corner of Albert Park. From 1840, European settlement intensified and the Princes Street/Waterloo Quadrant area began to acquire a diverse range of public buildings. These included the residence of the Governor of New Zealand, destroyed by fire in 1848 and replaced in 1856 by what is now ~~known as~~ Old Government House. This remained the seat of governance until 1865, when the capital was moved to Wellington, and for the next century was Auckland's vice-regal residence. New Zealand's first parliament buildings were established in 1854 on Constitution Hill.

Construction of Albert Barracks, the British Army headquarters in both Auckland and New Zealand, and the largest British military fortification in the country, began in late 1846 and continued until at least 1852. The barracks were constructed to reassure the local population after the first New Zealand ~~(Northern) or Northern~~ War (1845-1846), at which time the settlement at Kororāreka/Russell was attacked and burnt to the ground. The garrison of some 900 troops also provided a valuable economic stimulus to the region ~~through their regular wages~~. Encompassing an area of more than ~~nine~~9 hectares, or 22 acres, the completed fortification was roughly octagonal in plan. It originally enclosed a parade ground, accommodation blocks, and other buildings. ~~This~~ ~~The former~~ ~~barracks~~ forms a significant archaeological site that extends from the ~~current area~~ ~~occupied by the University of Auckland~~ ~~AUT sites~~ down to Emily Place and Constitution Hill. The barracks featured a prominent and impressive solid bluestone basalt perimeter wall, of which only a small portion remains within the university grounds.

With the removal of the military threat and the shifting of the seat of government to Wellington ~~in 1865~~, the cost of maintaining the regiments was reviewed and a decision was taken in 1870 to abandon the barracks. During 1871 and 1872 the walls and many of the barrack buildings were removed or demolished and the materials used in other constructions around the city. Fifteen acres of the land was set aside as a ground for recreation and amusement, and the remaining land was laid out as streets and sections.

~~The barracks land was radically changed in the 19th century, and today the area around the harbour end of both Princes Street and Waterloo Quadrant are much changed although significant buildings ring this area.~~

The auctioning of building sites in 1875 to provide capital for the development of Albert Park led to the development of small precincts of grand ~~merchant's-merchants'~~ villas such as those that survive along Princes Street. ~~These elegant~~ ~~Elegant~~, substantial private homes for the city's business and professional elite began to line both Princes and Symonds Streets as the area became a focus for the construction of prestigious housing.

Covering 7.5 hectares, Albert Park was designed in a public competition in 1881. The park layout was the winning entry, ~~a design~~ of architect James Slater. Tree planting began in the park in 1880, with 200 exotic specimens being donated by Sir George Grey. Other trees were also donated by prominent colonial Auckland and tree collector Judge Thomas Gillies. Historic trees from the earlier plantings include: a circle of ~~Common~~ English ~~oaks~~ ~~Oaks~~ (~~planted to commemorate~~ ~~commemorating~~ the visit of the ~~US-United States~~ Navy Great White Fleet in 1908), a Queensland kauri, a ginkgo, ~~several~~ Moreton Bay figs ~~s trees~~, a ~~Monkey Claw~~ ~~monkey-claw~~ tree, a ~~Blue Atlas~~ ~~blue atlas~~ cedar, a Himalayan cedar, an ~~olive~~ ~~Olive~~, two Cork ~~oaks~~ ~~Oaks~~, several Tree of Heaven ~~trees~~ ~~Trees~~, a Camphor ~~laurel~~ ~~Laurel~~ (the largest and one of the oldest in the Auckland region), ~~common~~ English elms, Canary Island palms, Chinese windmill palms, an ombu, and a row of Washingtonia palms growing beside Princes Street. Later plantings include the Cobham kauri (1962), and the Windsor oaks, ~~which were planted to commemorate~~ ~~commemorating~~ the coronation of King George VI ~~in 1938~~ ~~(1938)~~.

During ~~the Second~~ World War ~~II~~ ~~(1939-1945)~~ public shelters for civil defence were constructed in open lawn areas of the park, and a network of tunnels some 3.4 ~~kilometers~~ ~~kms~~ long formed below its surface to provide air raid shelters for the residents and workers of the inner city. Since the late-~~19th~~ ~~nineteenth and twentieth~~ century a substantial portion of the ~~historic heritage~~ area has been occupied by ~~the~~ University of Auckland ~~facilities~~, which ~~has~~ ~~have~~ expanded over much of the historic barracks and ~~former~~ government site, ~~down towards the old eastern boundaries – since reformed.~~

Albert Park is a nationally notable example of a Victorian public park and the oldest formal park in the Auckland region. The park consists of formal walks focused on a central fountain, flower beds and statuary. The park also includes a Gothic-style park-keepers lodge in Princes Street, added in 1882; a band rotunda, ~~;~~ and a large number of notable historic trees including those donated by Sir George Grey ~~in 1880~~.

~~Amongst the significant~~ Significant historic heritage places, buildings and structures within the Princes Street Historic Heritage Area include: conservation area are:

Portion of Albert Barracks Wall (1846 – 1850)

Eighty five metres of the original ~~1300m~~ ~~metre~~ wall still remains in the grounds of ~~University of Auckland~~ ~~University~~. The Albert Barracks Wall is nationally significant as the oldest intact component of British military architecture in New Zealand. It is an important reminder of the role played by British troops in the colonisation of New Zealand and their contribution to the economy and social life of colonial Auckland, ~~when it was~~ ~~then~~ ~~Ccapital~~ of New Zealand. One of the Auckland region's oldest remaining stone

structures, it is associated with the 1845 New Zealand Wars and Governor Grey. The wall was constructed between 1846 and 1850 to enclose nine 9-hectares of land that made up Albert Barracks. It was constructed using basalt quarried from Mt. Eden by newly instructed Māori stonemasons under the supervision of Major Marlow and George Graham of the Royal Engineers. The wall was largely demolished after the barracks were abandoned in 1870, with the remnant section being that part of the wall that was retained to demarcate the Old Government House property. Archaeological evidence of the barracks, wall and buildings may be found over the wider former barracks site.

Albert Park Band Rotunda (1901)

The Auckland region's oldest remaining band rotunda was constructed in 1901 to a design by James Slater, the architect who produced the plan for Albert Park. It is symbolic of the increase in leisure time that resulted from the social and economic reforms introduced by the Liberal Government from 1898, and is also symbolic of the immense popularity of brass band music in late Victorian and Edwardian Auckland. The structure incorporates a rare example of an 'onion' topped sheet metal roof, and retains its original design elements and structural integrity. The structure is still used for music recitals and is an important component of Albert Park.

Albert Park Boer War Memorial

This memorial is a notable and regionally important representative example of a major public memorial to troops from the Auckland region who died in the South African War of 1899 -1902. The marble memorial known as the 'Trooper Memorial' is the earliest known example of a war memorial in the Auckland region that incorporates a statue of a soldier from the New Zealand Army (Fifth New Zealand Contingent). The lion which is incorporated in the monument is symbolic of British Imperial imperial power and Edwardian New Zealand's commitment to the British Empire.

Albert Park Queen Victoria statue (1904) (1899)

One of the Auckland region's best known public monuments, this a notable and regionally representative example of a statue of Queen Victoria was and the first full statue of the monarch Monarch to be erected in New Zealand. Funded partly by public subscription, the bronze statue was created by notable English sculptor Francis Williamson, who was official sculptor to Queen Victoria. The statue was erected in 1897 to mark the 60th Jubilee jubilee of Queen Victoria's reign and is symbolic of New Zealand's then very strong links with Britain and the British Empire at that time. It was formally unveiled by Lord Ranfurly, Governor of New Zealand on 24 May 1899 to mark Queen Victoria's 80th birthday.

Albert Park Sir George Grey statue (1904)

The statue of Sir George Grey in Albert Park is one of the Auckland region's most notable public monuments, and the region's only remaining public statue of Sir George Grey, who was the former Governor General from 1845 to 1853, and from 1861 to 1868, 1845-1853 and 1861-1868 and Premier of New Zealand from 1877 to 1879-79. The marble statue was sculpted in London by Francis Williamson, sculptor to Queen Victoria. Its plinth was crafted from Coromandel granite and Auckland scoria by local masons Traves Bros. The monument was funded by public subscription and the Liberal

Government led by Richard John Seddon. Unveiled in 1904, six years after the death of Sir George Grey, the statue was originally sited within the Queen Street road reserve in a landmark position. Its position became more prominent when the Auckland Town Hall was constructed on Queen Street in 1911. The monument was relocated to Albert Park in 1922 when the Queen Street electric tram system was upgraded.

Albert Park Gate House/ Lodge (1882)

Set within Albert Park on the edge of Princes Street, this is the only historic building directly in the park. The building is a Gothic Revival Bay villa, with weatherboard cladding and a shingle roof. Its design is the work of notable Auckland architect, Henry Wade. The house was originally constructed in 1882, with a subsequent additions in 1908. It has been home to a number of ~~park keepers~~ Park Keepers and ~~park~~ Park Superintendants ~~superintendents~~ over time, as well as home of the first city librarian, Edward Shillington. Other figures of note ~~that lived residing~~ here include Thomas Pearson, a landscape gardener who played a significant role in the design and management of many of Auckland's early parks, including Albert Park. ~~There is a modern building beside it and beyond this public toilets.~~

Old Government House, Waterloo Quadrant (1855 - 1856) and 1848 site

Old Government House was constructed in 1855-56 as the residence of the Governor of New Zealand, replacing an earlier Governor's residence that had burned down in 1848. The house remained as the ~~vice-regal~~ Vice-Regal residence in Auckland until 1969, when it was taken over by the University of Auckland. The building and its grounds are of significance to Tangata Whenua as many prominent rangatira visited successive ~~governors~~ Governors at the house there and held hui there. It is one of the few remaining structures in Auckland that have a link to the period when Auckland was New Zealand's capital. The building was designed by William Mason, one of colonial New Zealand's most notable architects. The building is the largest wooden building in the Auckland region and one of the largest colonial wooden buildings remaining in New Zealand. It provides a nationally notable example of a Georgian renaissance style structure. It is associated with several historic outbuildings and an adjoining ballroom. The associated historic ~~gate keeper's cottage~~ Gate Keepers house also remains.

~~Old Government House~~ It is set within extensive grounds that contain a nationally significant group of historic trees planted under the supervision of ~~the~~ Government gardener Thomas Cleghorn from 1841. They include two Norfolk ~~pin~~ Pines (Araucaria heterophylla) at either end of the front lawn of Old Government House and a South African coral tree (Erythrina caffra) planted by Sir George Grey during his second term as Governor of NZ 1861-68. The five oldest ~~Common~~ English oaks (Quercus robur) in the grounds of Old Government House are the oldest oaks in the Auckland region and among the oldest in New Zealand. They were propagated by ~~Government Gardener~~ Mr. Cleghorn ~~in~~ 1841-42 and planted ~~in~~ 1844-45. Further oaks were planted by George Graham, the first Secretary to Governor Hobson in the early 1850s. The acorns for the oldest trees came from the 'Royal Oak' ~~in~~, Boscabel, Shropshire. Some of the later trees are said to have been propagated from acorns given to Bishop Selwyn by Queen Victoria.

The Synagogue Building (former) (1884)

The former **synagogue Synagogue** is the only historic building of its type in Auckland region and one of only two **19th 19th century synagogues Synagogues** surviving in New Zealand. It acted as Auckland's main **synagogue Synagogue** and focal point for the Jewish community from 1885 until 1968, and was associated with many notable Aucklanders, including civic leaders. The building was designed by notable Auckland architect Edward Bartley, and provides a regionally representative example of a **synagogue Synagogue** designed in a mixed Romanesque and Gothic style. The interior of the building features Auckland's only known example of a barrel vaulted timber ceiling and an ornate circular ark covered by a stained glass dome. The building is one of New Zealand's oldest massed concrete buildings. A basement was used for social and educational purposes and a school annexe was added in 1914. The building was purchased by the Auckland City Council in **1985 1965** when the new Auckland Synagogue was built in Greys **Avenue**.

Princes Street Merchant Houses

The Princes Street merchant houses make up the most notable group of elite mid Victorian merchant residences in the Auckland region, alongside the related **and** nearby Symonds Street merchant houses. They include a row of five houses on the western side of Princes Street, and Alfred Nathan House (1882) on the eastern side of the street. The houses were built on the site of the former Albert Barracks vacated by British troops in 1870, and near to Government House.

The houses are a symbolic reminder of what was once one of Auckland's premier residential areas. The houses were built between 1876 and 1882 for Auckland's commercial and professional elite. Many were later transformed into boarding houses and then altered for use by **the University of Auckland University** or other institutions. Five of the houses are now owned and maintained by Auckland Council.

No. Number 21 Princes Street, 'Sonoma' was built in 1877-78 in a restrained Italianate style for successful Auckland chemist James Sharland. Following Sharland's death in 1887 the house was lived in by his brother in law Philip Philips, a former Mayor of Auckland and leader of the Auckland Jewish community.

No. Number 23-25 Princes Street was built in 1882 as an investment for **Auckland Star Auckland Star** proprietor Sir Henry Brett. In 1891, it was converted into a boarding house 'Ellesmere'. In 1929, the house was converted into flats and in 1959 into a **Doctor's surgery**. In 1976, the building became the Auckland University Club and it is now a **Language School**.

No. Number 27 Princes Street was originally built in 1880 for Thomas Whitson whose family owned the Albert Brewery. From 1883 the house was the residence of Dr. C.H. Haines and it remained a **Doctor's** residence for many years. The house was significantly modified to a design by prominent architect Roy A. Lippincott.

No. Number 29 Princes Street was built for brewer George Johnstone in 1877-78. It was briefly a boarding house until purchased by prominent Auckland businessman Moss Davis in 1885. It was named 'Hamurana' and remained in the Davis family for many years.

~~No. Number 31 Princes Street~~, known as 'Park House', 'Honeyman House' and later 'Pembridge', was built in 1876 for Auckland draper John Smith. It was the home of businessman Arthur H. Nathan for many years and later the ~~University of Auckland's University's~~ Conservatorium of Music. It is a rendered brick building in ornate Italianate style.

~~No. Number 24 Princes Street~~ known originally as 'Wickford' was designed by John Currie for Nathan Alfred Nathan of L.D. Nathan, and leader of the Auckland Jewish community. The building remained in the Nathan family until 1932 when it became a private hospital. It was purchased by ~~University of Auckland University~~ in 1958 to house its registry.

The Old Stables

Within the sites of the ~~Princes Street old~~ merchant houses are historic plantings, and one ~~house~~ includes an historic stables. The Old Stables building dates from the ~~19th-19th~~ century. It was renovated in the late ~~20th twentieth~~ century and is currently used as a building for exhibitions. The stables is a rare and well-preserved example of a domestic stables in central Auckland. The stables is the only known building ~~of this~~ type to survive in the area. Employing polychrome brickwork, the stables was designed in a sufficiently ornate manner to reinforce perceptions about the taste and prosperity of its owner. Changes to the stables in the early 1900s reflected the decline of horsepower and the advent of motorised transport. Part of the building had been converted into a garage by 1923, at which time the structure was also modified to create ~~x-ray X-ray~~ and consulting rooms associated with the medical use of the primary building on site. ~~The building continued to be used, continuing for use~~ as part of the medical facility until at least the 1950s. In the early 1970s, the 1923 addition to the stables was removed.

~~St Andrew's~~ Andrew's ~~Presbyterian Church, Alten Road (1847- 1850)~~

St Andrew's is the oldest surviving church in Auckland, having been erected in 1847-1850. It was built in a prestigious location, close to the colonial governor's residence in an elevated part of the early town. Associated from the outset with the principles of the Free Church of Scotland, the building was constructed to a simple rectangular design. It was built using local basalt and Mahurangi 'mudstone', overseen by the architect Walter Robertson. Its appearance contrasts with Anglican and Catholic churches of the day, and reflects the Scottish origins of its congregation. Early attendees formed an influential part of Auckland society, and sat in rows of pews that were rented out according to social rank. ~~The governor of the colony, Govenor Sir George Grey (1812-1898),~~ and the minister's family were allocated seats on either side of the pulpit, while soldiers from the local garrison occupied rows in the centre.

St Andrew's was transformed in the early 1880s, reflecting its role as the mother church of Presbyterianism in the region, as well as the prosperity of the local Presbyterian community. Major additions included a prominent front portico and offset tower, executed in a Greek revival style, which vied with the nearby Supreme Court and ~~Old~~ Government House for architectural splendour. Internally an organ gallery was erected, contrasting with the practice of some other Presbyterian congregations, who preferred not to employ musical instruments. Stained glass windows and ~~stencilled stencilled~~ decoration were

also introduced at around the turn of the century, though carefully excluding explicit Christian iconography. A steady decline in the residential nature of the parish nearly led to the closure of the church in the 1930s, and more recent alterations have been few. The parish having successfully revived, the building remains in regular use by the Presbyterian faith and is remarkable for having been used continuously for religious worship since its foundation.

St Andrew's Church is of national significance as the earliest remaining Presbyterian church in New Zealand, and as the oldest intact stone church of any denomination in the country. It is internationally important for its early links with the Free Church of Scotland, which had been founded in Scotland only shortly before, in 1843. The building has high spiritual value as a place of worship for more than 150 years, and as the mother church for Presbyterianism in northern New Zealand. It is valuable as one of Auckland's earliest surviving buildings, with connections to important personalities in the history of New Zealand and Auckland Province. The structure demonstrates the development of pioneer stonemasonry, as well as the Scottish roots of many early settlers in the region. It retains an unusually intact 19th nineteenth-century interior, whose layout and appearance contribute to an understanding of religious and social history in both the early and later colonial periods. The oldest parts of the building form an important example of the architectural work of Walter Robertson, an early Auckland architect, while the tower and portico are among the most impressive commissions carried out by Matthew Henderson. The church has considerable aesthetic and landmark qualities.

Supreme Court (former)/ High Court Building, Waterloo Quadrant (1865 - 1868)

The former Supreme Court (now High Court) building is a powerful example of Gothic Revival architecture, and was one of the most impressive buildings in New Zealand when built. It was constructed in 1865-1868 under the direction of Edward Rumsey, a British-born architect who had trained under Gilbert Scott. The two-storey brick and stone building replaced an earlier courthouse in the commercial sector of colonial Auckland, which had been built of kauri timber. The new structure was erected in a more elevated and prominent position, prestigiously located alongside the now-demolished Provincial Council building and the former Old Government House. This occurred at a time of uncertainty about Auckland's future, soon after the colonial capital had been moved to Wellington, and while the British Army troops at nearby Albert Barracks were being withdrawn.

The courthouse was one of the earliest large-scale construction projects in the town, being proclaimed at the time to be the first public building of durable materials erected in Auckland Province. A distinctive Gothic Revival style was employed for its exterior, including a crenellated central tower and pointed-arch arcading. This style was extended to its internal features, contrasting strongly with the classical appearance of earlier structures nearby, including St Andrews Presbyterian Church and the former Old Government House. Gothic Revival was frequently used in larger judicial buildings during the later colonial period alluding, in part, to the longevity and power of the British judicial system through the use of medieval imagery. Extensive carvings by Anton Teutenberg on the main facades of the Auckland courthouse reinforce such

notions of authority, with naturalistic depictions of British royalty, local dignitaries, and Māori leaders, such as the Ngāpuhi chief, Hone Heke (d.1850). The building was extended in 1935-1936, and extensively renovated in 1988 when part of the original structure was removed to accommodate new facilities. The interior retains its main original courtroom, including its timber panelling and gallery.

The former Supreme High Court is nationally significant as an early public building of Gothic Revival style, unusual in its scale and level of decoration in 1860s New Zealand. It graphically demonstrates the growing power of the state and legal system on a national level, as well as the local importance placed on law and order as Auckland was undergoing transformation soon after the third New Zealand (Waikato) or Waikato War (1863-1864). The building is notable for its almost continuous use as a courthouse and has been closely linked to legal cases of national and international importance. These have included the earliest trial in New Zealand to involve fingerprint evidence, and the trial of those accused of sinking the 'Rainbow Warrior' in 1985. The building reveals much about 19th nineteenth-century life through its appearance and layout, including attitudes to justice, the organisation of legal affairs, and relationships between the public and the state. The preserved interiors also demonstrate prevailing fashions for decor and nineteenth-19th century craft techniques. The Teutenberg carvings have high aesthetic appeal, and form a significant group of early colonial sculptures. The significance of the building is enhanced by its imposing landmark qualities.

Courtville (Corner Courtville), Waterloo Quadrant and Parliament Street (1912)

The corner Courtville building, on the corner of Waterloo Quadrant and Parliament Street, is a very early high-rise block of flats, which originally had 15 self-contained flats. It was built for private developers Mr Ernest Potter and William Stanton by James (later Sir James) Fletcher and was one of his early ventures in Auckland. Courtville is a very fine early example of inner city rental accommodation. It demonstrates is a very sophisticated architectural statement with restrained use of ornate detail and a very unusual and innovative plan. The wide eaves and geometrically designed corbels show the influence of the architecture of Louis Sullivan and Frank Lloyd Wright of the Chicago School, while the corner treatment and dome is similar to the Dilworth Building in Queens Street and can be linked back to the architecture of Edwin Lutyens. It is a key building in the townscape with its splayed corner, entrance and dome, which gives giving the intersection of Waterloo Quadrant and Parliament Street considerable emphasis. It is visually the most striking of the Courtville buildings and is of similar style to all of these. The building has provided comfortable inner city rental accommodation for hundreds of Aucklanders over the years, accumulating considerable social historical significance in the process.

Auckland University Old Arts Block Building, Princes Street (1923-1926)

The building is one of the region's, and New Zealand's, most notable and elegant architectural landmarks. It features two wings, an adjoining student union block, and a central 'ivory tower' that is symbolic of higher educational achievement in the Auckland region. The building was designed by the notable Australian architectural partnership of Lippincott and Bilson. It was and built in 1923-26 by notable New Zealand civil engineering and construction firm Fletcher Construction Ltd., using Oamaru stone Stone.

It was opened in 1926 by the Governor General of NZ New Zealand Sir Charles Fergusson, assisted by Sir George Fowlds CBE, who was then Chairman of the University College Council at the time in 1926. The masonry of the entranceway building incorporates a notable example of the use of NZ New Zealand ecological elements, including native plants and birds, and Art Nouveau motifs. The building includes regionally notable mosaic tile work and internal staircases. It was fully renovated in the early 1990s and is still used for University of Auckland purposes.

The Northern Club, Princes Street (1867)

The Northern Club (1867) was built on the site of the earlier Royal Hotel. It was intended to be a hotel but was leased to the British Imperial Government as quarters for officers stationed at Albert Barracks until purchased by a gentlemen's club (the Northern Club) in 1869. The original building was designed by notable colonial architect Edward Mahoney, and was extended by notable Auckland architects Reader Wood and Edward Rumsey in 1884 to include a new dining room and 15 additional bedrooms. The Northern Club is a regionally notable and representative example of a large commercial building dating from the 1860s. It is the Auckland region's oldest private club and has been at the centre of the social life of Auckland's male elite for 150 years. It has been associated with numerous notable Aucklanders and has hosted members of the Royal Family. The building's exterior provides a regionally notable and representative example of a design inspired by the Italian palazzo style. The top storey features one of the region's finest examples of an entablature, and parapet. The building is an inner City landmark and an important component of the regionally significant Princes Street historic precinct Historic Heritage Area. The building continues to operate as a private club, with women having been admitted from 1990. Its exterior is in original condition and its interior retains many original design features.

Emily Place Reserve and Churton Memorial, Emily Place

This park is the site of an early church and today contains historic trees and the Churton Memorial memorial monument, with this second iteration built in 1908-1909 in memory of Reverend J.F. Churton, the first vicar of St Paul's Anglican Church. The obelisk, base and steps of the memorial are constructed of Coromandel granite, with an inscribed slate tablet and brass plaque. It has been a public monument for over 100 years, marking the site of the first Anglican Church in colonial Auckland.

Cottage, Bankside Street

This cottage on Bankside Street is a rare early cottage remaining in the central city. It is an early concrete residence of hydraulic lime concrete, this being the same material in the design of part of the original Jewish Synagogue nearby. The cottage has aesthetic significance for the simplicity of its design and for the visual interest and contrast it provides in relation to the modern multi-storey buildings that surround it.

Constitution Hill

Constitution Hill forms a significant 19th century landscape as part of the historic heritage area, including trees, landscaping, and the historic road that connected the government precinct to Parnell. The former Te Reuroa **oPā** is situated in the vicinity of this area.

Old City Auckland Art Gallery/Library, corner Wellesley Street and Kitchener Street (1885 - 1888)

Situated on a rising corner site at the junction of Wellesley and Kitchener Streets and below the hilltop of Albert Park, the Auckland Art Gallery, Toi o Tāmaki, was the first permanent art gallery in New Zealand. Constructed between 1885 and 1888, the Auckland Art Gallery was designed by Melbourne architects John H. Grainger and Charles A. D'Ebro. They were the winners of the Auckland City Council competition for a library building in 1884. For many years, the building had multiple functions as civic offices, a public library, and an art gallery.

The style of the building is 'Early French Renaissance', or 'French Chateau style'. Situated on a 120 degree corner site, the building is constructed of brick and plaster over three storeys and with an attic in the steep pitched roofs. Corinthian pilasters flank other windows, and corners and ground floor windows have broken pediments. There is a curved section which links the building and creates interest with an ogee-roofed tower. Alongside this curved section is the six storey clock tower. The corner tower houses a Palladian styled stairway and the former reference room of the library, which has a superb gallery supported on cast iron columns and protected by cast iron balustrades.

The harmonious proportioning of the building derives from the massing of parts and the sense of movement generated by alternating projected-projecting and recessed frontages. The projecting bays have pavilion roofs with dormer windows, highlighted with console brackets and pediments. Corinthian pilasters flank other windows, and corners and ground floor windows have broken pediments.

The collections housed by the gallery include major holdings of New Zealand historic, modern and contemporary art, and works by Māori and Pacific Island artists. Additionally, there are European painting, sculpture and print collections, ranging in date from 1376 to the present day.

The Old City Auckland Art Gallery was remodelled between 1969 and 1971 with the addition of the Edmiston Wing. At this time, the library was transferred to a new building and the gallery gained sole occupancy. Former uses of the building are as Civic facilities, for recreation both as an art gallery and library, and use as a Council/Local Government building.

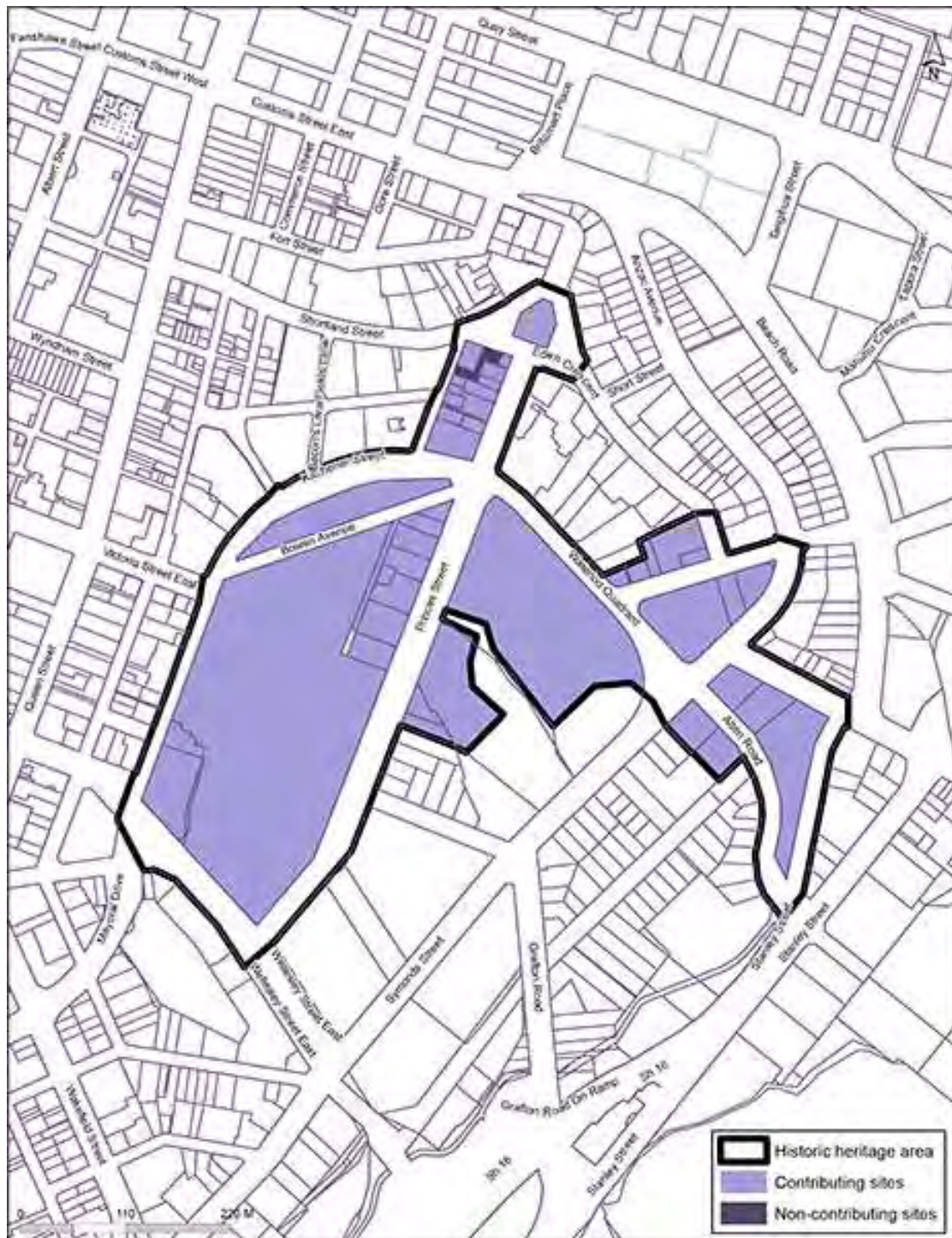
In 2008 the Auckland City Council approved an extension, and alteration and renovation of the building.

Summary

The Princes Street hHHistoric hHHeritage aAArea is characterised by a significant concentration and continuity of sites, buildings, structures, objects, and landscape features centred on Albert Park, one of Auckland's most significant 19th century nineteenth-century recreational landscapes. The area has multiple and layered significance for its historical, social, mana whenua, aesthetic, knowledge, and technological values, and physical attributes values. The northern part of the Symonds

Street ridge incorporates places of significance to Maori and was the epicentre of British administrative and military power in early New Zealand. Large parts of the area have archaeological value as part of the Albert Barracks site - the largest military barracks in colonial New Zealand. The Princes Street ~~h~~Historic ~~h~~Heritage ~~a~~Area is of exceptional overall historic heritage value. Many of the buildings, objects and features are individually included in the ~~Schedule of Historic Heritage~~ schedule of significant historic heritage places (Appendix 9 Schedule 14.1) and/or the ~~Heritage~~ New Zealand Heritage List/ Rārangī Kōrero, list, and the area includes numerous scheduled individual and groups of notable trees.

Map 14.2.10.1 Historic Heritage Area: Princes Street



Schedule 14.2.11 Renall Street Historic Heritage Area (Schedule 14.1 ID 02512)

Statement of significance

The formalising of the Renall Street conservation area dates from the early 1970s when large scale clearance of Freeman's Bay took place and many of the early 19th-century colonial buildings of the working class were demolished.

This is The area includes a narrow street of original housing dating predominantly from the late 1860s, but also includes housing up to the early 20th century. It is a scarce remnant of Auckland's 19th-19th century artisan housing and buildings which has largely disappeared, and its character is immediately evocative of the more humble streets of small-scale houses of that period. The historic heritage area includes one non-contributing house on Wood Street. Apart from this, In addition to being within a historic heritage area, all the houses in the historic heritage area are also scheduled as individual historic heritage places (refer to Schedule 14.1).

The area includes the stuccoed-brick Foresters' Hall, which was built soon after 1900 at (5 Renall Street). There are only a few houses from later periods within the historic heritage area, such as the California bungalows at 3 and 22 Renall Street. They should retain the characteristics of that style and the simplified forms inherent from that the era they were built, and building typology. There have been modifications made to the building at 2 Renall Street but these modifications have come to form part of the historic fabric of the place.

Jeremeiah Moloney bought brought parts of the land and laid out Renall Street. The street was set out in 1865 with a reserve width of only half a chain (ten metres/10m). The street was named after Alfred William Renall, who was a Member of Parliament a member of parliament from 1858 to- 1873. The narrowness of the street (at 33 feet) and of the sections is significant to the qualities of the place, with minimal distance between each property and building. The typical narrow lots of 7-8 perches (180-200m²) have survived to this day. The houses sit tightly together with minimal side yards, so that they the houses are orientated entirely to the front and rear. The lots are shallow, and the houses sit well forward with little or no front yard. Planting is small scale and delicate. Only a narrow footpath separates the properties from the carriageway, a characteristic of artisan housing of the period. The ambience, at both the front and rear of the houses and buildings, is of very compact and, close-spaced, with tight density.

Much of the The qualities of the street are also derived comes from the steepness, the bend in the middle, and vistas views of the harbour and to Freeman's Bay over the roof tops and to Freeman's Bay. The steep gradient and curve of the street allow the physical attributes of the housing to be appreciated more fully than in a straight level street. Because of this topography, topographical situation, each building plays a an increased role in the visual composition of the streetscape. There is a feeling not only of enclosure but also of distance, due to for the gradient steepness of the street providing views gives a view of the harbour over the roof tops.

The street is aligned east-west, and the houses on the north side are single storied while

those on the south side are mainly two-storied. This allows the latter properties to receive maximum sunlight.

The houses were built predominantly in the 1870s and 1880s, and remain ~~very~~ largely unmodified. The oldest homes, located at 6 Renall Street and 8 Renall Street, (Nos 6 & 8) date from the late 1860s. The houses are essentially simple in form and aligned square to the site boundaries. They are clad in ~~weather board~~ weatherboard, with pitched roofs of corrugated iron. Brick chimneys are prominent. They have sash windows, with generally no bay. Timber ornamentation is generally simple and low key. Windows are predominantly double-hung. Door panels are ~~with Victorian door panels~~. Low picket fences, in various designs, predominate.

The simple form of the buildings under a simple roof, with no roof additions or dormers has been retained. The intactness of the roof forms is a significant feature of Renall Street. Generally, there are no additions to the sides of the houses since the street has been subject to heritage management since 1973. (1973).

The street has been made one-way, and car parking is predominantly on-street. The side yards are too narrow for vehicular access and there is insufficient depth for parking in the front yard. In consequence, the front yards have largely retained their original character. Traditionally garages and carports were not part of the properties and there is generally limited ability for on-site parking structures. Several properties now have parking pads or carports and a few have garaging under the main house form. Appropriate scale, detail and location are important for any garaging proposed.

In the design of the house facade and treatment of the shallow front yard, there is a sense of propriety and formality facing the street. There is typically a front verandah over which the roof pitch flattens to impart a sense of welcome. The verandah acts as intermediate or transitional space between the public footpath and the privacy of the home, reflecting a time when the street was social space. The social interaction which is possible between the verandah and the footpath still survives to some extent today, particularly where high front fences have not been added. Bluestone kerbing remains a feature.

In terms of architectural character and social significance, a clear historical distinction exists between the front (publicly visible) elevation of the houses and the rear elevation (the utility area, private and unseen) elevation. Expense was concentrated upon the front elevation, which was of formal design, with at least some degree of articulation and ornamentation. Within the finances of the family, it was their grand statement. The rear elevation was simple and plain, with an absence of ornamentation or articulation of surfaces. Additions were traditionally added to the rear. These architectural distinctions should be respected when designing alterations or extensions at the rear.

Map 14.2.11.1 Historic Heritage Area: Renall Street



Schedule 14.2.12 Karangahape Road Historic Heritage Area (Schedule 14.1 ID 02739)

Statement of significance

The Karangahape Road **area Historic Heritage Area** has significance for its historical association with the commercial and residential development of Auckland, **from the time of the** city's colonial establishment through to the mid-**20th twentieth** century. The area retains considerable significance due to the predominance of Victorian and Edwardian **era** buildings that have survived modern redevelopment. The decorative physical appearance of these buildings combined with the unity of scale and form reflects the historical pattern of development and creates an urban landscape that is distinctive within Auckland. Despite the many changes that have occurred in the rest of the city throughout the years, Karangahape Road has retained its original purpose, which reinforces its significance as one of Auckland's earliest and most important commercial and entertainment areas.

Karangahape Road rose to prominence as a shopping area for the residential suburbs of Grey Lynn, Newton, and Ponsonby, and this function is tangible through the many shops, theatres and department store buildings that remain. The road serves as a main access point to the inner city from the outer suburbs through its connections with Grafton Bridge, Great North Road and Pitt Street, and provides an entry point to Symonds Street Cemetery, the earliest European cemetery in Auckland. The area also connects to historic Myers Park. Its location along a ridgeline served as a definitive division between the inner city and the suburbs, long before the arrival of the motorway interchanges.

The identified extent of place for the Karangahape Road Historic Heritage Area is the area of Karangahape Road in between Ponsonby Road at its eastern end and Symonds Street Cemetery at its western end. **Included within this area are the along with the inclusion of** buildings and areas that were part of the commercial and residential development of this area from Auckland's colonial settlement through to the era of Karangahape Road's decline in the mid-1960s.

The character of the area is dominated by the presence of Victorian, Edwardian, and **Interwar-period interwar** commercial buildings. The buildings are generally two- to three- storeys and have a verandah that covers all or part of the footpath. These features have maintained the historical pattern of commercial development which define a retail landscape of the early-mid 20th century and reflect the core pattern of development for **Karangahape Karangahape** Road. Along the associated side-streets there are more modest early and mid-20th century shops and warehouses that are part of the historical pattern of development and support the area's commercial importance.

There has been redevelopment along the road and in its surrounding area, resulting in the presence of modern infill buildings amongst the historic buildings of Karangahape Road. These have been included in **the historic heritage area, Karangahape Road's determined extent of place, but have** been noted as non-contributors. Past precinct rules have required new buildings in the area to be sympathetic to the historical setting and character of the road, and infill buildings have generally had a neutral impact on the

historical integrity of the street. The retention and sensitive adaptation of existing contributing buildings is important to retaining Karangahape Road’s historical integrity.

For further information about the area’s heritage values, patterns of historical development and important events which shaped it refer to the relevant Historic Heritage Evaluation on file with Auckland Council.

Map 14.2.12.1 Historic Heritage Area: Karangahape Road



Memo

Date 13/06/2017

To: Phill Reid, Auckland-wide Manager
From: Emma Rush, Senior Advisor Special Projects – Heritage

Subject: **Plan Modification: Clause 20A Amendment to Chapter L: Schedules (Schedule 15: Special Character Schedule, Statements and Maps), Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

Rule or Section of Unitary Plan	Schedule 15: Special Character Schedule, Statements and Maps
Subject Site (if applicable)	
Legal Description (if applicable)	
Nature of change	<p>Changes to the wording of this schedule are required to make the schedule correct and consistent.</p> <p>Discussion The changes to the statements consist of the correction of the following:</p> <ul style="list-style-type: none"> • spelling and grammar errors, • addition of a traditional chimney to two drawings and deletion of drawing with a roof extension; and • consistency.
Effect of change	The changes are all minor in nature, and seek to make this schedule correct and consistent.
Changes required to be made	See attached "marked up" Schedule 15.

Prepared by: Emma Rush
Planner – Heritage

Approved by: Phill Reid
T4 Manager

Signature:



Signature:



Schedule 15 Special Character Schedule, Statements and Maps

15.1.1. Background

The character statements include a summary of the special character values and physical and visual qualities for each special character area and how these elements interrelate and contribute to the predominant character of that area. This information is intended to assist applicants and Council in understanding and managing the special character values of these areas.

The Special Character Areas Overlay – Residential and Business seeks to retain and manage the character of the traditional town centres and residential neighbourhoods by enhancing existing traditional buildings, retaining intact groups of character buildings, and designing compatible new building infill and additions that do not necessarily replicate older styles and construction methods, but reinforce the predominant streetscape character. When attempting to design something compatible, reference should be made to the relevant character statement for that particular area, as well as the general information contained in this introduction.

The special character of Auckland's residential and business special character areas results from a combination of elements including the urban structure, buildings and their relationship to one another, and the street and open spaces. A collective coherence is often evident based on a mix in the age and styles of buildings in a particular area.

The attributes that contribute to the character of each area include:

Historical Context

Physical and Visual Qualities

Built Form

- Period of development
- Scale of development
- Form and relationship to the street
- Density-/Pattern of development
- Building Types
- Visual coherence

Architectural Values

- Styles
- Materials and Construction

Urban Structure

- Subdivision
- Road pattern
- Streetscape

- Vegetation and landscape characteristics

15.1.2. Introduction

The following introduction provides a brief overview of the development of Auckland's early business and residential areas. It includes an overview of the special character of traditional town centres and a guide to residential types evident in Auckland's special residential character areas. This introduction should be read in conjunction with the detailed character statements prepared for each specific geographic area.

15.1.3. Historical context

Following an invitation to Lieutenant Governor Hobson by Apihai Te Kawau of Ngāti Whātua, the town of Auckland was established as a camp above the beach at Commercial Bay, in 1840. The tents were soon replaced by temporary raupo dwellings constructed by Māori Maori for the European immigrants. The construction of a prefabricated dwelling for the Governor, who landed in Auckland in 1839, soon commenced on the site of Old Government House, now in the grounds of the University of Auckland.

The first land sales, set out according to a plan by Felton Mathew, soon followed, with land fetching high prices, attributed in part to the activities of land speculators from New South Wales, as well as the sale process put in place. The first substantial houses were constructed south of what is now Shortland Street.

Demand for land saw the early settlement of Parnell as Auckland's first suburb. Further suburban subdivision saw settlement to the west and south of the town, creating the suburbs of Freeman's Bay, Ponsonby, St Mary's Bay, Arch Hill, Newton, and Eden Terrace. At the same time, settlement also took place at Onehunga on the Manukau Harbour, and other small outlying settlements in the rural hinterland. Slowly, commercial and industrial development displaced residential use in central Auckland and on its fringes. Māori communities of the region played a significant role in Auckland's early development, providing the bulk of produce, engaging in large-scale trade and providing labour.

By the late 1840s, roads had been formed over much of the Auckland isthmus; however navigable waterways and the portages such as those at Riverhead, Ōtāhuhu and Waiuku provided the most important connections between the city and settlements in outlying areas. Fencible villages established in the late 1840s at Onehunga, Ōtāhuhu, Panmure and Howick fostered settlement in these areas beyond the city. Most of the early settlements beyond Auckland were located on navigable rivers and creeks including Waiuku (1851), Warkworth (1853), Drury (1855), Puhoi (1862), Port Albert (1862) and Helensville (1862). Not all early settlements were a success; many that were planned as substantial subdivisions were not developed for decades, while others did not progress much beyond an original survey plan. Ferry services were essential to the development of the North Shore, with regular ferry services from Auckland City to Devonport and Northcote running from the 1850s. Other places such as Riverhead, Shoal Bay and O'Neills Point were connected by ferry with the city in the 1860s.

The early houses were typically small wooden cottages, with their origins in English Georgian cottages, but adapted to timber construction similar to that found in colonial America. Few of these remain in their original form today, but some examples from about 1860 still exist, as well as some early 'square villas' from the 1860s. Houses in the early (1860s - 1880s) inner-city inner-city suburbs such as Parnell, Freeman's Bay, Ponsonby and Arch Hill were usually small in size and closely spaced in narrow hilly streets. Fences were generally timber, with low pickets to the front boundary, and higher close boarding on other boundaries. On the lava fields, stone walling was frequently used in place of timber fencing, with the height of the walls used often being similar to the timber fences used in other areas.

Within twenty years the area of Auckland Citycity had expanded considerably. The population had grown from around 3,000 in 1842 to over 12,000 in 1864. To encourage European settlement, the Government provided for ethnically-based Special Settlements in the early 1860s, such as the Bohemian settlement at Puhoi established in 1862. After the 1860s Land Wars, further Special Settlements were established on land confiscated from Māori in South Auckland at Otau (near Clevedon), Tuhimata, Bombay, Pukekohe, Patamahoe Patumahoe, Tuakau and Pollok.

As the population grew, commercial and community institutions, as well as service and manufacturing industries were established to serve local communities. Gas was first supplied to Auckland City in 1865, and water was first piped from the Auckland Domain in 1869. The provision of local roads was a major function of early local government, and Highway Districts were constituted for much of the settled parts of Auckland by the 1870s, forming the basis of later boroughs. Farms soon covered the isthmus and villages developed around road junctions such as those at Mount Eden, Newmarket, and Epsom.

By the 1870s, extractive industries including timber-milling timber-milling, brick-making, brick-making and kauri gum-digging gum digging were a vital part of Auckland's economy. Timber-milling Timber-milling remained the most important industry in the region until the late 1880s, as kauri and other millable timber was stripped from Auckland's forests. The Auckland region's agricultural base consolidated throughout the 1870s and the introduction of refrigeration in the late 1880s created a boom in farming. Manufacturing industries such as flour-milling flour-milling, brewing, as well as boat-building and the construction industry continued to expand. The opening of the Chelsea Sugar Refinery in the early 1880s was an important catalyst for development at Birkenhead.

While coastal shipping played a significant transport role, the development of the railway network in the 1870s, as part of the Vogel government's programme of public works, was a major catalyst for development in Auckland. The regional railway made the Auckland market more accessible for farmers as well as providing an opportunity for further residential, commercial and industrial expansion. The railway was a catalyst for the growth of Onehunga, Ōtāhuhu and small settlements to the south such as Papatoetoe and Papakura, as well as Glen Eden and Henderson in the west.

The suburban development of Auckland depended on the availability of land, affordable transport and the desire to move out of the crowded inner-city inner-city. The

relatively compact extent of the pedestrian ~~inner-city~~ inner city expanded to a much wider area of suburbs with the introduction of the rail and tram networks. The population of Auckland had increased by around 25 per cent from 1874 to 1881, and the Auckland Borough doubled in size from 1881 to reach 33,161 people in 1886. This rapid population growth put pressure on areas close to the city as people tried to escape overcrowding. Demand encouraged those owning land close to the city to subdivide property for residential use. In the mid-1880s, small farm allotments were transformed into Auckland's inner suburbs.

Variations in the width of early city roads led to government intervention to achieve consistency. In 1867, the Municipal Corporations Act prescribed minimum width of forty feet for streets and not less than 20 feet for alleys. The Plans of Towns Regulation Act 1875 set out more generous requirements. Streets had to have a minimum width of 99 feet from building to building, and as far as possible were to be laid off in straight lines and perpendicular to each other. Subdivision plans had to be prepared by an approved engineer or surveyor. ~~One-tenth~~ One tenth of the area was to be set aside for reserves and land was also set aside for municipal use, gravel pits for road-making, as well as night-soil and rubbish.

Some of Auckland's earliest subdivisions, closest to the city, tended to have the smallest lot sizes, with some sections less than 300 ~~m² square metres~~. A medium section size was typically 300 to 450 ~~m² square metres~~. In some of the later more generous subdivisions (such as Grey Lynn, subdivided as the Surrey Hills Estate from 1883 to 1886) section sizes were between 450 and 600 ~~m² square metres~~. Lot sizes varied however, in different parts of Auckland. Typical residential sections in Helensville, subdivided by the 1880s for example were around 450 ~~m² square metres~~, while those in Papakura were around 800-1000 ~~m² square metres~~. A predominantly 1907-1913 period of residential subdivision in Bayswater, for example, is reflected in the rectilinear grid of streets, with section sizes typically around 1000 ~~m² square metres~~. In some areas there is a noticeable pattern of further subdivision of the original large residential lots, where the original lot size (generally greater than 700-800 ~~m² square metres~~) has permitted.

The economic depression of the late 1880s and early 1890s slowed development. With the upturn in the late 1890s however the outward expansion of Auckland's suburbs continued. Extensive areas in Grey Lynn, ~~Mount~~ Albert, ~~Mount~~ Eden, and Remuera were subdivided for residential development. Not all these sections were immediately built on and vacant sections often remained until the 1920s or later.

The pattern of subdivision and sequence of residential suburban development in Auckland has been determined by a number of factors including proximity to the central city area, the development of public transport and other services including reticulated water supply and sewer disposal. The provision of the first horse-drawn trams ~~from (1884-1901)~~ followed by the electric trams (1902-1956) enabled a wide expansion of Auckland's suburban population. A similar but separate tram system was set up on the North Shore, while communities in the south and west continued to rely on the railway to connect to the city.

From the 1890s to the 1910s, expansion occurred along the main routes into the country, following tram lines which linked the inner-city inner city to its smaller suburban centres. Areas such as Mount Eden, Grey Lynn, and Herne Bay exploded with a boom of house building in the villa style. These houses occupied larger sections, and some were very grand, with sunny aspects and often splendid sea views. Streets were wider with grassy berms and, over time, pleasant deciduous trees. Between 1881 and 1921, 90 per cent of the houses in Auckland City were built of timber.

In conjunction with residential growth, suburban shopping centres developed along main roads and around main intersections, providing a range of services and retail shops that served the everyday needs of the local community including butchers, bakers, fruiterers, general stores, dairies, banks and often a post office. Hotels were a common feature of many town centres in the late 19th century. Typically one- and two-storied shops with residential apartments above are evident in many of Auckland's established town centres. While many centres were established in the late 19th century, a period of significant development in the 1920s is also evident, coinciding with the expansion of the tram network.

Comment [A1]: Insert hyphen

~~The First World War~~ World War I (1914–1918) coincided with increased interest in the Town Planning movement overseas, and the adoption of the Garden Suburb movement and its emphasis on the health benefits of space, sunlight, and vegetation. At the same time, it did not escape the attention of politicians and policy makers in New Zealand that many young men from the working classes were found to be in poor health when examined for their fitness to fight. Added to this concern was the devastating effect of the influenza pandemic of late 1918, when returning service personnel introduced the 'Spanish Flu' to New Zealand, resulting in loss of lives equal to almost half of New Zealand's total war dead. Following these tragic events, overcrowding was regarded as a particular problem to be addressed.

The traditional inner-city inner city suburb, with its 'cheek by jowl' houses and overcrowding, fell out of favour as the Garden Suburb, as first established in Hampstead on the outskirts of London in 1907, became a vision of the ideal in Auckland. Those who previously had to rely on walking because even the horse-drawn trams were too expensive, were now able to afford to travel on the cheaper electric trams, to get to their places of work and visit relatives in other parts of the city, achieving a better living environment while leaving behind their reliance on pedestrian travel.

By the 1920s, state provision of cheap mortgage credit had created a suburban housing boom. By this time Garden Suburb imagery was often used to promote new developments, particularly subdivisions that varied from the grid by incorporating curvilinear streets, reserves, and recreational amenities. However, the reality may have been a lesser version. In 1926 the Town Planning Act was passed, requiring local authorities to prepare a town planning scheme in which functionally zoned land uses and avoided ad hoc growth of towns.

Comment [A2]: Remove hyphen

With increasing car ownership during the early decades of the 20th century, the provision of metalled roads and later concrete or bitumen roads also became a significant factor in suburban expansion and access to rural areas, ending the era of coastal shipping. Car

service stations were a new building type evident in commercial centres. By the late 1930s, most main highways had been surfaced, improving road access within Auckland and to surrounding regions.

With the Garden Suburb came a new form of house, the bungalow. Bungalows were built here from around the turn of the 20th century, contemporary with villa type housing, as an alternative that embodied principles of the Arts and Crafts movement. By the end of ~~the First World War~~ **World War I** the bungalow emerged as the most popular housing type, and remained ~~the~~ the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Based loosely on the open plan bungalow that evolved in California, the **'Californian bungalow'** in New Zealand was a more modest proposition, generally designed by builders, sometimes following standard plan books from the United States. These houses were less formal than the villa, often wider or lower with shallower roofs. More convenient features, such as indoor bathrooms, were also made possible by the provision of a reliable water supply for Auckland in the 1920s, with the commissioning of the Nihotupu and Upper Huia Dams. The 1920s would also see a substantial expansion of electric power in the Auckland Metropolitan area after the government took responsibility for electrical generation, and building power stations and transmission lines which dramatically increased the supply of electricity.

In the late 1930s the ~~Government~~ **Government** was embarking on large scale **Statestate** housing initiatives, sometimes creating whole new suburbs. Construction of the first of 209 ~~state State~~ houses at Orakei commenced in May 1937. In 1939, a large area of land was purchased from the Wesley ~~estate~~ **estate** in ~~Mount Roskill, Auckland,~~ **Mount Roskill, Auckland,** with sufficient land for 484 houses. The design of these **Statestate** housing suburbs followed the prevailing ~~Town P~~ **Town P** planning ethos, creating spacious open frontages to foster the building of community, but creating more private living space at the rear, with a level of privacy and security offered by fencing at each side of the house.

By the 1930s and 1940s, more exotic house styles had arrived. These included **'Spanish Mission'** style, **'Art Deco'** style and the later related **'Moderne'**. There were also revivals of the English Cottage and Georgian styles. Elements of these styles were often combined in various combinations, at a time when architecture in New Zealand was generally very eclectic.

Following ~~the Second World War~~ **World War II**, modern architectural trends began to become apparent in the Auckland suburbs. Initially ~~modern~~ **Modern** design influenced very small numbers of houses. Early Modern houses employed open plan living with standard detailing similar to State housing. Over time, increased glazing and more adventurous detailing developed a whole new design vocabulary, and a style with a much stronger relationship to its site and outdoor space developed, with a consequent desire for landscaping which gave increased privacy to those living in these more open houses. Many of these houses were built on rear lots in established suburbs, and as such, do not contribute to a consistency of character as can be seen in other suburbs. Nevertheless, these houses are an important part of Auckland's architectural history, and their value and contribution need to be recognised.

The opening of the Auckland Harbour Bridge in 1959 had a significant effect on the expansion of development on the North Shore, and the construction of Auckland's

motorway network encouraged further development in the south and west. Changing land uses and motorway development have seen most of the early Eden Terrace and Newton workers' cottages removed, and residential intensification has changed the character of many other suburbs. The established special character of suburban building development of the late 19th and early 20th century is recognised as one of the distinctive aspects of Auckland.

15.1.4. Character of traditional town centres

The traditional town centres in Auckland were initially developed during the late 1800s and early 1900s and usually along both sides of a main public road transport route to provide a diversity of commercial and community services from a range of individually managed buildings for the local area. Essentially they are linear urban centres formed along a main street with direct pedestrian interaction between the street and each building or tenancy, and almost continuous active edges to the street.

Relatively narrow site frontages have generated a rhythm and diversity of individual buildings along the street. Building height generally varies from one- to three-storeys three storeys but often with a predominant continuity of two-storeys two storeys.

The built fabric, including walls, roof, floors, windows, shop fronts and verandahs are an important aspect of particular buildings. Commercial building façades are typically highly modulated, both horizontally and vertically. Parapets, verandahs, windows and decorative detail such as pilasters and cornices create rhythm and articulation that contributes significantly to a coherent street character. Street corners and intersections are celebrated by architectural means. Traditional building materials, predominantly plastered brick work, have generated rich architectural details including deep reveals to window and door openings and sculptural decoration.

15.1.4.1. Architectural style Style

The dominant character of the traditional town centres is not dependant on particular architectural styles but rather on the architectural elements and common design principles evident. Commercial buildings in the late 19th and early 20th centuries were commonly designed in classically-derived architectural styles including for example, Italianate, Classical and Free-Classical styles. During the inter-war period the Stripped Classical style became popular, with reduced decorative detail. Some centres retain a variety of building types such as churches and houses that may reflect a range of architectural styles.

Comment [A3]: Remove hyphen

The traditional town centres may contain pockets of consistent architectural style, but typically a mix of late 19th and early 20th century styles is evident, along with ongoing development. The vitality and character of the traditional town centres are generated by both this unity and diversity of architectural styles.

15.1.4.2. Building types

Many of Auckland's traditional town centres include a variety of building types, which contribute to a diversity of character and reflect the mix of uses established in the late 19th and early 20th centuries. The main roads along which they developed often

included a mix of commercial buildings, houses, churches, hotels, warehouses and stores as well as purpose-designed post offices, banks and theatres.

Shops with dwellings above are a building type evident in many of Auckland's suburban town centres, dating from the late 19th and early 20th century. The 1910s and 1920s was a period of considerable development of this building type in many centres, on main public transport routes. These buildings were mixed-use developments comprising retail with residential apartments or offices at the upper level. From around the 1950s upper floors were more commonly designed as offices. **Single-level** purpose-designed shops with dwellings to the rear, or houses extended to provide a shop at the front, are other types commonly evident, from the late 19th and early 20th centuries.

15.1.4.3. Street ~~Definition~~definition

Generated by public road transport of their time, traditional town centres formed along both sides of a main street, usually incorporating an important intersection. The buildings defined a linear **enclosed** street space with direct pedestrian interaction along the street edges. The generally two-storeyed commercial buildings typically formed a continuous **wall** along both sides of the street. Access for servicing was often located to the rear of buildings. Where different building types remain in some centres, for example churches and residential buildings, variation in street definition occurs. These types of buildings may be set back from the street edge, with gardens or landscaping at the front.

15.1.4.4. Site frontages

Sites within the traditional town centres have relatively narrow street frontages. This early subdivision pattern has generated a series of different buildings along the main street, giving a repetitive vertical rhythm to the street and a diversity of architectural character along the street.

15.1.4.5. Active ~~Frontages~~frontages

An essential characteristic of traditional main street development is the continuity of active building frontages promoting public interaction between the street and the buildings. For commercial buildings, at street level this takes the form of continuous glazed frontages and entrance doors in the case of retail shops, and a multiplicity of windows and doors in the case of other services. Upper floors often have numbers of windows overlooking the street. Most commercial buildings are further subdivided into separate tenancies fronting the street, creating a diversity of shops and services each with direct pedestrian access to and from the street. Other types of buildings that may be present also contribute to the impression of an active street edge by way of windows and building entranceways as well as front gardens or landscaping where buildings are set back.

15.1.4.6. Building ~~Heights~~heights

The streetscapes of the traditional town centres are characterised by a general continuity of building height, typically one- and **two-storey** for commercial buildings. While a variation of height (generally one- to **three-storey**) provides some diversity and visual interest, the general continuity of a reasonably

consistent building height contributes to the coherence and enclosure of the street space.

15.1.4.7. Street Corners and Intersections

Street corners are important strategic places, defining activity nodes at intersections, where a sense of place and a feeling of arrival are experienced. Formerly, corner locations were highly prized and owners recognised the landmark qualities of a corner, celebrating it with buildings using elaborate parapet features, re-entrant corners, towers, turrets, elaborate corner entrances or other special features. Corner sites possess a potential landmark quality which can be easily identified from many directions, creating a sense of place and legibility of access. At corners, the buildings are seen in three dimensions and buildings in these positions were often designed to address the corner.

15.1.4.8. Verandahs

Verandahs provide pedestrian shelter, define the pedestrian edge of the street, and reinforce the identity of individual buildings along the street. In the past verandahs were supported on posts (often decorated) at the kerbside, creating a colonnade-like space, separating the carriageway and the footpath. Early verandahs were typically open on the underside exposing the structure and corrugated steel iron cladding. After the First World War World War I verandahs were suspended from facades by metal stays and typically had flat roofs and were generally lined with sheet materials. Pressed zinc metal panels were sometimes used, or fibrous plaster fixed with timber battens. The frontages of the verandahs were, and continue to be, used for shop signage, normally within the depth of the verandah fascia. Verandah fascias were often quite detailed. While some town centres in Auckland retain examples of verandahs supported on posts, more commonly verandahs are suspended from the building frontages by tension stays.

In some centres however, some buildings were designed without a verandah and remain this way. This forms part of their particular character.

15.1.4.9. Parapets and Cornices

Commercial buildings in the traditional town centres exhibit a wide range of parapet treatments ranging from flat or stepped parapets and small pediments to more elaborate examples with towers and domes. Parapets and cornices were used to cap the building and conceal the roof. Parapets often extend well above the roof to create an illusion of height and give the building a more imposing frontage than it would otherwise have. Some examples of Victorian parapets use a number of decorative devices such as ornamental gables, balustrades, finials, towers and flagpoles to great effect, contributing to the identity of the street and adding interest and variety to the urban form.

A proportional relationship between the height of windows and the height to the top of the parapet is evident. A variation of parapet heights and variety of forms that may be evident often contribute to the architectural character and rhythm evident along the street.

Where other types of buildings remain, such as churches and houses, these are often seen in the round with hipped or gabled roof forms visible from the street, contributing to the diversity of the established character of the area.

15.1.4.10. Façade ~~Modulation~~ modulation

In accordance with the design philosophy of their time, ~~façades~~ ~~façades~~ were modulated both vertically and horizontally. A rhythmic hierarchy of bays was built up, each bay in turn being a composition of windows and ornamentation. This subdivision of a building into visually articulated elements suggested the variety of spaces behind the frontage. The many vertical elements combine to give a visual intricacy to a frontage when seen in perspective along the street. A central bay of the building was often projected forward slightly, or distinguished by larger or more numerous windows, pilasters, ornamentation, or parapet elements. On longer frontages, bays to each side may also have been articulated in this way and windows were often grouped in pairs or groups of three.

Human scale and a sense of the hierarchy of levels in a building were achieved by dividing a frontage into two or more horizontal bands. These included the verandah line, spandrel panels, windows, detailing such as string courses, cornices and parapets.

15.1.4.11. Walls

The use of brick masonry construction, which was commonly used for many of Auckland's traditional town centre commercial buildings, has resulted in frontages throughout the traditional town centres appearing visually monolithic above shop front level: thick walls perforated with individual door and window openings with deep reveals. The continuity of the wall generally predominates over openings within it. The proportion of openings is generally vertical and window and door openings are set back, indicating the thickness of the masonry wall. Windows in timber buildings were given a facing that framed the window. This often occurred on plaster buildings as well, where a plaster moulding would be used to frame the window opening.

15.1.4.12. Windows

The shape and arrangement of windows on the frontage gives pattern, rhythm and a human scale to the streetscape. Windows were often spaced along frontages to present an ordered appearance to the street. They are generally vertical in proportion, rather than horizontal, and often arranged in groups to give a rhythm to the façade. In Victorian and Edwardian times shops often had living accommodation on the first floor, with the shape, size and placement of windows conveying this domestic function. Windows at shop front level may contribute detail and interest to the pedestrian experience such as lead-light top lights above shop fronts. Windows in other building types that may be evident in some town centres such as churches may contribute further diversity and detail.

Comment [A4]: Remove hyphen

15.1.4.13. Shop ~~Fronts~~ fronts

Shop fronts are the dominant visual element under the verandah, framing the display of merchandise or the business within. Surviving early shop fronts often include recessed doorways, tiled entrances, and timber shop front joinery with a solid panel at

the base. Many also have a transom above the display windows and door. In the early 20th century there was a growing use of decorative glazing to top-lights, and some good examples remain in **some of** Auckland's traditional town centres.

15.1.4.14. Materials

Materials commonly evident for late 19th and early 20th century commercial buildings include brick and plastered brick, with some examples of timber construction. Solid plasterwork was a highly developed technique to create detailed decorative forms in cement or lime plaster. This was applied over brick or other solid substrates which "roughed out" the same forms to provide a base and key for the plaster. The plaster was easily worked into a variety of architectural styles and was often used to suggest stone construction. A range of traditional materials is also evident in the range of other types of buildings in some of these centres for example timber, brick and plastered brick churches and houses.

15.1.4.15. Decoration

Decorative detail was an integral part of the architectural design of late 19th and early 20th century buildings, providing a further layer of complexity, visual definition and three dimensional modelling to the façades. It offered visual cues as to the function and importance of a building - civic and private buildings were often richly decorated, with the style, amount of decoration and materials involved reinforcing the use and significance of the building. In the **inter-war** period, the use of decorative detail was reduced. Buildings designed in Stripped Classical style typically had more subtle detailing.

15.1.4.16. Colour

Many buildings from the late 19th and early 20th centuries originally had a natural plaster or brick finish. Often plasterwork was intentionally lined and finished to look like stone. Timber buildings were sometimes detailed and painted to achieve a similar monolithic appearance, or alternatively had detail highlighted with colours generally reflecting those found in natural materials.

During the late 1920s and 1930s there was also a use of softly tinted plasters in terracotta and ochre colours, often contrasted with areas of brickwork. Tiles, terrazzo and New Zealand marble and granite were often utilised for shopfront frames and stallboards. Paint finishes tended not to use very dark or very bright colours that would fade too quickly, and tended to reflect natural materials and finishes such as stones, brick and tinted plaster.

Modern architectural international influences on New Zealand architecture following World War II generally saw the use of much lighter colour schemes, however the principle of honesty to materials was important and again natural materials were expressed as part of the overall design intentions.

15.1.4.17. Signs

Signs were often designed as part of the architectural design of a building, rather than merely added to it, such as raised plaster lettering displaying a building name applied to the parapet. Signage on commercial buildings is most commonly fixed to the

verandah fascia and may have been be framed by fascia detailing. Signage is also typically found within or above the shop front frame and suspended below the verandah. Signs did not tend to obscure architectural detailing.

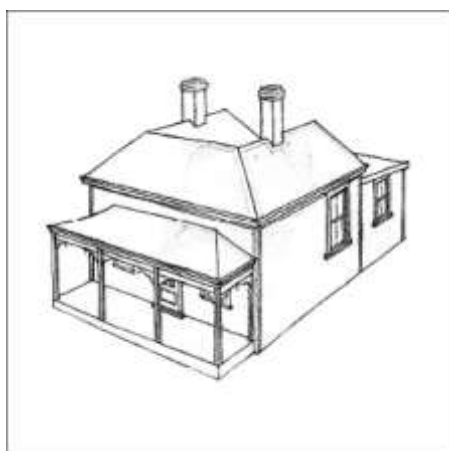
15.1.5. Residential areas

The residential areas within the Special Character Areas Overlay contain a significant collection of housing types and styles including early cottages and villas (1850 - 1890), Late Victorian villas (1890 - 1905), Edwardian and ~~Transitional~~ transitional villas (1905 - 1920), and Californian ~~b~~Bungalows (1920s - 1930s). Although these are the predominant housing styles, the Special Character Areas Overlay also contains other distinctive historic housing styles. These include early Arts and Crafts or English Cottage styles from the late 19th and early 20th century, Art Deco and Moderne houses and apartments from the 1920s and 1930s. The areas also retain examples of State houses, both those built by the first Labour Government in the 1930s and 1940s, but also a small number of earlier examples from the first decades of the 20th century.

Most of these houses are built in timber, made possible due to a plentiful source of cheap timber, mechanisation of its production for construction and the relatively low cost of labour. This enabled the construction of large numbers of timber houses utilising varying degrees of decorative timber detailing.

15.1.5.1. Guide to residential types and styles

15.1.5.1.1. Cottages and early villas before 1890



~~Left: An example of illustrated at left is a small early villa, with a lean-to which would have contained the original kitchen. Right: At right is an example of an early two-storey cottage on a narrow site.~~

Comment [A5]: Formatting: in italics

Although increasingly rare in their original form, there are still significant numbers of these early small houses in the city, especially around Arch Hill, Newton, Parnell and Freeman's Bay. These are just some of the many thousands which once made up the ~~inner-city~~ inner city.

Cottages

Early cottages were very small, sometimes only two rooms, with a simple gable or hipped roof - usually ~~wood-shingled~~ wood-shingled. Though small and cheap, they were still very orderly on the street side, with a centre door and windows each side. Others were ~~two-storeyed~~ two-storeyed but only one room wide with the end wall facing the street. At the rear there might be a lean-to, and over time even more lean-tos might have been added to the first. A verandah was often added to the front.

Main windows were double-hung, with two, four or six small panes in each sash. Other windows were casement (hinged). Doors were panelled, and the front door might have had arches in top panels which were glazed. Decorative pieces were small and delicate, especially verandah fretwork, and moulded architraves were quite simple. Early cottages were typically very simple.

Early ~~Villas~~ villas

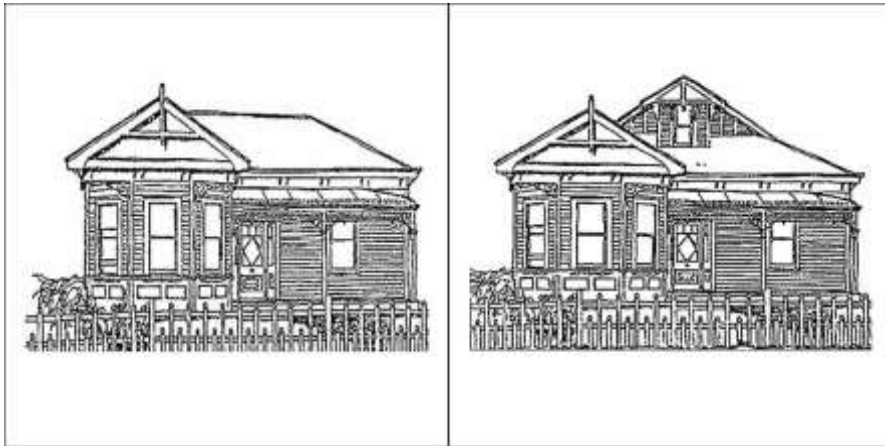
Before 1890 the early villa was really a large cottage, usually of four rooms, but with additional rooms in a lean-to. The roof took on the typical shape of the later villa during this period, with a central gutter hidden behind a main cross roof at the front. Alternatively, a quite steep pyramid roof was common. Verandah roofs were sometimes straight, but also popular was the very elegant concave (curved) roof, and very occasionally, the ogee or reverse curve roof.

Slightly grander villas were built with a projecting front room, on the end of which a bay window, purchased from a joinery factory, could be added. The detail of these houses was very like that of cottages, with the same symmetry on the street frontage, and perhaps slightly more elaborate in the larger examples. Chimneys featured bricks of different colours, or may have incorporated brackets made from white Oamaru stone. Roofs were frequently wood-shingled, but corrugated iron became increasingly common.

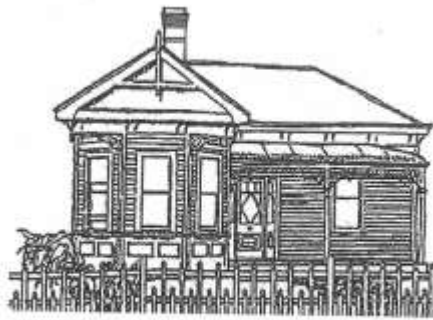
On many houses with a projecting room, elaborate carved bargeboards were fitted, with a tall sharp finial at the top. The carvings, which were usually produced by machine in the factory, were modelled on medieval examples in the Gothic style, and this form of decoration has been termed 'Carpenter Gothic'.

15.1.5.1.2. The late ~~victorian~~ Victorian villa – 1890 - 1905

Schedule 15 Special Character Schedule, Statements and Maps



Comment [A6]: Delete second photo with "pop-top". Replace first photo with drawing below with chimney



Left: An example of a Victorian Bay Villa. The bull-nosed verandah was a common form, and the bay window below the gable end and level of decoration shown is typical of the period. **Right:** An example of a Bay Villa with a traditional roof extension, based on the architectural style and ornamentation of the original house.

The larger late-Victorian villa has come to be the most sought-after of older houses in Auckland. These were built in very large numbers at a time when the kauri milling industry was at its peak, and timber factories were producing vast quantities of mouldings, decorations, doors, windows and weatherboards, all formed by steam-powered machinery. In addition, very colourful imported glasses were available; some etched or engraved in elaborate patterns.

The particular appeal of the large villa lies partly in its generous scale, but also in the quality and variety of its ornamentation. The suburbs comprised of these houses tend to be close to the city and are valued for this convenience and often splendid views of the harbours. Some of these houses were only slightly larger than the earlier small villa but at their grandest, villas were two, even three storeyed, with turrets and verandahs.

The most characteristic form of villa was the bay villa, an evolution of the earlier small house with a projecting room. The faceted bay became a primary architectural element and attracted some of the most extravagant ornamentation in the gable above. Similarly, the verandah alongside was festooned with wooden fretwork and mouldings, in the balustrade and in the frieze overhead.

Larger houses had two bays, or a second on one side, joined to the first with a sweeping verandah around the corner. Every element facing the street was ornamented. These were the houses of the growing successful middle class, and no expense was spared. In spite of this public display, the rear of these houses remained very plain, with the scullery and bathroom still housed under a lean-to roof.

Generally, the villa roof was a uniform height all round, this being determined by the width of the bay and the roof pitch - commonly 30 degrees. On a large house, the front roof concealed a gutter in the centre of the roof which drained to the rear, or sometimes a long shallow roof which avoided the need for a centre gutter. All this was dictated by the preferred architectural character of the house which, as the name implies, sought to emulate the style of the classical Roman villa (but with Gothic decorations). Verandah roofs were commonly straight, but a very popular alternative was the rolled edge or 'bull-nosed' verandah roof.

Large areas of Auckland's early ~~inner-suburbs~~ inner-suburbs, particularly on the ~~Isthmus~~ Isthmus and North Shore, were covered by these houses, facing onto wide streets, often tree-lined. In many streets, several sites were purchased by one builder who then speculatively built and sold several houses.

The plans of these houses were very like that of the earlier small villa, with a central hall from front to back and rooms arranged either side. The size and complexity of mouldings, doors and other features diminished progressively from the front to the back, and an archway half way down the hall marked the change from ~~public to private~~ 'public' to 'private' within the house. Bathrooms were at the rear, very often at the end of the hallway, but the lavatory remained in a small shed to the rear of the property or in an outside washhouse.

15.1.5.1.3. Edwardian and transitional villas – 1905 - 1920

The Edwardian ~~Villa~~ villa



An example of an Edwardian **Villavilla**. The bay window is now forward of the front gable end, and incorporates windows with **fanlights'fanlights'** made of fixed square panes of coloured glass. The ornamentation is also more **Classical'Classical'** than the Victorian example, which sometimes had ornamentation based in the **Gothic'Gothic'** style.

At the time of the death of Queen Victoria (1901), the late villa was in the throes of change, responding to new ideas about taste, and influences from Australia and the United States. The extravagant ornament of the Victorian villa began to give way to a more restrained and elegant style with increasing formality. House plans became more complex, reflected in the changing location of the front door, now sometimes at the corner of the house, or even at the side. The exterior appearance of the villa changed accordingly, with increasing use of the multiple bays at the front and on the sides. Under the influence of the Queen Anne style, turrets were popular, most often at the corners of the house. The bay window regained something of its 1870s character, being once more an addition to the projecting room and with a roof of its own.

The main roof was freed from the constraint of a maximum height and rose to become a pyramid, or a combination of hip and gable, sometimes referred to as a **'Dutch gable'**.

Other notable changes were in the style and design of decoration. The Queen Anne influence, combined with new furniture styles, led to widespread use of turned wood for posts and brackets and a multitude of little **spindles'spindles'** in the verandah frieze. Other popular motifs were the fan (or **sunburst'sunburst'**) pattern, used at junctions between posts and beams, and in the eaves brackets, while the balustrade and the eaves brackets also featured a complex geometry of spindles and plain sticks in an alternating pattern, referred to as **'Chinoiserie'**. New materials became popular, including pressed metal panels for ceilings, walls and even parts of the exterior. Windows continued to use the double-hung sash principle, but with the addition in the front rooms of a **fanlight'fanlight'** above. The glass in these windows was decorative, with lead lights being used for the first time, or more simply being divided into many small panes of pale coloured cast

glass. This glass was also used in the front door and in windows lighting the entry hall, in often complex patterns of diamonds, ovals or circles.

Transitional Villas



An example of a Transitional Villa. Of note is the lower roof pitch, the verandah beneath the main roof form, and the move towards Arts and Crafts' detailing (such as the eaves brackets). The main bay window is once more below the front gable end, but the bay window projecting to the side is now cantilevered in the manner of the later bungalow style.

At about the time of the First World War (1914–1918) World War I, the villa underwent its final transformation. During and after the war, partly as a result of increasing austerity and partly again because of changing taste, the style began to adopt characteristics of the American bungalow style, as well as reflecting the Australian Federation style (this also influenced by the Queen Anne style). Transitional villas often featured a shallower roof pitch with exposed rafters, the verandah beneath the main roof form, and the move towards Arts and Crafts' detailing (such as the eaves brackets). A main bay window was typically below the front gable end, but a bay window projecting to the side was sometimes cantilevered in the manner of the later bungalow style. Room heights reduced, so that these houses now had a distinctively lower profile. Interior planning did not change to the same extent and the inside of the transitional house remained essentially a villa. Decoration changed from fretwork and turnery to plain boards with simple patterns cut into the edges, often in a style reminiscent of Art Nouveau. Posts in verandahs now tapered to the top and balustrades were made of plain boards with elegant floral motifs cut out like a stencil.

In gable ends, shingles became common, often cut in elaborate patterns. The design of doors changed from the traditional four-panel to new designs with a single top panel and two or three vertical lower panels.

15.1.5.1.4. Early State Houses



An example of an early State House. This particular design includes Queen Anne style ornamentation including ~~stick-work~~ ~~stick-work~~ boards over weatherboards on the main gable end, and multi-paned window sashes.

In 1905 the Workers' Dwelling Act was passed. This allowed the State to set aside land, and for the first time to build houses for lease to workers at modest ~~rents~~ ~~rentals~~. Thirty-four designs were selected from 150 submitted by local architects. Workers were reluctant to rent houses in some areas, however, because of cost and poor public transport. A second Act passed in 1910 increased the loan limits and encouraged tenants to buy houses over a period of ~~twenty-five~~ ~~25~~ years. A maximum cost was set at ~~£600~~ ~~pounds~~ and the booklet of plans that was published showed houses in the ~~Transitional~~ ~~transitional~~ style. The Housing Act of 1919 increased the cost limits further, and the Department of Labour produced more designs in a loose English bungalow style, although applicants could present their own designs for consideration.

These early State houses were, however, still beyond the reach of many, and relatively few were built (about 650 between 1905 and 1919). ~~148~~ ~~One hundred~~ ~~and eighteen~~ of these were erected in Auckland City, notably in the Lawry settlement at Ellerslie where many of them still remain intact as an important piece of Auckland's socio-political heritage.

These architect-designed houses strongly favoured the villa style, and may have influenced the popular ~~taste~~ ~~tastes~~ for these houses.

Comment [A7]: Remove space

Comment [A8]: Delete space

15.1.5.1.5. The Californian **b**Bungalow



Comment [A9]: Replace drawing with one below with a chimney



*An example of a Californian **b**Bungalow.*

By the end of ~~the First World War~~ **World War I**, the villa style had fallen from favour. Post-war society had become preoccupied with new ideas about domestic life, with increased interest in leisure, home comfort, cleanliness and efficiency. These ideas, shared in America and Britain, were equally popular in New Zealand and dramatically influenced the design of houses although in different ways. Most builders were influenced by plan books imported from America, while architects were more influenced by the British design journals.

The Californian bungalow had already influenced the transitional villa and its architectural features were already familiar in Auckland houses. The long, low pitched roof with rafters exposed in the eaves, the design of doors, and use of materials such as wooden shingles became even more common in the new style, although truly transitional examples exist.

New features appeared, including barge boards at the roof edge in a scalloped curve. The double-hung window gave way to the casement (hinged) window, but

Schedule 15 Special Character Schedule, Statements and Maps

with a **fanlight** window above, generally filled with leadlight glass in Art Nouveau patterns. (These were later replaced with more sober designs of uncoloured cast and bevelled glass in geometric patterns). Special **feature** windows appeared at corners and in main rooms, with sweeping curves and bell-shaped shingle walls beneath. Box windows and curved **bow** windows were widely used, sometimes in miniature, each with its own roof - usually flat.

The verandah of the villa was replaced in the bungalow by the porch. This was sometimes a small covered landing at the front door, but often was a wide spacious external **room** with its own roof spanning clear across and resting on massive posts of thick timber, or tapered masonry columns, or a combination of these. It was common in these early bungalows for families to sleep in the porches during the summer but in many cases, less hardy later generations have enclosed them as sunrooms or additional bedrooms.

The roof was usually made up of one major gable with smaller gables over projecting rooms and porches. Sometimes a small false roof contained a window to allow light into the roof space. The elaborate moulded brackets of the villa were replaced by plain or scalloped propped beams in the gable. It was very common to build a louvered ventilator into the gable end wall. These were sometimes rectangular, but often narrower at the top or even round. Square openings were most often framed by tapered boards. The planning of the bungalow was much less formal than the villa. Typically, the entrance was now at the side, and the entrance hall led directly into a number of rooms which then gave access to the rest of the house. In the living room, the fireplace was often located in a shallow recess with built-in seating - an **inglenook**. The chimney finished above the roof with a wide flat cap.

15.1.5.1.6. English Cottage



*An example of an **English Cottage**, with the characteristic asymmetrical steep-pitched roof, small-paned windows and dormer window indicating rooms within the roof form comprising much of the second storey.*

After the end of ~~the First World War~~ World War I, society had become preoccupied with new ideas about domestic life, with increased interest in leisure, home comfort, cleanliness and efficiency. These ideas, shared in America and Britain, were equally popular in New Zealand and dramatically influenced the design of houses although in different ways.

Part of the inspiration behind these new ideas came from the Arts and Crafts movement of 19th century Britain. Following the work and teaching of such noted designers and architects as William Morris and C. F.

Comment [A10]: Correct formatting issue – this sentence is broken in half, into two paragraphs

A. Voysey, an increased appreciation of the value of hand-crafted construction, furniture and implements led to a revival of interest in traditional building forms, especially those of rural England. At the same time, new theories of town planning led to the development of the ~~English~~ Garden Suburb movement, with an emphasis on picturesque siting of ~~such~~ buildings in tree-lined streets, close to public amenities. In New Zealand, these ideas took root, sometimes in diluted form, in what is now known as English Cottage style, or sometimes ~~English Domestic revival~~. These houses were characterised by steep pitched asymmetrical roofs over mostly two-storeyed plans. Many of the materials were those found on the bungalow, but there was greater use of picturesque features such as small-paned windows, arches and tall chimneys which became narrower as they rose up the outside of the house. Although the English Cottage style typically presented as larger two-storeyed houses in the new garden suburbs, there are also examples of the style applied on a smaller scale to the bungalow form.

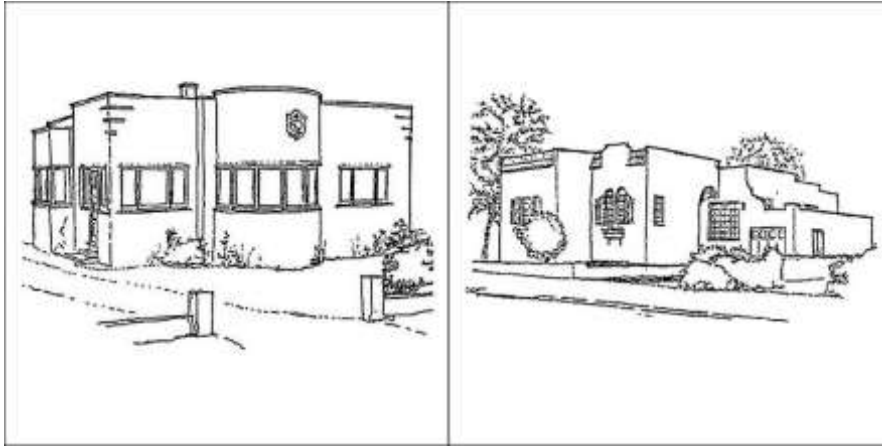
In these houses, it is common to find dormer windows lighting attic bedrooms, while the stair may be lit by a small projecting oriel window, or by a tall narrow window, or a set of windows, with leaded glass. It is less common to find either verandahs or large porches in English ~~Cottage~~ style houses. In their planning, these houses closely resemble the bungalow in the relationship between rooms. However, the stair is a major feature which frequently occupies a considerable room at the entrance to the house. In some houses, the sleeping porch of the bungalow was incorporated on the first floor, but these have usually since been enclosed. Outside the house, fences were often of rough brick or plaster, and gardens frequently featured picturesque structures such as pergolas or frames for climbing plants.

15.1.5.1.7. Bungalow ~~cottage Cottage~~ English Bungalow

Houses combining simplified elements of Californian bungalow and English ~~Cottage~~ styles were also developed. More conservative in character, these bungalow ~~cottages~~ had simplified forms, often with hipped roofs, with rafters boxed in at the eaves. Bay windows were typically reduced or omitted altogether. This type persisted through to at least the 1950s.

Comment [A11]: Remove hyphen

15.1.5.1.8. Art Deco ~~Style~~ Moderne and Spanish



Left: An example of a **Moderne** house, showing plastered walls and flat parapets which step down towards the rear (concealing a sloping roof behind), bands of windows alluding to the **International Style**, and minimal ornament, but including a medallion with a locally-derived motif.

Right: An example of a **Spanish Mission** house, with characteristic plastered walls, parapets topped with half-round earthenware tiles, and small windows, some with arched heads and shutters. A single garage is also incorporated.

Art Deco/Style Moderne

Comment [A12]: Remove extra space

The Art Deco style or Style Moderne was a reaction to the traditional practice of adding ornament to buildings. It was a popular version of **a style the International Style** that evolved after **the First World War as the International Style World War I**, based on a new philosophy of building and aesthetics. Moderne houses in New Zealand are identifiable by their apparently flat roofs (although some of these are low-pitched roofs, sloping to the rear of the house behind level or stepping parapets), textured masonry walls (often stucco on a timber frame), and windows arranged in horizontal bands flush with the wall surface. Walls frequently curved around corners, giving the house the appearance of being enclosed by a continuous horizontal strip of wall. These repeated curving changes of wall surface in some houses gave rise to the term **Waterfall Style**.

While the style rejected ornament, owners of Moderne houses could not resist a few embellishments. Typical decorative motifs included horizontal bands (often in threes), wave patterns, chevrons and even sailing ships, all formed in plaster on the surface of the stucco wall. Many of these designs and patterns came from the Art Deco style - another European decorative style which emphasised abstract designs representing speed, streamlining and energy. The sailing ship however seems to have been a symbol of British patriotism, recalling New Zealand's close ties with England. The Moderne style was especially popular **in for** cinemas, and this influenced ordinary New Zealanders who perhaps associated it with

sophistication and progress. In spite of all this, Moderne houses were simply bungalows in new clothes.

Spanish Mission sStyle

These houses are similar in interior planning and overall form to the Moderne style house. They are, however, relatively distinguishable by their exterior detail, inspired by a revival of early Spanish religious architecture in the American Southwest, and popularised through plan books as an alternative style to the Californian bungalow. The style was introduced to Australia in 1922, but in Auckland the most notable building in this style is Auckland Grammar School of 1913.

Typically, Spanish Mission style houses were built of stucco on a timber frame, in this case with heavily textured finishes. Windows were rather small, often with arched heads, and often with decorative timber shutters. Groups of windows might have a twisted column separating each sash. The trademark of the style was the parapet wall topped by a row of half-round earthenware tiles, and perhaps also the ends of false timber beams stepping out of the wall at roof level.

15.1.5.1.9. 1930s - 1940s State hHousing



An example of a State-designed hHouse. This particular design is influenced by the English Cottage style.

In 1935 the first Labour Government made a major commitment to providing good, cheap state rental housing on a mass basis. The houses constructed were well built and in many cases, provided accommodation well beyond the tenants' expectations.

Over the ensuing years, the driving ambition was to decently-decently house all New ZealandersZealanders, either in rental homes or by the provision of low-interest loans to build one's first home. Loan applicants were encouraged to use architect-drawn designs and specifications issued by the State Advances Corporation. These Design Books'Design Books' contained a large number of design variations and in the 1938 edition the emphasis was on a simplified form

of English Cottage, invariably with an exposed brick chimney and multi-paned casements. The 'Moderne' style was also offered as an option.

In 1936, a new Department of Housing Construction was created to build well-designed houses of good materials to let to worker tenants at low rental rates. The designs were similar in appearance to those of the State Advances Corporation Design Books. The then Under-Secretary for housing, John A. Lee, concerned himself with every detail of the programme and declared that no two adjacent dwellings should be the same. However, they were defined by their characteristic roof tiling, roof shapes and pitch, window design and detailing. The State houses of the late 1930s/early 1940s were a compact form of cottage-cottage of English and some American origins. They were extremely compact with the last remnants of verandahs stripped away. The roofs were typically tiled, mostly hipped or gabled, with minimal eaves and a typical pitch of 30 degrees. Windows were casement type with high sills, divided horizontally into three panes. The houses were usually brick veneer or weatherboard; although a range of cladding materials were also used. This type of housing became a solid base for mass government and private housing in New Zealand for the next two decades.

When the Department first started buying land on which to erect State houses, it took up single or small clusters of sites in developed suburbs. However, by 1940, the State had begun buying whole blocks of undeveloped land on which it designed and constructed comprehensive neighbourhoods. Town planning in New Zealand was still in its infancy and this conscious neighbourhood planning and physical design was managed by the first town planners in the Government Service. Front yards were generally quite deep, and unfenced so that each unit would be a co-ordinated part of a community whole.

15.1.5.1.10. Post-War Modern Movement Houses (1950s - 1960s)



An example of a Post-War Modern house.

Post-War Modern Architecture had its roots in the Modern Movement, a school of architecture that emerged in the late 1920s, in parallel with Modern

Art movements and the search for primary forms without cultural references. In New Zealand, it was to be a further decade before the ideas embodied in the Modern Movement began to influence domestic architecture. Even by the late 1930s and early 1940s, Modern architecture in New Zealand was only practised by a few architects, who had the opportunity to study overseas or by some who had fled the political climate of Europe, and who designed for relatively wealthy or culturally sophisticated clients. Those clients that did build as the Great Depression lifted tended not to be adventurous in matters of style, preferring a precautionary approach to investment in buildings. The intervention of World War II and the associated restrictions on building resulted in limited building activity, and a focus on austerity rather than conspicuous consumption. While some other architects adopted aspects of modern design in a more outward form, the result was more an imposition of a modern external appearance to houses, often with traditional internal planning and limited relationship to the site. During the 1940s, the staff and students at the School of Architecture of the (then) Auckland University College explored the theory and practice of Modern ~~architecture~~Architecture, and its application to the New Zealand context. This coincided with popular dissemination of the same ideas through publications and newsreels, as well as the direct contact with Europe available to military service personnel and ex-personnel.

By the late 1940s and early 1950s, ~~mm~~Modern architecture was no longer seen as the preserve of the elite, and there were deliberate attempts to popularise it by the Labour Government. There was a move to more open planning of the interior of the house, a stronger relationship between the interior and exterior (sometimes almost seamless), and more simple shed-like forms, often using low pitched roof planes which usually did not connect in a ridge, and sometimes even a ~~butterfly'~~butterfly roof form with a central gutter. This new architecture was based on a functional approach that responded to the social changes that occurred in post-World War II New Zealand. Refusing to conform to established conventions regarding suburban form and character, some of these houses were built in established neighbourhoods with little or no regard to neighbourhood character. As such, Modern architecture should not be viewed as a style, but a new approach to design and building reflecting a changing way of life, and rejecting the social conventions and imported styles belonging to another time and place.

A key characteristic of Modern architecture is the strong response to the orientation of the site, and an often immediate connection between the inside and the outside. Domestic architecture in New Zealand prior to World War II followed changes in fashion, and generally ignored factors such as orientation to the sun, views and outdoor living areas, in favour of formal relationships with the street. Internal planning of the houses was generally dictated by perceptions of public, semi-public and private space, as demonstrated in the hierarchy of spaces in the villa. Conversely, well-designed modern houses used extensive (sometimes full height) glazing providing visual and physical access between internal and external living areas, captured wide or even glimpse views with strategic window placement, and placed outdoor living areas according to access to the sun or

aspects of microclimate including prevailing wind, and provided screening or landscaping to assist privacy within rather than the view from the street. Frequently, the planning of the house is used to create outdoor living opportunities within the site, sometimes using additional screening or landscaping to ensure a private outdoor living area, not viewed by neighbours or passers-by.

15.1.5.1.11. Traditional Fences and Boundary Treatments

Traditionally, fences varied according to location, available materials and current fashion. The picket fence, typically about 0.8 to 0.9 metres high, was the most commonly used type at the street frontage. Other types of fence at the street frontage were a relatively low height above the footpath, even if there was some element of retaining. Up until about 1910, plain boards were widely used on side and rear boundaries (generally at a height of 1.5 to 1.8 metres) while at the street frontage the picket fence was most often used. With time, many picket fences disappeared inside hedges of various species. At the height of the villa style, factories produced many picket designs which could be coupled with a choice of gates and gate posts. Cast iron fence panels were sometimes also used.

With the Edwardian villa came the crinkle wire fence, worked into often complex patterns within a metal frame, as well as on gates. Following the First World War World War I, it became increasingly common to find post and three-wire fences, with a top rail of 100x100 wood set on the diagonal. In volcanic areas dry stone walls were common, as well as stones set in mortar. Fences for bungalows were of various materials including brickwork (sometimes plastered), natural stone, post and wire and 'Cyclone' crinkly wire. Concrete blocks imitating stone were also popular.

The front fencing associated with English Cottage style houses was more varied, and was constructed in a range of materials such as brickwork (sometimes plastered), wooden pickets, field stone, and even concrete blocks imitating stone. Where houses were of brick construction, it was usual to find a matching street wall with plastered capping to posts and wall. With the Moderne and Spanish Mission came low brick plastered walls. Low clipped hedges were sometimes associated with Moderne houses.

The State housing of the late 1930s and 1940s minimised fencing. In such areas, the front boundary, and the forward part of the side boundaries were often defined simply by a simple row of basalt stones, sometimes squared, set in the ground. This would continue until it met an open wooden fence between the house and the side boundary, which on one side of the house would include a matching gate. The side and rear boundaries of the rear yard were generally secured with utilitarian fencing (such as post and wire fencing), and privacy could be provided by adding a hedge.

15.1.5.1.12. Traditional Outbuildings and Ancillary Buildings

The smaller sheds and traditional outbuildings which have always been a feature of the urban house section were rarely, if ever, finished like the house. As

Comment [A13]: Remove spaces

utilitarian buildings it was customary to conceal such buildings at the rear of the house and sometimes to conceal them under or behind fruit trees.

Garages were a later development for most houses built before about 1920. The need for a garage was solved in many ways including, not uncommonly, location at the street frontage, and this became a feature of some streets of the 1920s and 1930s. Some garages have a character of their own by virtue of age and their innovative design at the time of construction.

By the 1930s, some houses, generally in the English Cottage style or Art Deco/ Style Moderne, were incorporating a single attached garage at one side of the front face of the house. Even in the 1930s, however, car ownership was far from universal, and very few families had more than one car. For this reason, double garages were never included, and the garage remained a relatively secondary element in the design of the house.

In Post-War Modern houses, garaging was achieved in a number of ways. Sometimes it was beneath a house, particularly if the house had **split levels**. Frequently open carports were used rather than enclosed garages.

15.1.6. Special Character Areas Overlay - Business – Character Statements and Maps

15.1.6.1. Special Character Areas Overlay – Business: Howick

Comment [A14]: Remove space

15.1.6.1.1. Extent of area

The extent of the **Special Character Areas Overlay – Business : Howick overlay area** can be found in the planning maps.

15.1.6.1.2. Summary of special character values

No special character statement has been prepared for Howick.

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

Comment [A15]: Remove space

15.1.6.2.1. Extent of area

Special Character Area Map:



Description:

The Special Character Area associated with the Balmoral Shopping Centre is located on Dominion Road, extending from the intersection with Balmoral Road southwards to just beyond Rocklands Road. The extent includes the first blocks of the business area along with two pocket parks either side of Dominion Road at the Balmoral Road intersection. It incorporates a largely continuous and intact group of commercial buildings representing the area's first period of development in the early decades of the ~~twentieth~~20th century.

The Balmoral Shopping Centre sits towards a low point of the Dominion Road corridor within a larger area of reasonably level or gently undulating land that rises gradually to the east towards Mount Eden/Maungawhau and Three Kings/Te Tātua-o-Riukiuta to the south.

Dominion Road transverse some of the major lava flows from two of Auckland's major volcanoes – Maungawhau / Mt Eden, Mount Eden/Maungawhau and Three Kings/Te Tātua-o-Riukiuta. The undulation of the road along its length clearly indicates the location of these flows, which can also be clearly seen where the road has been cut through, revealing the basalt face in places. The use of stone walls and bluestone kerbs throughout the Mount Eden area and along Dominion Road provides further evidence of how the geological features have influenced built and urban character. A number of the boundaries of the earliest Crown Grant allotments were defined by bluestone rubble walls, some of which are still evident (such as that on the northern edge of Potter's Park).

~~This The Special Character Areas Overlay – Business : Balmoral Shopping Centre area~~ is located close to the Special Character Areas Overlay – Residential : Balmoral Tram Suburb, West-special character area.

Comment [A16]: Remove space

15.1.6.2.2. Summary of special character values

Historical:

~~The area Special Character Areas Overlay – Business : Balmoral Shopping Centre~~ collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – Business : Balmoral Shopping Centre overlay area~~ is significant as an example of a traditional commercial area formed as the town centre of an early 20th century residential tram suburb. It retains a group of buildings that collectively demonstrates a significant period of development from the early 1900s, as land around it was subdivided for housing. Extension of the electric tram service facilitated the surrounding the suburban expansion.

Such suburbs developed across the Auckland Isthmus from the early 1900s through to the 1950s, following progressive expansions of the tram network.

An electric tram service was constructed along Dominion Road as far as Herbert Road just to the north of the Balmoral and Dominion Road intersection by 1908

and was extended to the Balmoral shops by 1917. This, combined with Balmoral's strategic location at the intersection of two major roads, served as a catalyst for the area's rapid commercial and residential development during the 1920s. The role of Dominion Road as the **main street** and main public transport route has always been an important part of its function. Its significance as such was recognised in its renaming from **Mount Roskill Road** in 1907, as the former colony of New Zealand celebrated its new status as a self-governing Dominion within the British Empire.

The Balmoral Shopping Centre was formed in the early part of the **20th** century through the subdivision of larger farm allotments into smaller sites and the formation of side streets off Dominion Road. The first subdivision occurred in 1908, enabling establishment of the first shop around 1910, run by Alexander Spiers Thorburn. This was followed by construction of a small shopping block by 1912 which contained a baker, grocer, chemist and drapers. Neither of these buildings remains extant today, so the oldest building remaining from this early period of development dates from 1917 (594-596 Dominion Road). The next major period of development was in the 1920s as the residential population in surrounding streets steadily increased. This period saw the construction of many of the centre's two-storeyed commercial buildings with residential accommodation above, including a range of retail stores, post office and the Capitol **Cinema Theatre** (1923), providing most of the everyday services, supplies and entertainment needed by the surrounding suburb.

While tram services ceased in the late 1950s, the primacy of Dominion Road as the **main street** and major public transport route remains evident, maintained by the development pattern of retail focus on the **main street** and service lanes at the rear. The area also reflects district and regional planning objectives of the 1960s and 1970s when Dominion **Road** and Balmoral **Roads** were identified as major arterial routes. This created the need for road widening, evidenced in the building line setback of more recent buildings and in the pocket parks on the Balmoral and Dominion **Roads** intersection where corner buildings originally stood.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The **Special Character Areas Overlay – Business : Balmoral Shopping Centre overlay area** is significant for its physical and visual qualities because its remaining built fabric exemplifies a town centre that developed to service an expanding residential tram suburb. It retains a significant grouping of early **20th** century buildings, which demonstrate the centre's consolidation and development from the **19th** century through to the 1920s and 1930s. This includes a range of building types including shops with dwellings above and the Capitol **Cinema Theatre** designed in the architectural styles of the period.

Comment [A17]: Formatting – this should be in italics

Comment [A18]: Delete space

15.1.6.2.3. Description of physical and visual qualities

Built Form

Period of development

Much of the special character of Balmoral Shopping Centre was established by the succession of buildings constructed during the 1920s, although the earliest remaining building dates from 1917 (594-596 Dominion Road). The period of development in the Balmoral Shopping Centre is slightly later than the Eden Valley area (further north on Dominion Road), and is a direct reflection of the extension of the tram lines. The centre is significant for its physical and visual qualities which exemplify the typical architectural features of this period of development. The fabric includes buildings, street layouts, and urban form.

The business area is surrounded by single house lots also from the 1920s period which largely retain their single-level residences.

Scale of development

The special character buildings are mostly two-storeyed and generally have parapet walls facing the street which increase their apparent scale. An exception is the building at 565-571 Dominion Road, which features a gabled terracotta tile-clad roof. The three-storey Capitol Cinema Theatre at 610-612 Dominion Road is visually prominent on the eastern side of the street.

The centre's built form runs along both sides of the street to form a continuous retail strip. More substantial corner buildings with angled entrances create physical 'book ends' to each block at street intersections.

Form and relationship to the street

In a traditional pattern, the fine grain mix of buildings form a continuous frontage directly abutting the street with verandahs over and direct openings to the street. As is typical with many traditional 'main street' configurations, the continuous frontage is facilitated by a rear service lane accessed off Dominion Road that provides for parking and service areas. Variations to this pattern occur in more recent buildings which are set back from the street edge with parking in front, reflecting the planning requirements of their era.

The continuous line of facades on each side of Dominion Road within the special character area establishes a strongly unified street presentation and visual character. This built form creates a strong enclosure to the street, shaping a character that is quite distinct from the transport corridors to the north and south. While the vehicle-dominated nature of Dominion Road itself creates a barrier between the two sides of the retail centre, the strong street enclosure, provision of on-street parking and projecting verandahs softens this divide.

Comment [A19]: Formatting – this dot should be a hyphen

Major features and buildings

Character-defining buildings which make an important contribution to the area are shown on the Special Character Area Map above. Some of these include:

Comment [A20]: Delete space

The corner buildings located at street intersections:

- 594-596-600 Dominion Road;
- 610-612-602-616 Dominion Road – The Capitol Cinema Theatre (scheduled as a Category B historic heritage place/Historic Place);
- 622-618-628 Dominion Road – Ngairé Chambers;
- 638-644 and 640-644 Dominion Road – Rocklands Buildings;
- 555-563 Dominion Road – E.F. Nelson’s Building; and
- 573-575 Dominion Road – the Progress Stores designed by A. Sinclair O’Connor for R.J. Gates.

Other features that contribute to the special character area are bluestone kerbing to footpaths, and the two pocket parks on the Balmoral/Dominion Roads intersection.

Comment [A21]: Remove spaces

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a high density (although relatively low-rise) pattern of development that is maintained through the length of the special character area. On the southern end of the central core of buildings, the density decreases with more modern buildings set back from the street edge.

Types

The Special Character Areas Overlay – Business : Balmoral Shopping Centre overlay area is defined by the survival of a relatively uniform and unified collection of commercial buildings, primarily shops, some constructed with residential accommodation at the upper level. The area also includes the Capitol Cinema Theatre.

Visual coherence

The Special Character Areas Overlay – Business : Balmoral Shopping Centre overlay area retains an intact and consistent group of main street commercial buildings on Dominion Road. It presents a strongly continuous visual character with regard to building type, scale and style, constructed in the early 20th century.

15.1.6.2.4. Architectural values

Styles

The buildings that form the Special Character Areas Overlay – Business : Balmoral Shopping Centre overlay present a clear picture of Auckland’s main

street commercial architecture of the 1920s period, and are good examples of the type of buildings being built throughout New Zealand around this time. The buildings are mostly two-storeys, designed in the Stripped Classical style. This developed as a transition between the ornate detailing of 19th century buildings and mid-century modernism. The classically derived architectural conventions of the time were followed, with architectural articulation and decorative detail subdued.

The facades of these early commercial buildings are generally modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and decorative parapets concealing roof forms. Plaster decoration and detailing is evident on the more substantial buildings, while on less ornate buildings the architectural detailing is plainer, in rendered and/or painted brick. The buildings have projecting verandahs to provide cover for pedestrian use below.

The Capitol Cinema Theatre is also designed in the Stripped Classical style, and is one of the most substantial and well-designed of the numerous suburban theatres which were traditionally featured in shopping centres throughout Auckland.

Some buildings retain early or original shop front detailing, providing evidence of retail design of the period, and enhancing the perception of special character values. Similarly, limited examples of early or original interior detail also remain, which are apparent from the footpath due to the highly glazed shop fronts. However, most shop fronts and interiors have been modified over time.

Materials and Construction – Built Fabric

Construction is generally in plastered brick. Plasterwork (or in some cases, exposed brick) is largely painted over, but some retain their original unpainted render finish, notably the Capitol Cinema Theatre and Rocklands Buildings.

Upper-storey windows were originally generally timber-framed sashes, but there is evidence of an increasing use of steel-framed joinery from the 1920s. The Capitol Cinema Theatre retains some original steel casement window joinery.

15.1.6.2.5. Urban Structure

Subdivision

The subdivision pattern of the Special Character Areas Overlay – Business – Balmoral Shopping Centre overlay area reflects the period of development of the area, as large farm blocks were subdivided for commercial and residential purposes in the early 20th century. The lot sizes within the special character area are generally narrower than the surrounding residential lots. The relatively narrow lot widths, serviced by rear laneways, create a fine-grained urban character to the centre.

Road pattern

Schedule 15 Special Character Schedule, Statements and Maps

The Balmoral Shopping Centre is located on Dominion Road, which is a main transportation corridor and therefore quite wide. The street layout of the Balmoral Shopping Centre and its context feature short block lengths with minor residential streets arranged perpendicular to Dominion Road. These minor streets tend to be offset, so that there are no four-way intersections within the centre. The roads are approximately 20 metres wide.

Streetscape

The form of commercial development within the special character area is that of a traditional suburban retail strip located on a regional arterial route, between residential areas and low-intensity service uses. The continuous retail frontages contribute to the streetscape quality, providing active building frontages with a mix of uses. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath.

Vegetation and Landscape Characteristics

There is very little vegetation along the length of the Special Character Areas Overlay – Business : Balmoral Shopping Centre overlay area. The strong built character of the main street contrasts with the adjoining residential streets where vegetation has a greater presence. The two pocket parks at the northern end of the special character area contrast with its traditional built pattern, although their maturing planting creates an attractive appearance on the edge of this major arterial intersection.

15.1.6.3. Special Character Areas Overlay – Business – Devonport

Comment [A22]: Remove space

15.1.6.3.1. Extent of area

Special Character Area Map:



Description:

The ~~Special Character Areas Overlay – Business : Devonport overlay~~ area includes the commercial centre of Devonport, focused around Victoria Road (north-south) and Clarence Street (west-east). The area extends from the sharp curve in Victoria Road where it meets Kerr Street in the north, to Queen's Parade on the waterfront in the south. On Victoria Road itself the area incorporates a largely continuous and intact group of commercial buildings which represent the centre's earliest periods of development in the late 19th and early 20th centuries, and side streets retain remnants of the area's early industries and businesses.

Long known as a marine suburb, ~~Devonport and the Special Character Areas Overlay – Business : Devonport overlay area~~ is defined by coastal edges to the south and volcanic cones in the north. The underlying topography of the area was influential in the emergence of Victoria Road as the suburb's dominant **main street**, extending from the relatively level area near the waterfront and the wharf, sloping upwards along its north-south alignment towards **Mount Victoria/Takarunga**. To the south, the trees of Windsor Reserve form a vegetated backdrop to the urban form, and from lower Victoria Road the ~~Waitemata~~**Waitematā** Harbour is visible. These visual aspects set the context of the area and are key parts of its character.

15.1.6.3.2. Summary of special character values

Historical:

The ~~Special Character Areas Overlay – Business : Devonport area~~ collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – Business : Devonport overlay area~~ is of significance as the commercial and community centre of the earliest substantial area of European settlement and development that occurred on the North Shore in the late 19th and early 20th centuries in association with the introduction of passenger ferry services. Devonport is one of the three marine suburbs established close to Auckland City, the others being Northcote Point and Birkenhead. The pattern of development throughout the 19th and early 20th centuries is demonstrated in the significant collection of buildings in Devonport that date from this period, serving the surrounding residential area. This includes a concentration of commercial buildings as well as the Esplanade Hotel, banks, theatre and public buildings such as the former ~~Devonport pPost oOffice~~ and ~~Borough Council Chambers~~ **Council Building**, dating from between the 1880s and 1930s.

European settlement of Devonport began in 1840 with a powder magazine being built on the sandspit that is now Windsor Reserve. In the 1840s the area was administered by the Crown and occupied by naval personnel managing stores and ammunition. Known as Flagstaff, it was important to the ~~Auckland harbour~~ **Waitematā Harbour** for the signal station that was set up in 1841 on **Mount**

Victoria/**Takarunga**. The area was surveyed and subdivided for farms and town sections in the early 1850s.

These land uses catalysed the development of a fledgling community, with the arrival of the first boat builders, teachers, shopkeepers and the establishment of churches. As the earliest mode of transport to Devonport for both people and goods was by sea, it followed naturally that the first areas of commerce were adjacent to the water. The initial growth of Devonport saw intense rivalry between two 'ends', one at Victoria Road (**this special character area**) and the other further east along the waterfront at Church Street. Competition to develop Victoria Road as the centre of the settlement stimulated the construction of the Flagstaff Hotel in 1864 at the southern end of Victoria Road and the instigation of ferry services from Victoria Wharf. Trade soon followed, and Victoria Road emerged as the suburb's premier commercial centre.

Devonport continued to grow in the 1880s due to the establishment of military and naval bases in the area. Transportation was improved with the formation of the Devonport Steam Ferry Company in 1885 that provided efficient and reliable ferry services to Auckland's CBD. Daily commuting led to the construction of large residences for city professionals and a full range of services to cater for the growing population, which quickly established the town centre on Victoria Road.

While steam trams had limited success in Devonport, a horse-drawn coach service was a thriving business in the 1880s. Efforts to keep the roads passable were accompanied by the draining of Ngataringa Bay and construction of Lake Road in the late 1870s, which also provided a more direct route north. This reinforced Victoria Road's **pre-eminence** as the town centre and stimulated further subdivision. Horse services were progressively replaced in the 1920s and 1930s by bus services to surrounding suburbs and further afield, along with growing use of private automobiles.

Comment [A23]: Insert hyphen

From 1880 to 1920 Devonport was the main commercial centre of the North Shore. As the main point of communication with Auckland, it was a centre for goods and services to outlying areas such as Takapuna and Milford, and country settlements further north. The area included hotels, boat-building yards and various large scale manufacturers. The suburb's entertainment options were enhanced with the opening of the purpose-built Victoria **Picture Palace and Theatre** in 1912. Because of the ferry services, it was also a popular destination for weekend outings.

Physical and visual qualities:

The Special Character Areas Overlay – Business : Devonport area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

Comment [A24]: Change to 'area' for consistency

The **Special Character Areas Overlay – Business : Devonport overlay area** is of significance for its physical and visual qualities as it demonstrates in its built form the commercial area associated with one of Auckland's earliest marine suburbs. It

Comment [A25]: Formatting – this should be in italics

contains a significant grouping of late 19th and early 20th century buildings, constructed as the town centre progressively developed and consolidated from the 1880s through to the 1930s. This includes a range of building types including commercial buildings as well as the hotels, banks, and public buildings in a range of architectural styles consistent with the evolving architectural tastes of the period.

15.1.6.3.3. Description of physical and visual qualities

Built Form

Period of development

The Devonport town centre's principal period of development is from 1880s through to the 1930s. Significant fabric includes buildings, street layouts, and urban form. The side streets contain more recent commercial and light industrial development that supports the legibility and character of the town centre.

Scale of development

The special character area is particularly noteworthy in the Auckland region for its highly intact **main street** of two-storey buildings and the three-storey Esplanade Hotel (1 Victoria Road) that anchors the corner of Victoria Road and Queens Parade. Buildings along Victoria Road generally have parapet walls facing the street which increase their apparent scale. Street corners are often defined by more substantial corner buildings, some featuring angled entrances, which create physical **book ends** to each block and visually maintain the centre's commercial scale.

Buildings along connecting side streets (also within the special character area) including Clarence, Wynyard, and Fleet **sStreets** are more diverse in age and character but generally continue the predominant two-storey form, with some interspersed single or three-storeyed buildings. These side streets generally present a more diminutive scale due to buildings being set back from the street edge and being designed without parapets.

Comment [A26]: Insert hyphen

Form and relationship to the street

The Devonport town centre includes two distinct urban forms that both contribute to the diversity of the special character area and provide tangible evidence of its key stages of development. The first is the Victoria Road **main street**. Here, the fine grain mix of buildings from the late 19th and early 20th centuries form a continuous frontage directly abutting Victoria Road with verandahs over and direct openings to the street. As is typical with many traditional **main street** configurations, continuous frontages are facilitated by rear service lanes accessed off side streets that provides for parking and service areas. The continuous line of **facades** establishes a strongly unified street presentation and visual character. While each block provides strong enclosure to the street, the generous width of the road combined with the fact that buildings are only on one side (in the southern end) mean that the streetscape remains relatively open.

The second urban form is on Wynyard and Clarence **Streets**, where buildings were generally constructed later. It includes a mix of post-World War II light industrial buildings, and more recent constructions, which tend to be set back from the street edge with car parking in front. Examples of early dwellings are also evident. Commercial and light industrial buildings usually occupy the full width of the site. The generally continuous built forms, combined with the relative narrowness and lower traffic volume of these streets mean that they have some enclosure and pedestrian-centred character.

Major features and buildings

Character buildings which make an important contribution to the area are shown on the special character areas map above. Many of these buildings are also scheduled as **historic heritage places** in their own right. Some examples are:

- 1 Victoria Road – **the Esplanade Hotel (1904) (scheduled as a category A* historic heritage place);**
- **5-1915 Victoria Road – the Oliver May's building ('the Arcade', c.1880s to 1890) (scheduled as a category A* historic heritage place);**
- 12 Clarence Street (49 Victoria Road) – **the former Johnston and Noble building (early 1900s) (scheduled as a category B historic heritage place);**
- 61-67 Victoria Road – **the Devonia Building (1926) (scheduled as a category A* historic heritage place);**
- 73-79 Victoria Road – **Alison's Buildings (1906) (scheduled as a category A* historic heritage place);**
- 95-103 Victoria Road – **the Princess Buildings (1912) (scheduled as a category B historic heritage place);**
- 10 Victoria Road – **the former Devonport Post Office/Council Building (late 1930s) (scheduled as a category A* historic heritage place);**
- 14 Victoria Road – **the former Bank of New Zealand Building (mid 1920s) (scheduled as a category A* historic heritage place);**
- 16-18 Victoria Road – **two-storey retail/residential block (mid 1920s) (scheduled as a category B historic heritage place);**
- 48-56 Victoria Road – **the Victoria Theatre (1912, remodelled 1929) (scheduled as a category A* historic heritage place);** and
- 5 Clarence Street – **the former Telephone Exchange Building (1902) (scheduled as a category B historic heritage place).**

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

Density/Pattern of development

The Devonport town centre has a relatively consistent pattern of development, with some variation between the **main street** (Victoria Road) and Wynyard and Clarence **sStreets**. Building widths along Victoria Road reflect the relatively narrow lot widths created by 1860s subdivision patterns. Many buildings extend across several sections, but their division into structural bays creates a fine-grained urban pattern. Buildings are constructed to the street edge, creating a high-density pattern of development that is maintained through the length of the **main street**.

While lot sizes were generally similar on side streets, some sites have been amalgamated and buildings are less modulated, meaning that the pattern of development is less fine-grained. There is also more variance on side streets in terms of street setbacks and gaps between buildings.

The higher density pattern of commercial development ends very clearly at the area's edges. There are two large residential apartment complexes at the north and south ends (105 Victoria Road and 2 Queens Parade) that complement the form and density of the commercial hub, but immediately beyond these blocks the area is surrounded by predominantly standalone, single-storey dwellings with street setbacks and gardens. These sharp terminations provide a strong legibility to the town centre.

Types

The **Special Character Areas Overlay – Business : Devonport overlay area** is strongly defined by the survival of an especially intact **main street** that predominantly consists of commercial buildings from the late 19th and early 20th centuries. As such, building types along Victoria Road are reasonably consistent and typify the architecture of Auckland's early prosperous suburban town centres. The area's side streets are more varied, and include light industrial buildings and recently constructed apartments.

Visual coherence

The **Special Character Areas Overlay – Business : Devonport overlay area** is particularly noteworthy in the Auckland region for its visual coherence along Victoria Road. This is due in part to a major fire that devastated commercial development on the lower western part of Victoria Road in the late 19th century. A major rebuild of the town centre occurred in a relatively short space of time, and reflected late Victorian and Edwardian design preferences expressed in plastered masonry rather than timber. This has resulted in a high degree of consistency. The eastern side of Victoria Road is a little more varied and reflects the 1920s and 1930s commercial expansion.

There is less visual coherence away from the **main street**, but the variety of building types, styles and ages in these side streets still supports and contributes to the legibility and character of the town centre.

15.1.6.3.4. Architectural values

Styles

Buildings in the **Special Character Areas Overlay – Business – Devonport overlay area** present exemplars of Victorian, Edwardian and early 20th century architectural styles typically found in traditional town centres. The Free Classical style is dominant in late 19th and turn of the century buildings. These have highly modulated and decorated facades which variously feature ashlar linework, quoins, moulded pilasters and window architraves, articulated parapets with elaborately detailed pediments and balustrading, rolled or dentiled cornices, moulded string courses and other decorative detailing such as keystones, scrollwork and corbels. The **Oliver May's Building** is a good example, as is the Esplanade Hotel, which combines aspects of the Edwardian Baroque style and has particularly notable corner cupolas and Dutch gables.

Buildings from the inter-war era are generally designed in the Stripped Classical style. These facades are generally modulated vertically and horizontally with simplified classical detailing such as pilasters, string courses, cornice lines and parapets concealing roof forms. Detailing is more restrained. An unusual example is the Devonia Building which has some Vienna Secession style influence. There are also buildings designed in the Art Deco style, the former **post-offices Devonport Post Office** at 3 and 10 Victoria Road being good examples. The mixed-use retail and residential building at 18 Victoria Road demonstrates the English Domestic style with Arts & Crafts influence.

Most buildings on the **main street** have projecting verandahs, although some are designed without. Many buildings retain a relatively large amount of early or original shop front detailing, including recessed entries, timber shop front joinery, panelled stall boards and leaded top lights. These features greatly enrich the pedestrian environment and provide evidence of retail design of the period. Similarly, some examples of early or original interior detail also remain, which are apparent from the footpath due to the highly glazed shop fronts.

The architecture of the town centre's side streets is more varied due to a wider range of construction periods and building uses and types. Buildings from the 1950s to 1970s were designed with a relatively simple exterior aesthetic, consistent with architectural design concepts of the period.

Materials and Construction – Built Fabric

The special character buildings are typically constructed in brickwork, which is either finished in plaster or left exposed. Plasterwork is generally now painted, although there are some remnants of unpainted plaster and exposed brick on side and rear elevations. Inter-war buildings are often a combination of brick and concrete construction, plastered and painted. Buildings constructed from the 1950s onward are generally of a similar scale to earlier buildings but utilise a more diverse range of materials and construction methods, with reinforced concrete being the main structural material.

Upper-storey windows are generally original or early **timber-framed** sashes, sometimes with leaded top lights. Some inter-war buildings feature **steel-framed** windows in keeping with the building's particular style; the Art Deco former **post**

office Devonport Post Office and the Devonia Building are good examples. Ground floor form and fabric is especially intact in the centre as noted above, although there have been various modifications throughout. Verandahs are generally supported on steel ties to the façade structure, although some are supported on posts. Signage is typically located on verandah fascias, and some buildings feature building names and/or dates in plastered relief on parapets or pediments.

15.1.6.3.5. Urban Structure

Subdivision

The lowest section of Victoria Road was subdivided in 1863, its relatively narrow lot widths creating a fine-grained urban character to the main street. Side streets were also largely subdivided in the late 19th century, originally for housing, and therefore reflect the surrounding residential subdivision pattern and lot sizes. While 19th century cottages were later replaced by light industrial, manufacturing and commercial buildings, the pattern of the original subdivision largely remains.

Comment [A27]: Remove space

Road pattern

The street structure of the Special Character Areas Overlay – Business – Devonport overlay area is based on an informal grid associated with incremental processes of subdivision back from the waterfront roads of Queens and King Edward Parades. Victoria Road was laid out to follow natural contours such that extensive earthworks were minimised; this created a sharp bend at the south western base of Mount Victoria/Takarunga which in turn established a clear boundary to the town centre.

Victoria Road is relatively wide with dual carriageway and car parking on either side. Footpaths have been widened in sections with extended corners with pedestrian crossings established to enhance pedestrian amenity.

Streetscape

The streetscape of the Special Character Areas Overlay – Business – Devonport overlay area exhibits two distinct streetscape environments: the main street of Victoria Road and the side streets running perpendicular and parallel to that road. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath. At the southern end of Victoria Road the street enclosure is one-sided; Windsor Reserve forms a large green space to the east with mature trees. The juxtaposition of contiguous built form and landscaped open space is a strong contributor to the streetscape character of the area.

Side streets have a more variegated streetscape character with varying building types and setbacks, a prevalence of car parking and an assortment of street trees. These rear areas provide a buffer to the surrounding housing and give the town centre legibility by illustrating evolving land uses and resultant streetscapes over time.

Vegetation and ~~L~~andscape ~~C~~characteristics

The ~~Special Character Areas Overlay – Business – Devonport overlay area~~ is strongly defined by its connections to the adjacent beach and Windsor Reserve. Public recreation reserves in the Devonport area were formed from military land that had become superfluous; Windsor Reserve, a naval ammunition store, was one such area and was given to the Borough in 1911. The town centre's trees are also significant, with tree planting being seen as an important civic responsibility in Devonport's early settlement and consolidation. Most notable is the Moreton Bay fig near the Devonport Library, planted in 1883, and other Windsor Reserve trees that date from 1896. Other landscaped corners and street trees add another layer to the centre's diverse physical and visual character and amenity.

15.1.6.4. Special Character Areas Overlay – Business: Eden Valley

Comment [A28]: Remove space

15.1.6.4.1. Extent of area

Special Character Area Map:



Description:

The ~~Special Character Areas Overlay – Business : Eden Valley overlay area~~ is located on Dominion Road, between Onslow Road and Grange Road. ~~The extent of the area is shown on the special character map above.~~ The area contains significant groupings of early 20th century commercial buildings.

Dominion Road has a general north-south alignment. The underlying landform is relatively level within the ~~Special Character Areas Overlay – Business : Eden Valley overlay area~~, rising gently to the northern end. To the east of Dominion Road the landform rises towards ~~Maungawhau Mt Eden Mount Eden/Maungawhau~~, with views to the ~~mountain maunga~~ along Valley Road.

The ~~Special Character Areas Overlay – Business : Eden Valley overlay area~~ is closely associated with the surrounding Special Character Areas Overlay – Residential: Isthmus A ~~special character area~~.

Comment [A29]: Remove space

15.1.6.4.2. Summary of special character values

Historical:

The ~~Special Character Areas Overlay – Business : Eden Valley area~~ collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – Business : Eden Valley overlay area~~ is of significance as an example of a suburban commercial area that developed in the early decades of the 20th century in conjunction with expansion of the surrounding residential area and development of the tram line along Dominion Road.

The Eden Valley business area was established around the early 1900s at the intersection of Dominion Road with Walters Road and Valley Road. Early commercial development is associated with the adjacent late 19th and early 20th century subdivisions and the ~~tram suburb~~ development pattern that occurred close to Dominion Road.

Dominion Road is one of the earliest roads to have been formed as the main arterial route extending across the isthmus. It was the main thoroughfare for all transport in the area. The provision of public transport and in particular the electric tram service which commenced in the early 1900s and extended to the ~~Mount~~ Albert intersection by 1930 has had a direct effect on commercial and residential development along Dominion Road. Dominion Road is still a main thoroughfare and important public transport route today.

Two-storeyed Edwardian style buildings were built on three corners of the intersection of Dominion Road and Valley Road around the time that the tram line was extended down Dominion Road to Herbert Road (north of Balmoral Road) in 1908. These included the 1907 Auckland Meat Company Building on the north corner of Walters Road, the 1909 Worota Building on the south corner of Walters Road and the similar 1912 Bridgman Building on the north corner of Valley Road. Numerous blocks of one- and two-storeyed masonry shops were built in Eden Valley in the 1920s, as the local residential population expanded. Eden Valley

demonstrates the progressive development of a suburban centre from establishment in the late 19th century through to a peak of development in the 1920s. Around this time the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.

Comment [A30]: Formatting – this should be in italics

The ~~Special Character Areas Overlay – Business : Eden Valley overlay area~~ is significant for its physical and visual qualities because it retains a high concentration of early 20th century commercial buildings, particularly dating from the early 1900s and 1920s. The area includes a range of buildings types in a mix of architectural styles consistent with the evolving architectural tastes of the period. The area's built form and urban patterns provide evidence of its development and associations.

15.1.6.4.3. Description of physical and visual qualities

Built Form

Period of development

The ~~Special Character Areas Overlay – Business : Eden Valley overlay area~~ demonstrates in its built fabric a significant period of development that occurred in the area from the early 1900s through to the 1920s, directly associated with the arrival of the electric trams on Dominion Road. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to the Special Character Areas Overlay – Residential: Isthmus A ~~special character area~~.

Comment [A31]: Remove space

Scale of development

The special character buildings in the ~~Special Character Areas Overlay – Business : Eden Valley overlay area~~ are typically two-storeyed, with some single-level buildings. Commercial buildings in the area generally have parapet walls facing the street increasing their apparent scale. Street corners are defined by more substantial corner buildings, some featuring angled entrances.

Form and relationship to the street

Generally all the special character buildings are constructed to the front boundary line and occupy the full width of the site facing the street. The buildings create a continuous fine-grained building line facing the footpath, which is generally covered by suspended verandahs. Most buildings are constructed with parapet walls to the road concealing roof forms. Development after around 1960 has been set back from the road boundary, and differs from the patterns established during the key period of development.

Major features and buildings

Character-defining and supporting buildings which make an important contribution to the area are shown on the map above. Some of these include:

- Worota Building, Bridgman Building and former Auckland Meat Company building on corner of the intersection of Dominion Road with Valley Road and Walters Road 277-231 Dominion Road – Worota Building
- 234 Dominion Road – Bridgman Building
- 219-225 Dominion Road – The Auckland Meat Company Building; and
- Examples of 1910s to 1920s commercial main street buildings.

Comment [A32]: Delete space

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. The division of some building facades into structural bays of around five to six metres further reinforces the fine-grained rhythm of the remaining early 20th century commercial building frontages. Buildings built up to the street edge create a strong sense of street enclosure. More recent development has been set back from the road boundary or has created breaks in the continuous street frontage, for example where car parking in the Eden Quarter Development extends to the east side of Dominion Road.

Comment [A33]: Delete space

Types

Eden Valley is characterised by predominantly commercial buildings. Generally built in the 1900s through to the 1920s they were typically designed as mixed-use buildings, with ground floor shops and dwellings at the upper level. A former church, a villa with shop attached and the Koala flats on the west side of Dominion Road near the intersection with Burnley Terrace are examples of residential and community building types located among the commercial buildings of Dominion Road.

Visual coherence

The special character area has a high degree of visual coherence where groups of 1900s to 1920s main street buildings remain on both sides of Dominion Road, particularly in the area around and south of the intersection with Valley Road and Walters Road. In other parts of the area clusters of buildings built at a similar time retain a sense of visual coherence, with development interspersed or opposite that may have occurred more recently.

15.1.6.4.4. Architectural values

Styles

Buildings in the Special Character Areas Overlay – Business : Eden Valley overlay area demonstrate a range of Edwardian and early 20th century architectural styles typically found in traditional commercial areas. Buildings dating from around 1910 are typically designed in Edwardian Classical or

Italianate style, using classical composition, detailing and decorative elements. Buildings dating from the 1920s in the area are typically designed in Stripped Classical style popular during the inter-war period. The facades are generally modulated vertically and horizontally with simplified classical detailing such as pilasters, string courses, cornice lines and parapets concealing roof forms. Detailing is more restrained. Examples of other styles from a similar period in the Eden Valley area include Spanish Mission and Moderne styles.

Materials and Construction – Built Fabric

The existing early commercial buildings are generally of brick or plastered brick construction, with some constructed using timber. Some retain shop fronts featuring decorative leadlight top lights.

The facades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to two-storied buildings. Plaster decoration and detailing is evident on the more substantial buildings. Window joinery is typically timber-framed and windows are generally set within a solid facade. On less ornate buildings the architectural detailing is plainer, in either rendered brick or timber.

Comment [A34]: Remove hyphen – one word

15.1.6.4.5. Urban Structure

Subdivision

Residential subdivisions to either side of Dominion Road in the Eden Valley area occurred around the late 1870s and 1880s, with secondary roads formed during this period. View Road was formed in 1879, as was Ewington Avenue, Grange Road in 1881, Bellwood Ave in 1883, King Edward Street and Elizabeth Street in 1885, and Burnley Terrace in 1886. Onslow Road and Walters Road were formed as part of a subdivision dating from 1898. This subdivision period and pattern is generally evident in the relatively narrow lot widths and fine-grained urban character present. The later amalgamation of lots to form large sites has disrupted the original subdivision pattern, particularly in parts of the east side of Dominion Road.

Road pattern

Dominion Road runs in a straight line for approximately seven kilometres from New North Road to Mount Roskill and is one of the earliest roads to have been formed in the Mount Eden district. The street layout is generally orthogonal with the residential streets arranged perpendicular to Dominion Road located at varied block lengths. Walters Road and Onslow Road meet Dominion Road at an angle creating corner sites of varied shape.

Dominion Road and other streets in the area are 20 metres wide. Ewington Avenue is narrower, at around 15 metres wide. Dominion Road has a dual carriageway with bus lanes and car parking on either side. Footpaths are relatively narrow with basalt edging.

Streetscape

The form of commercial development within the ~~Special Character Areas Overlay~~ ~~Business : Eden Valley overlay area~~ is that of a traditional suburban retail strip located on a regional arterial route. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses. A strong sense of enclosure is created where continuous building frontages are located along the street boundary and verandahs are provided over the footpath. There is a generally consistent streetscape rhythm marked by individual buildings and repetitive shopfronts on sections of approximately 15 to 20 metres wide. The streetscape character varies where more substantial post-1960s development has occurred.

Vegetation and landscape characteristics

There is no distinctive vegetation pattern within the centre. Large specimen trees in Ballantyne Square, on the corner of Ewington Avenue and Dominion Road, provide a visual contrast to the surrounding built environment.

15.1.6.5. Special Character Areas Overlay – Business: Ellerslie

Comment [A36]: Remove space

15.1.6.5.1. Extent of area

Special Character Area Map:



Description:

The ~~Special Character Areas Overlay – Business : Ellerslie overlay area~~ is located along Main Highway, extending from the intersection with Ramsgate and Arthur ~~streets~~Streets to the east, to just beyond the Robert Street corner overlooking the Southern Motorway to the west. The area ~~is shown on the special character area map above.~~ It generally covers the business area that developed close to the Ellerslie railway station, at the former intersection between Main Highway and the southern rail corridor.

The layout of Ellerslie was established by Robert Graham's early subdivision and shaped by the railway, racecourse and the topography of the Ladies Mile ridge, with the formative Main Highway following the foot of the contour and skirting the Michaels Ave and Waitatarua wetlands through to Panmure and Howick.

The railway line is located on the western side of the Southern Motorway. The relationship to the railway has always been an important characteristic of this centre, and the direct pedestrian access to the station over the motorway forms the central corner of the ~~Special Character Areas Overlay – Business : Ellerslie overlay area.~~

15.1.6.5.2. Summary of special character values

Historical:

The ~~Special Character Areas Overlay – Business : Ellerslie~~ area collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – Business : Ellerslie overlay area~~ possesses significance as an example of an outlying rural village established in the late 19th century that became an important residential and commercial centre focused around one of the earliest roads in the area. It demonstrates sustained development over an extended period of time.

Founded by Robert Graham in 1848, the Ellerslie town centre has significance as its development has paralleled the emergence and development of transport patterns within the Auckland isthmus. It demonstrates early commercial development that occurred in the area and reflects several distinct phases of transport infrastructure changes and residential expansion that have occurred in the Ellerslie area over time. The ~~Special Character Areas Overlay – Business : Ellerslie overlay area~~ also has strong associations with horse-racing which developed as part of the area's early rural history. These associations are still relevant to the identity of the community and are an integral part of Ellerslie's formation and history.

Commercial development in Ellerslie was initially enabled by the 1873 rail link between Auckland and Onehunga, which facilitated suburban settlement and growth in areas along the rail line including at Penrose, Ellerslie and Newmarket. Ellerslie made its name through popular attractions such as the 1870s zoological gardens and racecourse, and early hotels and stores were built close by. The

earlier rural character of the area changed from the 1880s onwards with residential subdivisions occurring in 1882. The first shops were constructed at a similar time. The Lawry Settlement, an area of housing developed under the Government's Worker Dwelling Act of 1910, saw the subdivision of land and construction of the first **state-State** houses close to the town centre.

The electric tram was extended along Great South Road during the 1920s, which served as a catalyst for further commercial and residential expansion and consolidation in the area. By 1950 the Ellerslie town centre was firmly established and enclosed within a short strip between Ellerslie station, Ladies Mile and Ramsgate Street, containing various retail and service outlets and the Borough Council Chambers.

Ellerslie was fundamentally changed by the construction of the first stage of the Southern Motorway in the 1950s, which split the borough and its commercial centre along Main Highway. The **Special Character Areas Overlay – Business : Ellerslie overlay area** is located to the east of the railway and remained the commercial hub of Ellerslie.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The **Special Character Areas Overlay – Business : Ellerslie overlay area** is of significance for its physical and visual qualities as it demonstrates in its built fabric a grouping of early 20th century commercial buildings along Main Highway that demonstrate progressive development in Ellerslie. This ranges from Ellerslie's establishment in the Victorian and Edwardian eras close to the railway station, through to a peak of commercial expansion in the 1920s and 1930s.

Comment [A37]: Remove space

15.1.6.5.3. Description of physical and visual qualities

Built Form

Period of development

The **Special Character Areas Overlay – Business : Ellerslie overlay area** demonstrates in its built fabric a significant period of commercial development that occurred in the area between the 1900s and 1930s. More recent development has occurred in Ellerslie, but the early 20th century character is still dominant. The built fabric includes the buildings, street layouts and urban form.

Scale of development

The **Special Character Areas Overlay – Business : Ellerslie overlay area** is characterised by one- and two-storey buildings, where building frontages and verandahs line the street blocks and provide an active street edge. While the core area is commercial in nature, land uses in the surrounding streets quickly change to traditional residential development on the periphery. The only building taller

than two storeys within the ~~Special Character Areas Overlay – Business –~~ ~~Ellerslie overlay area~~ is the former Southern Cross building at 87-93 Main Highway.

Form and relationship to the street

The ~~Special Character Areas Overlay – Business –~~ ~~Ellerslie overlay area~~ has developed as a traditional ~~main street~~. Commercial buildings lining Main Highway and Robert Street have a strong relationship to the street, being constructed to the front boundary line and generally occupying the full width of the site facing the street. Narrow lanes connect to service and parking areas at the rear.

Many buildings are constructed with parapet walls to the road which conceal roof forms, and most have verandahs to provide footpath cover, although some such as the former ~~Ellerslie pPost oOffice~~ were designed without verandahs. These features create a sense of enclosure to the retail streetscape.

Major features and buildings

Character-defining and supporting buildings which make an important contribution to the area are shown on the special character map above. These include:

- 114-118 Main Highway (~~corner Ladies Mile~~) – Mackenzie's Buildings (1930s);
- 87-93 Main Highway – ~~the former~~ Southern Cross building (1920s);
- 124 Main Highway – ~~the former~~ Ellerslie ~~Ppost Oeoffice~~ (1930s);
- 111-121 Main Highway – ~~unnamed building~~ (1930s);
- 137-141 Main Highway – ~~the former~~ Borough Council Chambers (1920s); and
- 126 Main Highway – Four Square (1964).

Density/~~p~~Pattern of development

Building widths vary considerably from narrow-lot early 20th century retail to more generous public buildings and large modern commercial blocks. Buildings built up to the street edge create a high density pattern of development along each street edge but this is variously broken by single and double-width driveways, and the open plaza of the Community Centre and pedestrian bridge at opposing ends of Main Highway.

Types

The ~~Special Character Areas Overlay – Business –~~ ~~Ellerslie overlay area~~ is defined by the survival of a variety of building types from different eras that include retail shops, the former ~~Ellerslie pPost oOffice~~, and cinema.

Visual coherence

The area includes a range of building types, scales and styles from the early 20th century to the present day. Despite stylistic variations, the general consistency of facades built to the street edge with overhanging verandahs, on-street parking, provide visual coherence to the area.

Comment [A38]: Delete space

15.1.6.5.4. Architectural Values

Styles

The ~~Special Character Areas Overlay – Business : Ellerslie overlay area~~ retains a range of architectural styles representing commercial design from different phases of development through the 20th century.

The buildings are examples of early 20th century architectural styles typically of plastered brick construction. Buildings constructed during the 1920s and 1930s include Spanish Mission, Arts and Crafts and Georgian Revival styles. These are typically two-storeyed. There are number of mid-century buildings that generally complement the early 20th century buildings that define the character of the area.

Generally continuous suspended verandahs with fascia signage panels run along the ~~main street~~ frontages. The verandah of the former snooker saloon at 107-109 Main Highway is supported on posts rather than by steel rods tied back to the façade above. There are some buildings such as the former post office which were designed without verandahs; this is part of the architectural concept and contributes to the stylistic quality of the built form.

Materials and Construction – Built Fabric

The centre's building scale varies but is generally one or two storeys; the perceived height of some two-storey structures is amplified by parapets. Existing early commercial buildings are generally of brick construction, usually plastered or with a pebble-dash finish, and painted. There are a few early timber construction remnants. Most post-war buildings are constructed of painted concrete blockwork with frontages of glass and aluminium joinery.

15.1.6.5.5. Urban Structure

Subdivision

The ~~Special Character Areas Overlay – Business : Ellerslie overlay area~~ subdivision pattern reflects the surrounding residential subdivision pattern largely established in the latter part of the 19th century, and the subsequent subdivision and development of the commercial area. Sites are relatively narrow in width and a fine-grained urban character is evident.

The periods of development are reflected in remnant narrow lot widths interspersed with wider sections; however, larger buildings continue the earlier retail pattern of multiple small retail outlets facing the street, continuing the relatively fine-grained urban character established by the early subdivisions.

Road pattern

Main Highway is the main road through the commercial area. This originally diverged from Great South Road south of Greenlane and was the main transport route through Ellerslie. Secondary roads run perpendicular to Main Highway including Ladies Mile, Arthur and Amy **sStreets** formed as part of the 1882 residential subdivision. Construction of the railway in the 1870s and the motorway have modified the road pattern. The Main Highway is based on a standard **4one** chain or 20 meters width used for most of the street network, with a dual carriageway and car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

Streetscape

The form of commercial development within the special character area is that of a traditional suburban retail strip located on an (originally) arterial route and serving the surrounding residential area. Main Highway between Robert Street and Ramsgate/Arthur Street forms the core of the town centre, and it is the character buildings along this section of road that contribute strongly to the area's distinct character. This retail strip creates strong street enclosure, mainly due to the reduced width of the road and the consequent interrelationship between both sides of the street. This contrasts somewhat with the wider Robert Street, where the street enclosure is less well defined despite some verandahs.

The continuous retail frontages contribute to the streetscape quality by providing active building frontages with a mix of uses.

*Vegetation and **Landscape C**characteristics*

The War Memorial Community Centre's public plaza complete with large specimen trees, and the public open space and pedestrian bridge linking the centre to the railway station both contribute to the suburban centre character of the **Special Character Areas Overlay – Business : Ellerslie overlay area**. The two mature Norfolk **pPines** at each end of the centre are particularly significant as part of the area's development and urban maturity.

15.1.6.6. Special Character Areas Overlay – Business: Grey Lynn

Comment [A39]: Remove space

15.1.6.6.1. Extent of area

Special Character Area Map:



Description:

The **Special Character Areas Overlay – Business : Grey Lynn overlay area** is located on Great North Road, centred on the intersection with Williamson Avenue and Tuarangi Road. It extends southward to the bend in Great North Road beyond this intersection, and northward to the intersection with Surrey Crescent. The extent **is shown on the special character area map above.** It includes the town centre that developed largely in the early decades of the 20th century and incorporates a significant grouping of commercial and community buildings from this period as well as an example of 1920s terraced houses.

Great North Road is centred on a ridgeline with land falling to the east and west, and is one of the oldest routes leading out of Auckland. Great North Road forms the spine of the centre and changes in its alignment **to** define entry points to the business area.

15.1.6.6.2. Summary of special character values

Historical:

*The area collectively reflects an important aspect, or is representative **of,** a significant period and pattern of community development within the region or locality.*

The **Special Character Areas Overlay – Business : Grey Lynn overlay area** is of significance as an example of an outlying suburban centre established in the mid to late 19th century on Great North Road, one of the earliest roads leading from the city. It demonstrates sustained development over an extended period of time. Grey Lynn centre developed in conjunction with the rapidly increasing population of Auckland City from the 1880s and the establishment of a tram line along Great North Road after the early 1900s.

While residential sections became available in the area from the late 1850s, the Grey Lynn area remained largely a mix of dairy farms and market gardens along with various industries with only small pockets of residential development. This mixed land use would remain a feature of the area for the remainder of the 19th century.

A small centre was established in the 1880s around the junction of Great North Road and Williamson Avenue as local farms and market gardens started to give way to suburban development. These two major roads defined the southeast edge of the 1883 Surrey Hills residential estate, Auckland's largest residential subdivision in the early 1880s. The former Arch Hill **Hhotel Pub**, a two-storey timber construction built in the early 1880s on the corner of Great North and Tuarangi **Roads** (584 Great North Road), still remains from this period. Following the establishment of an electric tram terminus at the Great North Road and Williamson Avenue corner by 1903, the first substantial two-level plastered brick building was built around 1910 at 521- 531 Great North Road, consisting of a block of strip retail shops with residential accommodation above.

The most significant phase of community and commercial development occurred through the 1920s and 1930s, with the first sites of development being between Williamson Avenue and Crummer Road. During this time the centre served most of the everyday services, supplies, social and religious needs of the surrounding suburb. The centre's recognition as the area's commercial and community nucleus was reinforced by construction of the Grey Lynn Public Library, St Joseph's Catholic Church, St Joseph's Convent and School, and Grey Lynn Primary School just outside the ~~Special Character Areas Overlay – Business : Grey Lynn area~~ in the 1920s.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The ~~Special Character Areas Overlay – Business : Grey Lynn overlay area~~ is significant for its physical and visual qualities, as it retains largely intact blocks of commercial **main street** buildings dating from the 1880s through to the 1930s. The area demonstrates in its structure and built fabric the progressive development of the town centre to service the surrounding residential suburb from the late 19th century to the present day.

15.1.6.6.3. Description of physical and visual qualities

Built Form

Period of development

The ~~Special Character Areas Overlay – Business : Grey Lynn overlay area~~ demonstrates in its built fabric a period of development from the 1880s and particularly the 1920s and 1930s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to parts of the Special Character Areas Overlay – Residential; Isthmus A area in Grey Lynn.

Comment [A40]: Remove space

Scale of development

The ~~Special Character Areas Overlay – Business : Grey Lynn overlay area~~ has a mixture of single- and two-storeyed buildings. The southern end of the special character area concludes in a row of five 1920s terrace houses; these are single-storey and their relatively modest scale and terracotta-tiled pitched roof forms contrasts with the adjacent commercial buildings.

The intersection of Great North Road with Tuarangi Road and Williamson Avenue features buildings which although stylistically varied are all of two-storeyed scale, which helps define this major junction. The slender fenestration and high parapet of the ASB Bank building at 592 Great North Road contributes to the scale and definition of the corner although only single-storeyed. Scale, building height, and setbacks at the northern end of the area are mixed.

Comment [A41]: Delete space

Form and relationship to the street

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. The buildings at the core of the area create a continuous building line opening directly to the footpath and generally feature verandahs. Some buildings were designed without verandahs, including the former post office and the ASB ~~Bank~~, and this forms part of their original character.

Variations occur largely at each end of the area. At the southern end the row of terrace houses are set back from their front boundary but maintain a strong relationship to the street and contribute to the diversity of the established character.

Major features and buildings

Character-defining buildings which make an important contribution to the area are shown on the special character areas map. Some of these include:

- Buildings at the corners of the intersection of Great North Road with Tuarangi Road and Williamson Avenue 592 Great North Road – ASB Bank;
- 584 Great North Road – Arch Hill Pub;
- 537 Great North Road;
- 543 Great North Road;
- The blocks of shops at 563-567 Great North Road, 596-602 Great North Road, 533 Great North Road, and 521-531 Great North Road 563-567 Great North Road;
- 596-602 Great North Road;
- 533 Great North Road;
- 531 Great North Road; and
- The five terrace houses at 495-503 Great North Road – Terrace Houses (scheduled as a category B historic heritage place).

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

Other important features in the special character area are bluestone kerbing to the footpaths.

Density-/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a high density pattern of development along Great North Road. The density decreases away

from the central core of buildings on Tuarangi Road and Williamson Avenue, and to the northern end of the area.

Types

The **Special Character Areas Overlay – Business : Grey Lynn overlay area** includes shops, banks, the former St Columba Church Hall, the former cinema, the former **Post Office**, and residences.

Visual coherence

While the area retains a range of building types, scales and styles, their reasonably consistent age and context, scale and materials mean that they form a coherent experience of the town centre. Their combined attributes contribute to the visual coherence of the area.

The four buildings that define the Great North Road, Williamson Avenue and Tuarangi Road intersection together act as local landmarks. In particular, the scale, style and configuration of the former post office building and ASB **Bank** building positioned diagonally across the street strongly define this main corner.

15.1.6.6.4. Architectural Values

Styles

The **Special Character Areas Overlay – Business : Grey Lynn overlay area** presents a range of architectural styles typically found in commercial centres from the inter-war period. Buildings are predominantly designed in Edwardian architectural styles with later buildings in Stripped Classical style (ASB **Bank** Building, 592 Great North Road), and Moderne style (former post office building 537 Great North Road). **Facades** are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms and enhance perceived scale and formal proportionality. Timber upper windows are standard, and verandahs are suspended from the **facades**.

Traditional shop fronts usually included a signage fascia, large glazed display windows often with a stall board, and sometimes a recessed entrance. Some buildings retain early or original shop front detailing, providing evidence of retail design of the period and enhancing the character of the area. Similarly a number of buildings in the area retain original interiors or some of their interior detail, which is visible from the footpath through glazed shop windows and contributes to the authenticity of special character buildings.

The former Arch Hill **Hotel Pub** at the corner of Great North and Tuarangi **Roads** is a prominent traditional corner hotel, constructed as a two-storey timber weatherboard building with hipped corrugated iron roof and hung sash windows. While it has been heavily modified it continues to represent the centre's earliest development in the late 19th century and the architecture of that period.

Materials and Construction- Built Fabric

While the former Arch Hill ~~Hotel Pub~~ was of timber construction, most early 20th century buildings in ~~Grey Lynn~~ are constructed ~~in~~ in plastered brick as was typical of this time. Plaster finishes are largely painted over. Some buildings use exposed brickwork as the main material, such as the ASB ~~Bank~~ building and the public toilet building adjacent. Most roof forms are hidden behind parapets, but roofs that are apparent are generally a deliberate design feature, usually clad in terracotta tiles or corrugated ~~steeliron~~.

Window joinery was originally timber or steel depending on the building's architectural style, set within a solid façade. This original joinery has been retained in various buildings while others have been replaced by aluminium joinery, although still within the original wall opening. Some buildings retain leaded top lights at ground level. Verandahs are supported by steel ties to the façade structure.

Comment [A42]: Delete space

15.1.6.6.5. Urban ~~S~~structure

Subdivision

Built development within the ~~Special Character Areas Overlay – Business : Grey Lynn overlay area~~ is in the form of a traditional suburban ~~main street~~. The original subdivision pattern of individual lots was consistent with the surrounding residential areas with section sizes being similar. Modulation of the built form reflects the relatively narrow lot widths of these early subdivisions.

Road pattern

Located along a ridgeline, Great North Road forms the spine of the ~~Special Character Areas Overlay – Business : Grey Lynn overlay area~~. Bends in Great North Road's alignment define the north and south entry points to the town centre. The area's focal point is at the four-way intersection between Great North Road, Tuarangi Road and Williamson Avenue. Here the streetscape is characterised by a continuous built frontage with parking and service areas located to the rear. Great North Road and Williamson Avenue were laid out as wider arterial roads and are approximately 27 metres wide. Tuarangi Road is based on a standard ~~4one~~ chain or 20 metres width used for most of the street network. Footpaths are relatively narrow with bluestone kerbs.

Streetscape

The character of the area has evolved around the traditional strip shopping centre configuration, with retail premises creating a continuous, positive relationship to the street. There is a mix of uses and active street frontages. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath, particularly at the area's central intersection. This is complemented by parking and service areas located to the rear of properties, with small access ways provided off Great North Road and Williamson Avenue.

Vegetation and ~~L~~andscape ~~C~~characteristics

Schedule 15 Special Character Schedule, Statements and Maps

The character of the Grey Lynn town centre is primarily built, rather than vegetated, but street trees near the main intersection and along Great North Road together with planting in nearby residential sites do contribute to the character of the area.

15.1.6.7. Special Character Areas Overlay – Business: Helensville Central

Comment [A43]: Remove space

15.1.6.7.1. Extent of area

Special Character Area Map:



Description:

The ~~Special Character Areas Overlay – Business : Helensville Central overlay area~~ is located along Commercial Road between Rata Street to Garfield Road, and continuing across Bridge Street to Railway Street. This follows State Highway 16 through Helensville. Its extent is shown on the special character areas map above. The area reflects the early period of European settlement in the Kaipara region and Helensville's subsequent development as a rural town centre to service the surrounding farming community.

The ~~Special Character Areas Overlay – Business : Helensville Central overlay area~~ has been shaped by the underlying landform and proximity to the Kaipara River. The centre is adjacent to the Kaipara River and the rail line and its siting is directly related to these features, with the town's western border formed by the edge of the Kaipara River and its low-lying flood plains. The town is surrounded by hills which rise to the north and east; the centre's generally linear urban structure running north-south provides views of the hills to the north. Views of the Kaipara River are obtained via laneways and other openings between the shops along Commercial Road.

The ~~Special Character Areas Overlay – Business : Helensville Central overlay area~~ is bounded to the east by the Special Character Areas Overlay – Residential : Helensville.

Comment [A44]: Delete space

15.1.6.7.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – Business : Helensville Central overlay area~~ is of significance as an example of an early rural settlement in the Kaipara region that developed between the late 19th and mid-20th centuries. It retains a collection of late 19th and early 20th century commercial and community buildings.

Comment [A45]: Delete space

The Helensville township was established in the 1860s on the east bank of the Kaipara River and includes the Māori pa sites of Otamateanui, Te Horo, Maunga a Nu and Te Makiri, the lands of which were progressively surveyed and sold. The first blocks sold were at the northern end of the ~~Special Character Areas Overlay – Business : Helensville Central overlay area~~ in 1862. The land was subsequently developed by John McLeod for a sawmill, trading along the Kaipara River. At the southern end, a courthouse, ~~Helensville Post Office post office~~, customs house and hotel were built by 1865. The two areas were originally distinct, separated by undeveloped scrubland.

From 1870 there was a boat service from Riverhead to Auckland central. The Northern Union Steamboat Company and Kaipara Steamship Company were utilising the river from around 1879 and the early 20th century, respectively. Transport was first provided by horse-bus until the opening of the Riverhead-

Helensville railway line in 1875, followed by an Auckland direct line in 1881. Helensville was a relatively small settlement prior to the opening of the Riverhead to Helensville **rRailway**, which marked a significant period of development and expansion.

The opening of the rail station on Railway Road shifted the centre of the settlement from north of the Awaroa River to its current location along Commercial Road. Helensville prospered during the turn of the 20th century with local industries including farming, fisheries, saw-milling, flour-milling, soap-making and canning. Housing developed in residential streets to the east of Commercial Road, which developed to serve the needs of the area.

There is an important relationship between the **The Special Character Areas Overlay – Business : Helensville Central overlay area** along Commercial Road and the adjacent Special Character Areas Overlay – **Residential Residential**: Helensville.;

Comment [A46]: Remove space

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The **Special Character Areas Overlay – Business : Helensville Central overlay area** is of significance for its physical and visual qualities as it retains a grouping of late 19th and early 20th century buildings that collectively reflect the area's settlement and subsequent development as the town centre grew. Its location on the Kaipara River dominated the urban form with the **main street** and building development located along its eastern edge. The mixture and combination of uses in the **Helensville central area overlay area** is also notable, and is characteristic of rural settlements from this era.

15.1.6.7.3. Description of physical and visual qualities

Built Form

Period of development

The period of development is between the late 19th century and 1930s and a high concentration of buildings and features remain from this period. Significant fabric includes buildings, street layouts, and urban form including trees and landscaping.

Three main areas of development have been identified within the **Helensville central overlay area**, representing its evolution over time. The northern area (Railway Street area) encompasses the earliest development of Helensville associated with the railway station and McLeod's sawmill of the 19th century. This area has various warehousing and service buildings as well as the railway station, Grand Hotel and several houses. The central area (upper Commercial Road to Garfield Road) is the commercial core, with groupings of late 19th and early 20th century buildings. The southern area (the lower part of Commercial

Road, western side) developed as a retail centre in the first quarter of the 20th century.

Comment [A47]: Delete space

Scale of development

While building types and forms vary considerably throughout the **Special Character Areas Overlay – Business : Helensville Central overlay area**, the scale of development is generally single-storeyed. Various landmark buildings are two-storeyed, including the Grand Hotel (1 Railway Street) in the northern block; the former Regent Theatre (14 Garfield Road) defining the curve from Garfield Street into Bridge Street; and the former post office (102 Commercial Road), highlighting the bend in Commercial Road. The centre's early churches (118-122 and 124 Commercial Road) with their steeply pitched roof forms, and the former **Post Office Helensville Post Office** (100-104 Commercial Road) with its elaborate parapet also present a more substantial scale to the street.

Form and relationship to the street

There is variation in the form of buildings and their relationship to the street throughout the **Helensville central overlay** area. In the northern area over the Awaroa **Bridge**, buildings are generally freestanding on individual sites. This includes early residential housing, some industrial development, the Grand Hotel, the Helensville **railway station**, **Railway Station**, McLeod's Motors, the Awaroa **Bridge** and some shops. The principal buildings and shops are built to the street. The railway station is set well back from the road.

The commercial centre of Helensville extends from the bottom of Garfield Street through to the middle of Commercial Road, ending at and including the Kaipara Medical Centre. It is both a civic and commercial area mixed with some residential dwellings. The area includes early housing, individual and groups of shops, the former **Post Office Helensville Post Office**, the former Bank of New Zealand **building**, and Malolo House. Commercial retail shops are built to the street edge and have verandahs. The various residential buildings and landmark municipal, institutional and commercial buildings are generally freestanding structures seen in the round with roof forms visible from the street. Houses are close to, but set back from, the street boundary.

The southern end of the **special character overlay** area comprises the retail area of Helensville and includes shops and offices. The predominant architectural form consists of shops of a fine grain and similar single-storey scale and proportion, generally with parapets and verandahs over the footpath.

Various areas of landscaping, grassed berms and street trees, the setback of many buildings from the street edge, and the absence of verandahs on many buildings contribute to the varied built form. This adds to the diversity of the area and its distinctive rural town centre character.

Major features and buildings

Character-defining buildings which make an important contribution to the area are shown on the special character areas map above. Some of these include:

- 1 Railway Street – the Grand Hotel (1934) (scheduled as a category B historic heritage place);
- 2 and 18 Railway Street – the former railway station (1881) Helensville Railway Station (scheduled as a category B historic heritage place);
- 14 Garfield Road – the former Regent Theatre (1940-41) (scheduled as a category B historic heritage place);
- 102 Commercial Road – the former post office (1911) Helensville Post Office (scheduled as a category B historic heritage place);
- 108 Commercial Road – the Bank of New Zealand building (1924) (scheduled as a category B historic heritage place);
- 110 Commercial Road – Malolo House (c.1904, 1920s) (scheduled as a category B historic heritage place); and
- The centre's churches, medical centre, various railway cottages and villas.

Other features that contribute to the special character of the area include footpaths with bluestone kerbs and some remnant bluestone channels, street trees, traditional residential fencing, hedging, remnant basalt walls, grassed verges.

Density/Pattern of development

The Special Character Areas Overlay – Business : Helensville Central overlay area has a varied density and pattern of development due to the range of building types that are present. It incorporates some areas where buildings are built to the road boundary and occupy the width of their lots, while in other parts buildings are set back from the road and side boundaries. The varied pattern reflects its progressive development as the centre of a rural community.

Types

The Special Character Areas Overlay – Business : Helensville Central overlay area is strongly defined by the survival of a variety of building types including shops and service outlets, offices, municipal buildings, medical centre and churches, as well as examples of Victorian and Edwardian period houses.

Visual coherence

Due to its construction over a long timeframe, predominantly from the late 19th century to the 1930s, the area retains a range of building types, scales and styles. In addition, development has occurred over a relatively large linear geographic area along Commercial and Garfield Roads, Bridge and Station Streets. The centre is therefore defined by a mixed group collectively illustrating Helensville's development as a rural town centre.

15.1.6.7.4. Architectural Values

Styles

Helensville's retail buildings date from the late 19th century through to the 1920s and 1930s and consequently exhibit a diverse range of architectural styles.

An earlier cluster of Victorian-style strip retail survives at 83 Commercial Road; this is the earliest commercial block in the centre. Prominent buildings in the special character area include the Bank of New Zealand **building**, which was designed in the Stripped Classical style; the Grand Hotel, a substantial two-storey Georgian revival building; the Edwardian Baroque former **Post Office Helensville Post Office**; and the Art Deco Regent Theatre.

The row of shops from the southern edge of the special character area to just beyond Porters Crescent feature relatively continuous but visually diverse parapets and verandahs over the footpath which progressively step upwards following the street's slope.

Other examples of architectural vernacular from the early decades of the 20th century include the churches in Gothic Revival style, and various Victorian, Edwardian and transitional villas, Malolo House being a key Victorian example.

Materials and Construction – Built Fabric

Typical of early to mid-20th century commercial buildings, those in Helensville are generally constructed in brick and masonry, and usually have a plastered and painted finish, although some feature areas of exposed brickwork. There are a few commercial buildings constructed of timber. Roofs are mainly clad in corrugated **steeliron**. Retained shop fronts and window joinery are generally timber with sash windows in the upper level of **facades** and some with leaded top lights to shop fronts. Some buildings retain pressed metal verandah soffits, entrance floor finishes (e.g. the terrazzo at the former chemist at 77 Commercial Road) and interior fabric that contribute strongly to the special character of the area.

The centre's residential buildings and the railway station building are of **timber-framed** construction typical of their period, and most are clad in timber weatherboards with corrugated **steeliron** roofs and timber sash window joinery.

15.1.6.7.5. Urban Structure

Subdivision

The **Special Character Areas Overlay – Business : Helensville Central overlay area** subdivision pattern comprises relatively narrow lot widths set along Commercial Road and connecting side streets, creating a fine-grained urban character. Section depths are determined in part by the curvature of the waterways and position of railway tracks; lots are particularly shallow from Creek Lane to north of Porter Crescent, and on the east side of Railway Street.

While some sites have been amalgamated in recent years, the subdivision pattern of the Helensville central area generally reflects the patterns created by the surrounding residential special character area to the east.

Road pattern

The road pattern of the area was shaped by the underlying topography, with the Kaipara River and its flats to the west and the hill rising to the east determining the position and direction of streets. The main part of the town centre is located along Commercial Road, which runs through Helensville in a north-south direction. Heading north, Commercial Road dips before rising again and curving slightly to the right to meet Garfield Road. Garfield Road then runs into Bridge Road, which crosses the Awaroa Stream and turns into Railway Street, marking the northern end of the town. This road is the main road north and further north becomes the Kaipara Coast Highway (State Highway 16). The road is approximately 20 metres wide.

At the southern end, the special character area terminates at Rata Street's intersection with Commercial Road, and Porter Crescent forms the first intersection north of this junction.

Streetscape

The character of ~~The Special Character Areas Overlay – Business : Helensville Central~~ the overlay area has evolved around various landmark buildings addressing and defining the street edge; these have combined with clusters of traditional strip retail to create areas of continuous built frontages to the street. This is complimented with residences that, while set back, are still orientated towards and directly engage with the street.

The areas of strip retail provide some sense of enclosure to the street with continuous building frontages and verandahs over the footpath, strengthened by on-street parking and narrow laneways providing connection to rear service and parking areas. This built character is particularly prevalent in the southern area. However the ~~Helensville central~~ overlay area's overall visual appearance combines built form with landscape elements and vegetation. These features together form the centre's predominant character as a commercial and suburban area servicing the surrounding farming community.

Mature trees are particularly notable on the east side of Commercial Road to the north of Porter Crescent, and make an important contribution to the area's special character, as do public and private open spaces, grassed verges, traditional residential fencing, hedging, walls, asphalt footpaths and bluestone kerbing.

Vegetation and Landscape Characteristics

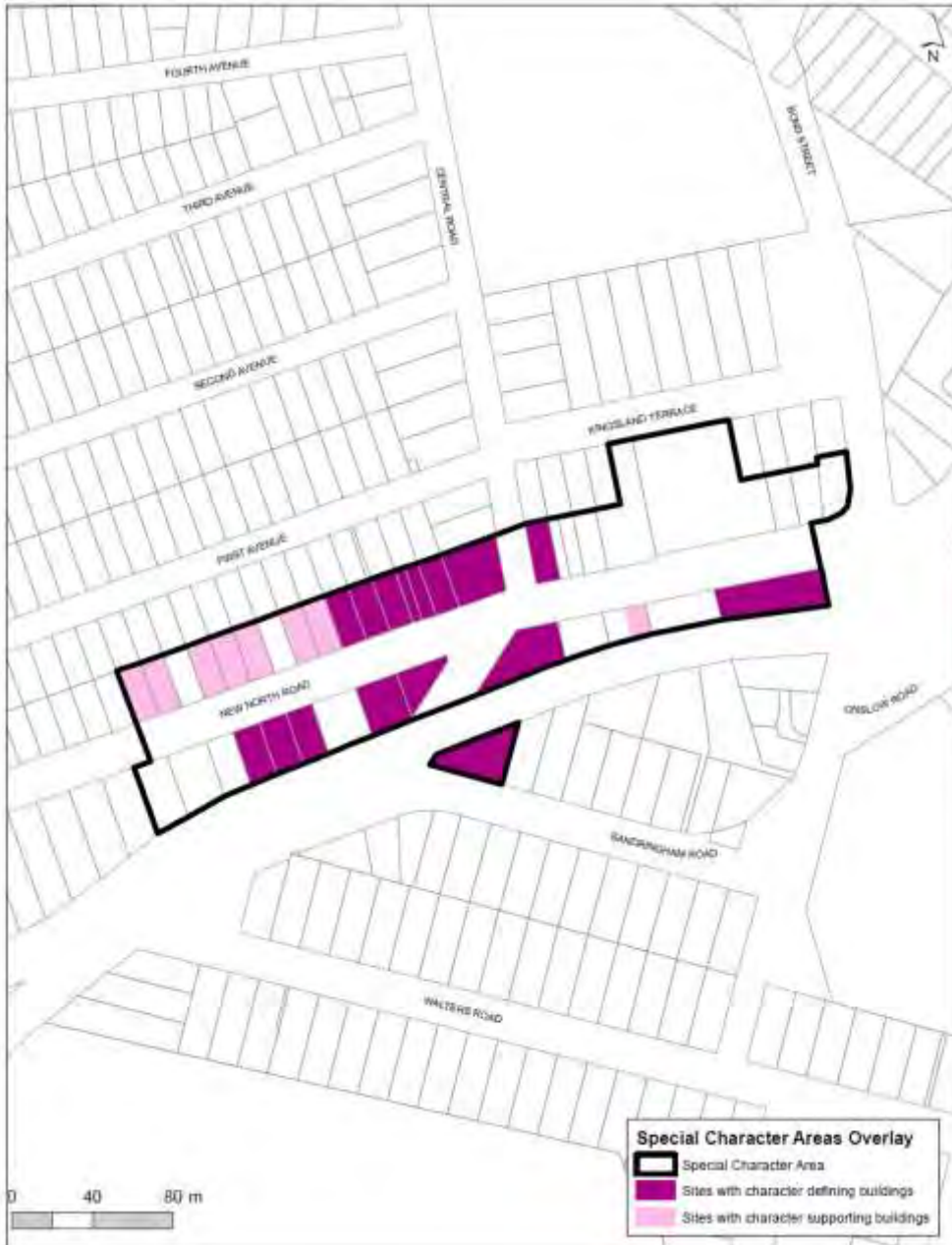
Trees and landscaping in public and private open space located within the special character area contribute to its character. Parts of the area have a vegetated quality that includes mature native and exotic street trees including Norfolk ~~p~~Pines, ~~p~~Pohutukawas and others, which strongly contribute to the character of Helensville. In addition, the areas of reserve at the northern end of the special character area, either side of Awaroa Stream, add amenity as well as understanding of the centre's development in relation to the waterways.

15.1.6.8. Special Character Areas Overlay – Business: Kingsland

Comment [A48]: Remove space

15.1.6.8.1. Extent of area

Special Character Area Map:



Description

The **Special Character Areas Overlay – Business : Kingsland overlay area** is located on New North Road, as shown on the special character area map above. The extent includes the business area that extends along New North Road from the intersection with Bond Street and Sandringham Road and generally covers the area close to the Kingsland **rRailway** station, at the original intersection of New North Road and Sandringham Road (formerly called Cabbage Tree Swamp Road). The main period of development occurred between the 1880s and early decades of the 20th century. It incorporates a significant grouping of commercial and community buildings as well as some houses from this period.

The topography has resulted in a linear urban structure with both road and rail transportation routes running along or parallel to the ridge. Residential areas adjacent to the special character area are located on land falling to the north and the south.

The railway line is located to the south side of New North Road, running behind the buildings. The relationship to the railway is an important characteristic of this centre, with a direct pedestrian connection to the railway station via a public open space in the centre of the area.

The elevated position of the business area enables views between, and from the rear of buildings towards **Maungawhau / Mt Eden Mount Eden/Maungawhau**, Eden Park and Arch Hill to the north.

15.1.6.8.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

The **Special Character Areas Overlay – Business : Kingsland overlay area** is an example of an early commercial centre established in the early 1880s following the opening of the Auckland to Helensville **rRailway**. It expanded and grew following the early subdivisions of rural allotments for surrounding residential development. There was a significant period of development around the turn of the 20th century and into the 1910s and 1920s. It retains a significant group of buildings and urban form that collectively demonstrate these periods of development.

A-W Page's Grain and Forage Store, established in 1885 and located at the corner of New North and Sandringham **rRoads**, formed the heart of the business area, which expanded progressively as further subdivision occurred and public transport was developed.

One of the earliest buildings is the Trinity Methodist Church **and Hall**, located at the eastern end of the centre. Electric trams connected Auckland City with Kingsland by 1903 and **Page's Grain and Forage Store Corner** was redeveloped around this time. The wedge-shaped corner building is an important landmark on

this tapered site. The area has important associations with Arthur W Page who built four of the key buildings. As well as **Page's Corner corner** building this includes the adjacent Forage Store and Grain Store, and the Portland Buildings opposite, at the corner of New North Road and Central Road. Page's general store business was one of the largest in Auckland, offering deliveries by wagon and by train. His brother C H Page, a builder, constructed these buildings.

The Kingsland Post Office west of **Page's Corner Grain and Forage Store** opened in 1912 and the substantial Portland Buildings opened in 1914. The Royal Theatre located on the south side of New North Road west of the **Post Office Kingsland Post Office**, opened in 1918. Buildings in the area demonstrate the development in taste and design of typical suburban centres in New Zealand, from establishment in the Victorian and Edwardian eras through ongoing development up to the 1920s and 1930s. Around this time the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb and western districts. The surviving buildings from this period reflect the range of earlier uses, such as shops, stores, church, theatre, and post office close to adjacent housing.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The **Special Character Areas Overlay – Business : Kingsland overlay area** is significant for its physical and visual qualities as it demonstrates in its built fabric a significant period of development that occurred in the area between the 1890s and 1930s, with particularly high-style examples of commercial architecture. The area demonstrates in its urban patterns and built fabric the progressive development of Kingsland as a local town centre from the late 19th century to the present day.

15.1.6.8.3. Description of physical and visual qualities

Built Form

Period of development

Kingsland demonstrates in its built fabric a significant period of development that occurred in the area between the 1890s and 1930s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to the Special Character Areas Overlay – Residential: Isthmus A area.

Comment [A49]: Remove space

Scale of development

The character buildings are both one- and two-storeyed and generally have parapet walls facing the street increasing their apparent scale. There is a predominance of two-storied buildings at the intersections of New North Road and Sandringham Road/Bond Street, and the New North Road/Central Road intersection. East and west of this, the buildings are predominantly single-level. The scale and gabled form of **the Trinity** Methodist Church and Hall at the

Comment [A50]: Remove hyphen, replace with slash

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

Comment [A51]: Delete space

Form and relationship to the street

Generally all the commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Variations occur where the Trinity Methodist Church and Hall, the former Post Office Kingsland Post Office and remaining residential properties are set back from the front boundaries. The buildings constructed close to the front boundary at the core of the area create a continuous building line facing the footpath, which are generally covered by verandahs. Some buildings were designed without verandahs including the former Page's Forage Store and Grain Grain and Forage Store, the former cinema and Post Office Kingsland Post Office.

Many buildings are constructed with parapet walls to the road concealing roof forms. The remaining residential buildings, former Post Office Kingsland Post Office and Trinity Methodist Church and Hall are all freestanding structures, seen in the round with hipped or gabled roof forms visible from the street, contributing to the diversity of the established character of the area.

Major features and buildings

Character-defining and supporting buildings which make an important contribution to the area are shown on the special character area map above. Some of these include:

- Buildings located at corners of the road intersections 434-448 New North Road;
- 455 New North Road;
- 463-475 New North Road – Portland Buildings (scheduled as a category B historic heritage place);
- The Methodist Church and Hall 400 New North Road - Trinity Methodist Church and Hall;
- 468-472 New North Road – Page's Grain and Forage Store (scheduled as a category B historic heritage place) Building, and the adjacent former Pages Forage and Grain Store;
- Portland Buildings;
- Former Post Office 478 New North Road – Kingsland Post Office (scheduled as a category B historic heritage place);
- 486 New North Road - Former Cinema (Royal Theatre); and
- 434-448 New North Road.

Density/Pattern of development

Buildings built to the street edge and full width of sites form a relatively high built density and articulate the pattern of development, particularly around and opposite the intersection of Central Road and New North Road. Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. The density dissipates away from the central core of buildings particularly as the area changes to a predominance of residential buildings. The residential character contrasts with the enclosure created by the commercial development.

Types

Kingsland is strongly defined by the survival of a variety of building types including shops with dwellings above, early warehousing and store buildings, the church and hall, and houses.

Comment [A52]: Delete spaces

Visual coherence

The **Special Character Areas Overlay – Business : Kingsland overlay area** retains a varied range of building types, scales and styles, constructed between the late 19th century and 1930s. The combination of these attributes contributes to the visual coherence of special character.

15.1.6.8.4. Architectural values

Styles

Buildings in Kingsland demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in traditional commercial and residential areas. The **Trinity Methodist Church hHall** is a simple Gothic Revival gabled timber building. **Page's Grain and Forage Store** and **Portland Buildings** are designed in **Victorian/ Edwardian Italianate** styles. Art Deco styles are evident on the former cinema and remodelled building at 434-448 New North Road. Remnant residential buildings are typically Victorian or Edwardian Villas.

Comment [A53]: Remove spaces

*Materials and construction – **B**uilt fabric*

The early commercial buildings are generally of brick or plastered brick construction, with some constructed using timber. A number retain original glazed shop fronts with timber joinery and doors. Early or original interior detail is evident in a number of buildings.

The **façades** of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to two-storied buildings. Plaster decoration and detailing is evident on the more substantial buildings including the **Page's Grain and Forage Store and Portland Buildings**. Window joinery is typically **timber -framed** and windows are generally set within a solid **façade**. On less ornate buildings the architectural detailing is plainer, in either rendered brick or timber.

Remaining residential type buildings retain features commonly found in villas of the period. The surviving houses are typically timber-framed with corrugated iron gabled or hipped roofs and with timber-framed door and window joinery. Verandahs have been retained facing the street.

15.1.6.8.5. Urban structure

Subdivision

Subdivision of lots on the north side of New North Road were part of the 1882 residential subdivision of the Kingsland Avenues, and are similar in size and width to the residential lots. This subdivision pattern is evident in the relatively narrow lot widths and fine-grained urban character present. This gradually transitions to a residential character to the west. Section sizes on the south side of New North Road are similar in width, but are restricted by the adjacent railway corridor and are therefore shallower.

Comment [A54]: Delete space

Road pattern

The curve in New North Road at Kingsland Avenue defines the western entry and the change in direction at Bond Street/Sandringham Road intersection defines the eastern entry. The extent of the special character area lies within this broader area from the intersection with Bond Street and Sandringham Road to approximately half way to Kingsland Avenue to the west. The road is 20 metres wide with dual carriageway and car parking on either side. Footpaths are relatively narrow with basalt edging.

Comment [A55]: Remove spaces

Streetscape

The form of development within the Special Character Areas Overlay – Business: Kingsland overlay area is that of a traditional suburban retail strip located on a regional arterial route, between residential areas and low intensity service and industrial uses. The Trinity Methodist Church and Hall clearly define the eastern edge of the area, while the western edge blends more gradually into the neighbouring residential area.

The area contains a number of retail premises that create a positive relationship to the street, with active building frontages. A sense of street enclosure is enhanced by buildings being constructed to the front boundary, verandahs over the footpath, and service and parking areas located to the rear.

There is some variation of streetscape character through the area. At the eastern and western ends some buildings are set back from the front boundary and are generally of smaller scale than those at the centre of the area. The recent four-storeyed apartment block on the north side of New North Road at the eastern end is the exception.

At the intersection of New North Road and Central Road the continuous building frontages along the street edge contribute to the sense of enclosure of the street. Generally this is reinforced with continuous verandahs over the footpath. The

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street has an urban built character with little vegetation along New North Road.

Vegetation and landscape characteristics

There is very little vegetation in the core of the business area, but some of the residential properties at the periphery include garden and plantings.

Comment [A56]: Formatting – make italic

15.1.6.9. Special Character Areas Overlay – Business – Lower Hinemoa Street

15.1.6.9.1. Extent of area

Special Character Area Map:

Comment [A57]: Remove space

Comment [A58]: Add space



Description:

The ~~Special Character Areas Overlay – Business : Lower Hinemoa Street overlay area~~ is generally located on the west side of Hinemoa Street in Birkenhead, and includes a significant grouping of commercial buildings from the late 19th century and early decades of the 20th century. The area comprises a group of buildings to the north side and south sides of the intersection with Rugby Road as well as a group of early commercial buildings opposite Le Roy Terrace. This area also includes a corner building located at the corner of Hinemoa Street and Maritime Terrace. ~~The extent of the area is shown on the special character area map above.~~

The area is located along the Hinemoa Street ridgeline. The topography has resulted in a linear urban structure along Hinemoa Street, which is relatively level within the special character area. Residential areas adjacent to the Lower Hinemoa Street are located on land falling to the east and west sides of Birkenhead Point.

15.1.6.9.2. Summary of special character values

Historical:

~~The Special Character Areas Overlay – Business : Lower Hinemoa Street area collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.~~

The ~~Special Character Areas Overlay – Business : Lower Hinemoa Street overlay area~~ is of significance because it is the commercial centre associated with the residential development of Birkenhead that occurred from the 1860s. The area was the main shopping centre from around the 1890s until after ~~the First World War World War I~~ when commercial activities were relocated further north to Highbury.

Lots in this portion of Hinemoa Street were first created as part of the Raven Hill Subdivision, which was advertised for sale in 1889. A number of commercial buildings were built on Hinemoa Street near the intersection with Rugby Road around the turn of the 20th century. The most substantial of these was the former ~~Hellaby's Building/Marinovic Building Butchers (Marinovic) building~~ constructed in 1912 on the south corner of Rugby Road. The Edwardian building on the north corner of Rugby Road was built in 1910. Nearby ~~the at 128-130 Hinemoa Street is a two-storey Gumdigger's Building Commercial building/Residence which~~ was built around 1890. A number of other modest timber and plastered brick shops, such as Stott's ~~Building Butchers~~, were also built in this vicinity from around the 1910s to 1920s, to serve the local community. Birkenhead's business centre moved further north to the crossroads of Mokoia and Hinemoa ~~sStreets~~ after ~~the First World War World War I~~ when regular motorised bus transportation began to operate from the wharf up to Birkdale and Zion Hill.

Lower Hinemoa Street services Birkenhead Point, which is significant as one of the earliest areas of residential development on the North Shore. Residential subdivisions were promoted from the 1860s; however, the area was initially

developed for small farms, market gardens and orchards and became well-known for fruit growing. In the 1880s developments in local government, provision of a wharf, roading and other infrastructure and the establishment of the Colonial Sugar Refinery had a major effect on the development of Birkenhead and growth of the local population. Residential and commercial development continued steadily and by the 1920s the suburb had extended north toward the present day Highbury commercial centre at the junction of Hinemoa Street and Mokoia Road. The earliest commercial buildings in Birkenhead were located close to the wharf and in lower Hinemoa Street, in proximity to surrounding residential streets.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The **Special Character Areas Overlay – Business : Lower Hinemoa Street overlay area** is significant for its physical and visual qualities as it retains a group of commercial buildings from the 1890s through to the 1920s. The buildings collectively demonstrate a range of architectural styles and types from the late 19th and early 20th century period of development and illustrate the urban pattern of development of the North Shore and of Birkenhead.

15.1.6.9.3. Description of physical and visual qualities

Built Form

Period of development

The **Special Character Areas Overlay – Business : Lower Hinemoa Street overlay area** demonstrates in its built fabric a significant period of commercial development that occurred in Birkenhead Point on the North Shore from the 1890s to the 1920s. The built fabric includes the clusters of early commercial buildings, street layout, and urban form. The business area is adjacent to the Special Character Areas Overlay – Residential : North Shore – Birkenhead Point.

Comment [A59]: Remove space

Scale of development

The late 19th and early 20th century commercial buildings in Lower Hinemoa Street are a mix of one- and two-storeys. The two-storeyed buildings located on either side of the intersection with Rugby Road have parapet walls facing the street increasing their apparent scale. A generally more modest scale is evident in the group of buildings opposite Le Roy Terrace, which includes one- and two-storeyed buildings with gabled roofs or simple parapets.

Form and relationship to the street

Buildings at the intersection of Hinemoa Street and Rugby Road are two-storeyed, built up to the road boundaries, and occupy the full width of their lots. They are constructed with parapet walls that conceal the roof form and have verandahs supported on posts. Single-level buildings adjacent to the north are also built to the road boundary with parapets and have suspended verandahs.

The group of buildings located opposite Le Roy Terrace include gabled timber buildings as well as modest plastered brick buildings with simple parapets. They are generally located as separate building forms within their own lots, with modest side yards. Verandahs, where evident in the group of buildings opposite Le Roy Terrace, are generally supported on posts.

Major features and buildings

Character-defining and supporting buildings which make an important contribution to the area are shown on the special character map above. Some of these include:

- Buildings located at corners of the road intersections including the former Hellaby's Butchers (1912) and 1910 building opposite 100 Hinemoa Street – Shop (scheduled as a category B historic heritage place);
- 94 Hinemoa Street – Hellaby's Building/Marinovic Building (scheduled as a category A* historic heritage place);
- Former Stott's Butchers Building and Fishers Building 102-108 Hinemoa Street – Fishers Building (scheduled as a category B historic heritage place);
- 136-140 Hinemoa Street – Stott's Building (scheduled as a category B historic heritage place); and
- Gumdigger's Building 128-130 Hinemoa Street – Commercial building/Residence (scheduled as a category B historic heritage place).

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a high density and pattern of development, particularly around the intersection of Hinemoa Street and Rugby Road. The density decreases away from this intersection where buildings are free-standing or set back within their lots and where residential buildings are interspersed.

Types

The Special Character Areas Overlay – Business : Lower Hinemoa Street overlay area incorporates a range of early commercial buildings including two-storeyed shops with dwellings or offices above, as well as modest single-level shops, or houses with shops attached. Over time these buildings housed a range of local businesses that have served the surrounding residential population.

Visual coherence

Clusters of early commercial buildings in lower Hinemoa Street are located in close proximity to the surrounding special character residential development and contribute to the collective visual coherence of the area.

15.1.6.9.4. Architectural values

Styles

Early commercial buildings reflect a range of architectural styles typical of the late Victorian and Edwardian era and early 20th century. This includes two-storey Italianate buildings on the corner of Rugby Road. There are early 20th century Stripped Classical styled buildings and simple late Victorian or Edwardian vernacular styles evident in the modest timber shops in the area.

Comment [A60]: Delete space

Materials and Construction – Built Fabric

Early commercial buildings within the Special Character Areas Overlay – Business : Lower Hinemoa Street overlay area include examples of timber and masonry construction. The facades of the more substantial early commercial buildings on the corners of Rugby Road are modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. Walls are plastered brick, now most commonly paint finished. Window joinery is typically timber-framed and windows are generally set within a solid facade. On the modest and less ornate buildings the architectural detailing is plainer, in either plastered brick or timber.

Timber-framed buildings are typically clad with weatherboards and roofs with corrugated steeliron.

15.1.6.9.5. Urban structure

Subdivision

The pattern of subdivision is generally quite varied in Birkenhead. The undulating landform with a series of gullies around the coastal margin made a regular pattern of lots difficult to achieve. Hinemoa Street is located along the main ridgeline extending down towards the Birkenhead Wharf. Lots within the Special Character Areas Overlay – Business : Lower Hinemoa Street overlay area were formed as part of the Raven Hill Subdivision which was advertised for sale in 1889. The subdivision plan incorporated the substantial home and surrounding estate of W.F. Hammond, which had been further subdivided by around 1902. Lot sizes vary, with further subdivision of the approximately 1,000m² metres squared lots created by the 1889 subdivision having occurred over time. The width of lots is approximately 17 to 18 metres, with some variation.

Road pattern

Hinemoa Street is the earliest road on Birkenhead Point. Roads in the surrounding area reflect a modified grid, relating to the contours on Birkenhead Point, with Hinemoa Street located on the central ridgeline and Palmerston Road located parallel to the west. Cross roads are generally perpendicular and their positions relate to ridges and gullies to either side. Hinemoa Street is a standard 4one chain or 20 metres wide, with a dual carriageway and car parking on either side. The road carriageway is wider in Hinemoa Street than in nearby residential streets, which incorporate grassed berms. Hinemoa Street has a central median strip and footpaths to each side, without grass berms.

Streetscape

The form of commercial development within the ~~Special Character Areas Overlay Business : Lower Hinemoa Street overlay area~~ is that of a traditional suburban retail strip located on one side of the main road. Early commercial buildings in the area contribute to a distinctive streetscape character where buildings are built up to the road boundaries, in contrast to the interspersed and surrounding residential character. A strong relationship and association with this surrounding residential development is an important aspect of the area's character. Some of the commercial buildings incorporate verandahs. The active building frontages and a mix of uses encourage interaction with the street.

Comment [A61]: Delete space

Vegetation and landscape characteristics

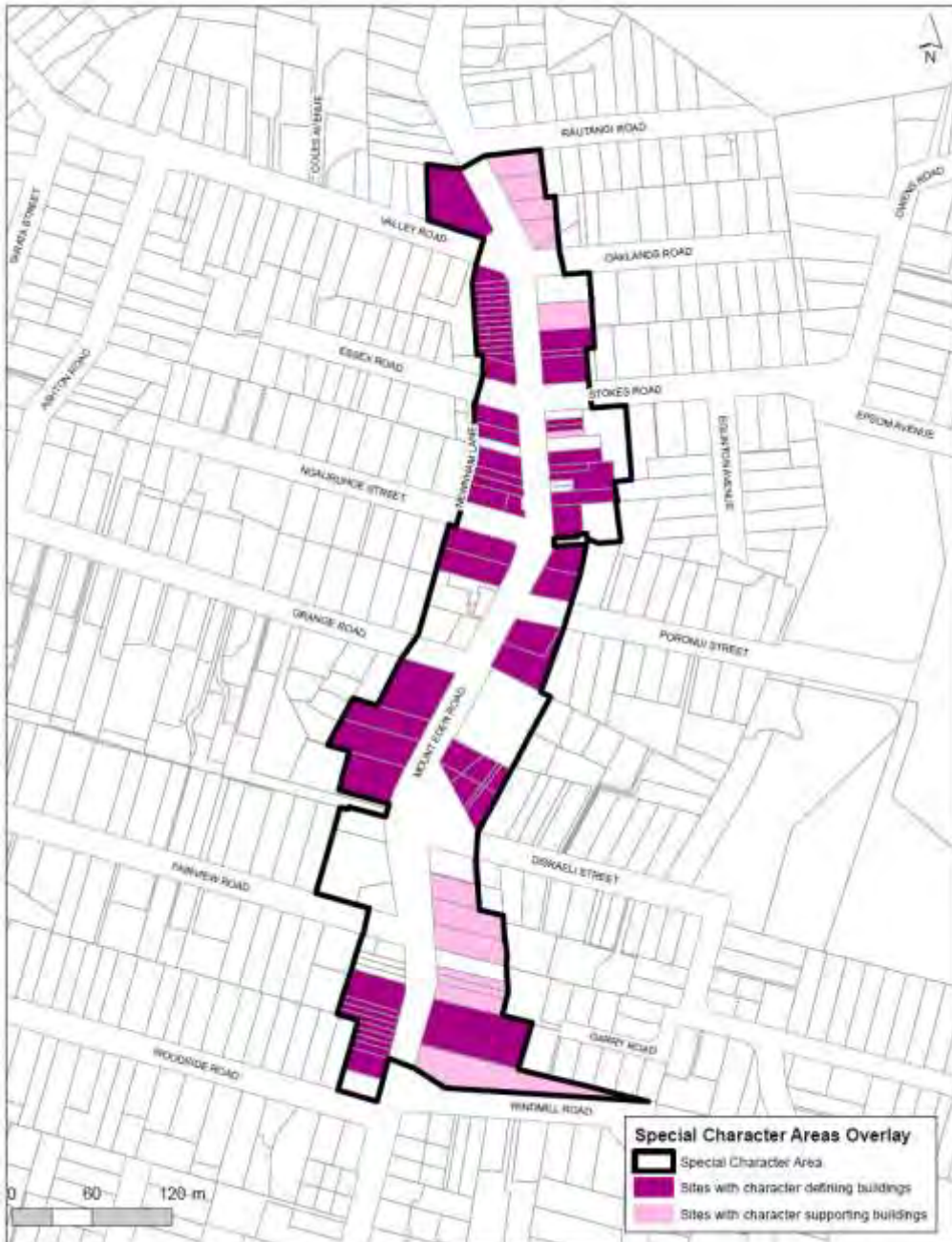
There is no vegetation within the area where buildings are built up to the road boundary. However, some commercial buildings are set back with landscaping in the front yard. Residential properties interspersed and nearby, including on the east side of Hinemoa Street, have front gardens with shrubs and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

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

Comment [A62]: Remove space

15.1.6.10.1. Extent of area

Special Character Areas Map:



Description:

The ~~Special Character Areas Overlay – Business : Mt Eden Village overlay area~~ is located on **Mount** Eden Road, extending from the intersection with Raurangi Road in the north to the intersections with Windmill and Woodside ~~rRoads~~ in the south. ~~The extent is shown on the special character area map above.~~ The area includes two distinct commercial areas, northern and southern, linked by a more residential spine, which collectively illustrate the early village character of **Mount** Eden.

Mount Eden Village is strongly defined by its relationship to the volcanic cone of **Mount Eden**/Maungawhau, located adjacent to the north, which was made a public domain in 1879. The immediate visual presence of the volcanic cone together with its geological and cultural significance makes it an important element for the special character area. Scoria and basalt walls and kerbing provide elements in the urban environment with a direct relationship to **Mount Eden**/Maungawhau. When entering the village from the north, views are also obtained to **One Tree Hill**/Maungakiekie (~~One Tree Hill~~).

15.1.6.10.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – Business : Mt Eden Village overlay area~~ is an example of an outlying rural village established in the ~~mid- to late-19th~~ century that became an important residential and commercial centre. It demonstrates sustained development over an extended period of time and was focused around one of the earliest roads in the area. First established in the 1870s as an outlying village serving the surrounding small farm allotments and isolated residential areas, the buildings provide evidence of the significant expansion that occurred around the late 1890s and early 1900s. Around this time the city's population increased significantly, the electric tram service was extended along **Mount** Eden Road and rural allotments were subdivided for housing. Further consolidation and expansion of the village is evident in buildings constructed during the 1920s and 1930s.

The establishment of **Mount** Eden Village occurred in parallel to the development of surrounding land from early farming use to subdivision and residential development from the 1860s onwards. Roads were established as part of each subdivision. The first shop in **Mount** Eden Village was the Cucksey's **Store Buildings**, which opened on the corner of **Mount** Eden and Stokes ~~rRoads~~ in 1873. By 1885 it had been joined by Till & Sons **Bakery Building**, and in 1905 a butcher and bootmaker were also operating. The first school, which was also used for church services, opened in 1877 on the corner of **Mount** Eden and Valley ~~rRoads~~. **Mount** Eden remained semi-rural until the turn of the century and

Comment [A63]: Remove space

developed rapidly in the early decades of the 20th century due to residential development pressure.

Development of Mount Eden Village's main street retail strip is closely associated with the establishment and expansion of Auckland's public transportation networks. Horse drawn buses were provided in the 1870s and in 1881 a railway connection was established in Mount Eden as part of the Newmarket to Helensville railway line. The electric tram line extended part way down Mount Eden Road by 1908. Commercial construction in the main street expanded both north and south from the early cluster of shops around the intersection of Mount Eden Road with Stokes Road and Essex Road. A number of early timber buildings were replaced with more substantial masonry buildings at this time, along with some houses along the main street being replaced by commercial buildings or altered for use as shops. The extension of the tram line as far as Pencarrow Avenue in the 1920s stimulated another growth period in the centre, with blocks of shops, apartments and the Crystal Palace Theatre dating from the 1920s and 1930s. Increases in population were accompanied by progressive development of local government, schools, churches, shops, and industry, and through the early decades of the 20th century the centre provided most of the everyday services, supplies, religious and entertainment needs of the surrounding suburb.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The ~~Special Character Areas Overlay – Business : Mt Eden Village overlay area~~ is significant for its physical and visual qualities as it demonstrates in its built fabric the 19th and early 20th century development of an outlying rural village to a consolidated suburban commercial area. The village retains buildings from the period of considerable expansion and growth that occurred from the late 19th century through the 1920s and 1930s. It retains a distinctive mix of building types including shops, civic buildings, churches, and housing.

15.1.6.10.3. Description of physical and visual qualities

Built Form

Period of development

Mount Eden Village is significant for its physical and visual qualities as it demonstrates in its built fabric, a significant period of development that occurred in the area between the 1890s and 1930s. The built fabric includes the buildings, street layouts and urban form.

The ~~Special Character Areas Overlay – Business : Mt Eden Village overlay area~~ is surrounded by single house lots largely from the same period, with many late 19th and early 20th century villas retained.

Scale of development

While building types and forms vary throughout the **Special Character Areas Overlay – Business – Mt Eden Village overlay area**, the scale of development is generally single- or two-storeyed on small lots typical of the late 19th and early 20th century period of development. Two-storey commercial buildings are prevalent between Valley Road and Poronui Street in the northern block and between Woodside and Fairview **Roads** in the southern block (on the western side of **Mount** Eden Road). In between is a range of mainly residential buildings, usually set back from the street, which present a modest scale of development to the street. The scale and freestanding gabled forms of the special character area's three churches create local landmarks.

Form and relationship to the street

Development along **Mount** Eden Road is in the form of a traditional **main street** in combination with residential and community buildings. The width of the **Mount** Eden Road carriageway remains relatively consistent through the village. Variation in the sense of street enclosure occurs with changes in footpath width, height and setback of adjoining buildings, and location and dimensions of verandahs. This diversity, augmented by varying levels of vegetation at the street edge, is significant in establishing the 'village' character of the centre and in providing understanding of its evolution over time.

The greatest level of enclosure is experienced in the northern block, between the intersections of **Mount** Eden Road with Valley Road and Oaklands Road, and with Stokes and Essex **Roads**. Here continuous verandahs extend over the footpath and there is a predominance of two-storeyed commercial buildings built to the front boundary. The block between the Stokes and Essex **Roads** intersection and Poronui Street is somewhat less enclosed, with a greater mix of building heights, less continuous building frontage at its southern end and greater footpath width variation. This stretch of road also includes commercial buildings located in the front yards of earlier villas, some of which still exist.

At the southern end of the special character area the street enclosure is more one-sided, with retail development concentrated on the western side of the road and residential properties, Greyfriars Church and Windmill Domain creating a more open pattern of development on the eastern side.

The residential spine that connects the two commercial ends generally features dwellings set back from the street boundary with large gardens and specimen trees. This residential character contrasts with the more densely built-up appearance of the northern and southern retail strips.

Major features and buildings

Character-defining and -supporting buildings which make an important contribution to the area are shown on the special character areas map above. Some of these include;

- 391-393 **Mount** Eden Road – the former Free Methodist Church (c.1900);
- 420-426 **Mount** Eden Road – block of three shops (c.1920s);

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- 426 and 428-434 Mount Eden Road – Cucksey's Buildings (1905) (scheduled as a category B historic heritage place);
- 421-425 Mount Eden Road – corner building (pre 1913);
- 427-429 Mount Eden Road – Till & Sons Building (pre 1905);
- 438-440 Mount Eden Road – Nichols Buildings (1903);
- 447 Mount Eden Road – Circus Circus café (pre 1905) Ambury's Dairy;
- 466 Mount Eden Road – the former post office (1913-1928);
- 449 Mount Eden Road – Methodist Church of New Zealand (c.1900);
- 488 Mount Eden Road – Poronui Flats (post 1928);
- 457-465 Mount Eden Road – villas (c.1910);
- 537 Mount Eden Road – Crystal Palace Picture Theatre (1929) (scheduled as a category B historic heritage place);
- 539-541-544-545 Mount Eden Road – block of shops (c.1920s); and
- 546 Mount Eden Road – Greyfriars Presbyterian Church (1916) (scheduled as a category B historic heritage place).

Other important features that contribute to the special character values of the area include bluestone kerbs, specimen trees (street and private), traditional residential fencing, basalt walls, and public reserves.

Density/Pattern of development

The nature of the Special Character Areas Overlay—Business: Mt Eden Village overlay area as a combination of residential, commercial and community functions means that it has a varied pattern of development. It has a generally medium density which was typical of Auckland's early suburban centres.

The area is generally experienced in three parts including the northern and southern commercial blocks linked by a more residential spine. Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Larger developments over amalgamated sites from the 1920s and 1930s have detailed and articulated facades that give the appearance of a series of smaller scaled buildings. Buildings built up to the street edge create a strong street enclosure and high density (though relatively low-rise) pattern of development in the northern block; this is also the case to a lesser extent on the western side of the southern block. The density decreases through the middle of the special character area with its predominance of residential buildings set back from the street.

Types

Mount Eden Village is strongly defined by the survival of a variety of building types including shops, the former Post Office, a picture theatre, churches and houses. The retention of this range of building types demonstrates the

progressive development of the area from its early rural beginnings to a well-established residential suburban centre.

Visual coherence

The ~~Special Character Areas Overlay – Business : Mt Eden Village overlay area~~ is significant for its diversity of late 19th and early 20th century building types evident along **Mount** Eden Road, including commercial, residential and community buildings. A range of Victorian, Edwardian and early 20th century architectural styles associated with this period of development are evident, which create a coherent though physically diverse character.

Churches and residences with front gardens and mature trees create variety in the established urban character of the area. Basalt walls are important features that contribute to the visual coherence of the area.

15.1.6.10.4. Architectural Values

Styles

Buildings in **Mount** Eden Village demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in Auckland's older town centres. Some examples of modest timber shops remain (~~the Circus Circus café~~ **Ambury's Dairy** being a notable example), but most of the area's commercial buildings date from the early 1900s when earlier timber buildings were being replaced by more substantial, durable masonry constructions that reflected the growing prosperity of the suburb.

Commercial buildings from this period (c.1900 - 1915) are generally designed in the Edwardian Italianate style; the Cucksey's Buildings and Till & Sons Building are good examples. They variously feature moulded pilasters, articulated parapets with pediments and balustrading, rolled or dentiled cornices, moulded string courses and other decorative detailing such as window architraves, keystones and corbels. Some of these buildings (for example Till & Sons) retain cast iron verandah posts (most buildings support their verandahs via tie rods from the upper façade). Some buildings from this period are built in an Edwardian Classical Revival style, such as the former post office, the design of which features a hipped tiled roof, symmetrically- arranged façade and shallow projecting central bay with a parapet and no verandah.

Commercial buildings from the slightly later period of development (1920s and 1930s) are generally designed in the Stripped Classical style. **Fa**scades are modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and articulated parapets concealing roof forms.

Late 19th and early 20th century residential buildings are Victorian and Edwardian villas typical of the style, often two storeys with hipped roofs, gabled bays, front verandahs, sash windows and modest decorative fretwork to eaves. The area also has some residences designed in the Arts and Crafts style, along with some

good examples of inter-war multi-unit flats with stylistic influences common to the period.

The area's churches, while varied in age, generally demonstrate Gothic Revival influences in their gabled roof forms, lancet and rose windows, roof and gable vents, and (in the case of the Greyfriars Church) steepled belfry.

Modern buildings in the special character area display various stylistic influences and are generally sympathetic to the form, proportions and styles of the area's buildings.

Materials and Construction – Built fabric

The Special Character Areas Overlay – Business : Mt Eden Village early commercial buildings within the overlay area are mostly two-storeyed; with parapets and façade modulation used to visually amplify their height. Typical of early to mid-20th century vernacular, commercial buildings are generally constructed in brick and/or concrete masonry, and usually have a plastered and painted finish, although some feature areas of exposed brickwork or pebbledash. There are a few earlier commercial buildings constructed of, or partially of, timber. Roofs are mainly clad in corrugated steeliron.

The construction of houses in the area is typical of their period; timber frame structures with corrugated iron roofs, timber-framed door and window joinery, and horizontal weatherboards. Churches are variously constructed in masonry and timber, while inter-war flats are masonry constructions with brickwork exposed or plastered. Modern buildings utilise concrete and steel frame construction techniques with various claddings.

Verandahs are generally supported on steel ties to the façade structure. Till & Sons Building retains a verandah supported on posts. Signage is largely restrained to fascias. Some buildings in the centre (e.g. the Till & Sons Building) retain early or original shop front detailing, including recessed entries, timber shop front joinery and leaded top lights. Retained shop fronts and window joinery are generally timber with sash windows in the upper level of façades and some with leaded top lights to shop fronts. These features provide evidence of retail design of the period. Similarly, some examples of early or original interior detail also remain, which due to the highly glazed shop fronts are apparent from the footpath.

15.1.6.10.5. Urban Structure

Subdivision

The Special Character Areas Overlay – Business : Mt Eden Village overlay area subdivision pattern reflects the surrounding residential subdivision pattern largely established in the latter part of the 19th century, and the subsequent subdivision and development of the commercial core. Narrow lot widths and a fine-grained urban character is particularly evident in the northern block and more variegated in the south, with the intervening residential sites following the pattern of the surrounding traditional development. The staged process of subdivision around

the curves of **Mount** Eden Road also contributes to the shape and size of sections.

Road pattern

Bends in **Mount** Eden Road within the **Special Character Areas Overlay – Business – Mt Eden Village overlay area** contain and define the discrete northern and southern commercial areas and reflect the fine-grained pattern of subdivision. The street structure of the area is based on an informal grid associated with incremental processes of subdivision around **Mount** Eden Road and is defined by short blocks.

Comment [A64]: Delete space

Streetscape

While **Mount** Eden Road, which forms the spine of the centre, is of a consistent dimension, changes in alignment and the relationship of adjoining land-uses and site development contributes to the creation of distinct areas of streetscape character within the area. The street environment of the northern retail block is strongly defined on both sides of the road by shop fronts and verandahs. The southern block is confined to the western side of the street. The form of development particularly in the northern centre represents a traditional main street configuration, with strong street enclosure and active street frontages. In the area between the retail centres and on the eastern side of the southern centre, churches and houses are set back from front boundaries and landscaping and trees located within front gardens contribute to the streetscape. Basalt walls and bluestone kerbing through the special character area provide a detailed street edge element that makes reference to the underlying volcanic geology and developmental history of the area and contributes to the streetscape character.

Vegetation and Landscape Characteristics

Large-scale specimen trees both on private property and in Windmill Green along **Mount** Eden Road contribute to the area's vegetated character. They assist in defining the entry points to the village and contribute to the diversity evident between the village's northern and southern commercial centres.

15.1.6.11. Special Character Areas Overlay – **Business-** Newmarket

15.1.6.11.1. Extent of area

Special Character Areas Map:



Description:

The **Special Character Areas Overlay – Business : Newmarket** area includes the original commercial area centred on Broadway, Khyber Pass Road, and Remuera Road. The area extends beyond the main thoroughfares to include some streets off Broadway to the south and west and a small residential area off Remuera Road. The extent of the area is shown on the special character areas map above.

Newmarket is located on a reasonably flat elevated basin, encircled by the slopes of **Mount Eden/Maungawhau**, **Mount Hobson/Ōhinerau**, and the Auckland Domain. The Newmarket commercial area is bound by the Southern Motorway to the south and west and the main rail line to the east.

15.1.6.11.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

The **Special Character Areas Overlay – Business : Newmarket** is of significance as one of Auckland's earliest established town centres. It is an area of sustained commercial and residential use and development over a long period.

The Newmarket commercial area was established as early as the 1850s and continued to grow as commercial activity in the area increased and residential expansion occurred immediately surrounding the town centre. Significant development occurred during the late 1890s to 1930s and again during the mid-20th century. It retains groups of buildings and urban form that demonstrate these periods of development.

Newmarket was originally formed at the junction of two main routes that led from central Auckland established in the 1840s. These routes were either the natural southern route that led along the Parnell ridge, or the route from the Queen Street valley that led up the Symonds Street ridge and along Khyber Pass Road. Newmarket was established at the junctions of Broadway, Khyber Pass, Remuera, Manukau, and Great South Roads. The early township developed as a commercial, residential and manufacturing centre. Breweries were located along Khyber Pass Road and the commercial retail area developed at the main intersections and as a strip development along Broadway.

The commercial area also benefited from close proximity to the Auckland-Mercer rail line and served as the commercial centre for the surrounding residential suburb. In the 1920s and 1930s Newmarket experienced a surge of commercial development assisted by the sale or lease of railway land on the eastern side of Broadway. Other substantial buildings were constructed at this time including the Rialto Theatre, and the matching **Kent's and Excelsior Buildings** on Khyber Pass Road.

Light industry was located close to the commercial centre with industrial expansion occurring between the mid-1920s and the 1960s mainly to the west of Broadway, replacing early workers cottages. Businesses included Cashmore's Timber Merchants and Hayes Metal Refineries Ltd. Development continued into the 1950s and 1960s with ongoing commercial development including construction of the Auckland Electric Power Board offices and workshops in Nuffield Street.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The **Special Character Areas Overlay – Business : Newmarket overlay** is of significance for its physical and visual qualities as it retains in its built form and urban patterns evidence of its development from establishment in the **mid- to late-19th** century through to the mid-20th century. This includes a group of commercial **main street** buildings constructed between the late 1890s and 1930s on Broadway and Khyber Pass Road and groups of **mid-century** warehousing and light industrial buildings, together with associated administrative offices, around the periphery of Broadway. The area also retains evidence of housing, both late 19th and early 20th century villas as well as 1920s and 1930s apartment blocks. Special character elements are still evident in these areas and form cohesive clusters, despite extensive large-scale redevelopment in surrounding streets.

15.1.6.11.3. Description of physical and visual qualities

Built Form

Period of development

The **Special Character Areas Overlay – Business : Newmarket area** **demonstrates** in its built fabric and urban **patterns** periods of development particularly between the late 1890s and the 1930s and during the mid-20th century. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to the Special Character Areas Overlay – **Residential-: Isthmus A**.

Scale of development

A range of building scales is evident in the Special Character Areas Overlay – **Business-: Newmarket**, reflecting the different development periods. The commercial strip along Broadway and Khyber Pass Road contains **one- and two-storeyed** buildings of brick or plastered brick construction. The later inter-war and mid-century buildings range in scale from small single level buildings to three and four levels. As a metropolitan **centre**, Newmarket has been an area of sustained growth and change over time, and the scale of more modern development is quite different from the older scale. Late 20th and early 21st century buildings are typically larger in scale, with examples on Broadway ranging from three- to six-

storeys, and apartments to the rear adjacent to the rail line of around seven storeys.

Form and relationship to the street

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Groups of commercial buildings create a continuous and fine-grained building line facing the footpath, and reflect the early subdivision pattern and narrow lots.

The division of some building facades into structural bays of around six to eight metres further reinforces the fine-grained rhythm of the remaining late 19th and early 20th century commercial building frontages. Some have had additional floors subsequently added. Early commercial buildings are constructed with parapet walls to the road concealing roof forms. Verandahs evident along Broadway are suspended or supported from building facades.

In streets to the west of Broadway, light industrial and commercial buildings from the early to mid-20th century were constructed without verandahs. Canopies rather than continuous verandahs are evident.

Residential character buildings include villas that are set back from the street edge with small gardens located in front yards.

Major features and buildings

Character-defining and supporting buildings which make an important contribution to the area are shown on the special character area map above. Some of these include:

- Groups of late 19th and early 20th century buildings on Broadway around the intersection with Teed Street and opposite, and at the corner of Remuera Road;
- Mid-century light industrial and commercial buildings in Kent Street; and
- 2 Nuffield Street - Former Auckland Electric Power Board offices in Nuffield Street.

Density/-Pattern of development

The widths of late 19th and early 20th century buildings identified on Broadway reflect the relatively narrow lot widths created by the early subdivision pattern, typically ranging from around 10 to 20 metres. Buildings built up to the street edge in this part of Broadway create a high density and pattern of development.

Residential areas reflect a typical pattern of reasonably high density commonly found in late 19th and early 20th century development, with houses located close to the road boundary.

Types

The area incorporates retail and commercial building types along Broadway and a mix of light industrial and commercial buildings in streets to the west. Other parts of the area, including the area between Middleton Road and Belmont

Terrace to the north-east side of Remuera Road, include residential building types (both freestanding timber houses and apartment blocks from the 1920s and 1930s).

Visual coherence

There is a degree of visual coherence where groups of special character buildings remain evident. This varies throughout the area depending on the scale and type of buildings.

On Broadway there is a degree of visual coherence in the buildings that line both sides of the street which derived from the period of development from the early 20th century through to the 1930s. On the periphery of Broadway, the mid-century light industrial and commercial buildings combine to provide a consistent pattern of development and visual characteristics.

15.1.6.11.4. Architectural values

Styles

Buildings in Newmarket demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in traditional commercial and residential areas. Commercial buildings on Broadway are designed in Victorian and Edwardian Italianate styles. The façades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to two-storeyed buildings.

Inter-war and mid-century warehouses and light industrial buildings with associated offices in the surrounding streets are designed in a range of simple utilitarian designs, Moderne and Art Deco styles together with Modernist buildings such as the former Auckland Electric Power Board offices Building in Nuffield Street.

The residential area off Remuera Road, between Middleton Road and Belmont Terrace, extending up to Mamie Street includes predominantly examples of one- and two-storey villas, some bungalows, Arts and Crafts and Moderne style houses, as well as a range of more recent houses. Villas are evident in Belmont Terrace.

Materials and Construction – Built Fabric

The commercial strip along Broadway and Khyber Pass Road contains one- and two-storeyed buildings of brick or plastered brick construction.

The later inter-war and mid-century buildings are typically constructed from plastered brick or reinforced concrete.

Examples of Victorian and Edwardian villas and Arts and Crafts style houses in the area are typically timber-framed with corrugated iron gabled or hipped roofs and with timber-framed door and window joinery. The Moderne and Spanish Mission style apartments are constructed in plastered masonry.

15.1.6.11.5. Urban Structure

Subdivision

The Crown land sales in Newmarket took place from 1841 onwards. Finer-grained subdivision for residential and commercial allotments occurred from the 1860s onwards. The grid of narrow streets on the west side of Broadway were shown in maps dating from the 1870s, and the early period of subdivision is still evident today in the narrow width of streets such as **the east end of Teed Street at its east end, Osborne Street.**

Lot sizes along Broadway where special character buildings remain generally range from around 10 to 15 metres wide. There is variation in the size of lots due to amalgamation or further subdivision over time. Early lot sizes in the area west of Broadway range from around 300 to **500-m²metres squared.**

Road pattern

The area is located at the junction of main arterial routes with a linear urban structure along the main thoroughfares. Broadway has a road reserve of around 25 metres wide while other main roads are a standard 20 metres. The road pattern with the grid of narrow streets to the west of Broadway reflects the early period of residential subdivision, from around the 1860s.

Streetscape

The form of commercial development within the **Special Character Areas Overlay – Business – Newmarket area** along Broadway is that of a traditional suburban retail strip located on a regional arterial route. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath. The **one- and two-storey** scale of character buildings establishes an appealing scale at the street edge, although those on the east side are viewed in context of much larger scaled development to the rear as well as interspersed in parts.

The areas around the periphery of Broadway generally follow a rectilinear pattern of development following the original street grids, with the buildings located close to the street edge with narrow footpaths and generally no verandahs. In these streets, the previous use for light industry and manufacturing remains evident, although there has been a shift to retail and entertainment use. The streetscape character contrasts with the retail character evident on Broadway.

Vegetation and landscape characteristics

There is very little vegetation in the core of the business area, but some of the residential properties at the periphery include gardens and plantings.

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15.1.6.12. Special Character Areas Overlay – **Business** Parnell

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15.1.6.12.1. Extent of area

Special Character Areas Map:



Description:

The ~~Special Character Areas Overlay – Business – Parnell~~ overlay is located on Parnell Road and extends from approximately its intersection with Parnell Rise at the northern end to the intersection with St Stephen's Avenue. The extent is shown on the special character area map above. The extent of the area reflects the late 19th and early 20th century development along Parnell Road which included commercial, residential, civic and community buildings.

Parnell Road has a linear urban structure, rising along a ridgeline that extends from the low lying area to the north that was formerly Mechanics Bay to the high point at the intersection with St Stephens Ave. The railway line is located in the gully to the west between Parnell Road and the Auckland Domain. Surrounding residential and commercial areas to the north-eastern side are located on a series of ridges and steep sided gullies. Views from Parnell Road include those towards the Auckland War Memorial Museum and Auckland Domain, north and east towards the Waitematā Harbour and to residential areas either side of Parnell Road viewed down side streets.

15.1.6.12.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – Business – Parnell~~ overlay is of significance as one of the earliest established suburban commercial main streets within the Auckland region. It was the first suburb outside the central city, established in the 1840s. The progressive pattern of development throughout the 19th and early 20th centuries is demonstrated in the significant collection of buildings that date from its initial settlement and subsequent development. This includes a concentration of commercial buildings from the 1880s to 1920s, as well as early residences, hotels, and public buildings. The commercial area along Parnell Road developed to serve the surrounding residential ~~neighbourhood~~ neighbourhood, and there remains a significant relationship with the surrounding residential area.

Parnell Road was important for its strategic location on the main route from Auckland City to the eastern suburbs and southern provinces. Its pleasant aspect and views of the harbour, coupled with good road access to the city made it a desirable locale. The ~~Special Character Areas Overlay – Business – Parnell~~ area retains evidence of continuous development from the 1840s onwards, including some of Auckland's early residences.

The Parnell area developed rapidly through the 1850s and 1860s with several churches and schools being established, while new houses and shops were built in and around Parnell Road. By the late 19th century Parnell Road was dominated by retail and other small businesses north of Gibraltar Crescent, with residential development predominating near the top of the hill.

In 1902 horse drawn buses to Parnell from the city were replaced with a new electric tram service. Consolidation of the commercial area is evident in numbers of retail and commercial buildings from the early 1900s to the 1940s during which time Parnell was Auckland's largest inner-city suburb.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

Comment [A67]: Put space above title and remove space after italicized paragraph

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The ~~Special Character Areas Overlay – Business : Parnell overlay~~ is of significance for its physical and visual qualities as it contains a significant grouping of 19th and early 20th century buildings, demonstrating a progressive and ongoing development from initial establishment in the 1840s.

The area retains Auckland's earliest residence, Hulme Court built in 1843, Windsor Castle Hotel built in the 1850s and remodeled in the 1880s, St John the Baptist church, opened in 1861 and enlarged in 1898, the adjacent convent built in 1903, the basalt Whitby Lodge built by the early 1870s as well as commercial buildings and public buildings such as the 1923 Parnell Library and Hall.

15.1.6.12.3. Description of physical and visual qualities

Built Form

Period of development

The ~~Special Character Areas Overlay – Business : Parnell overlay~~ is significant for its physical and visual qualities as it demonstrates, in its built fabric, an early period of development within the Auckland region together with development over time, from the 1840s to 1940s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to parts of the Special Character Areas Overlay – Residential-; Isthmus A in Parnell.

Scale of development

The special character buildings in the ~~Special Character Areas Overlay – Business : Parnell overlay~~ are typically one- and two-storeyed, with some larger buildings such as the four-storey Heard's Building on the north corner of Ruskin Street. Examples of 19th and early 20th century commercial buildings generally have parapet walls facing the street increasing their apparent scale. There is a predominance of two-storeyed commercial buildings from this period along the south-west side of the street and particularly on corner sites. Residential buildings also include one- and two-storeyed examples. Buildings reflect the narrow lot widths that occurred as part of an early period of subdivision. Just to the north of the special character area, the five storey Mayfair Apartments, were built in 1928, near the corner of Heather Street. More recent office and apartment buildings are generally between two- and six-storeys.

Form and relationship to the street

There is diversity in building forms and the relationship of buildings to the street in the ~~Special Character Areas Overlay – Business : Parnell~~ area due to the variety of building types, as well as the long period over which development has occurred. Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Groups of commercial buildings create a continuous and fine-grained building line facing the footpath, and reflect the early subdivision pattern and narrow lots. The division of buildings into structural bays of around ~~6~~ six to ~~8~~ eight metres further reinforces the fine grained rhythm of commercial building frontages. Verandahs are typically suspended, with some examples that have post supports at the corner of the south end of Birdwood Crescent. Verandahs have generally been modified to enable road widening at some stage.

The gabled and hipped roof forms of residential buildings and St John the Baptist Church ~~and convent~~ contribute to the diversity of forms evident and the varied but harmonious silhouette of pediments, parapets and sloping roofs. Residential buildings are set back from the road boundary, with variety in the depth of setbacks evident. Early residences on the north-east side of Parnell Road such as Hulme Court and Whitby Lodge have generous setbacks of approximately 10 to 20 metres. Houses on the south-west side, for example those forming part of Parnell Village, are closer to the road boundary with setbacks of around ~~3~~ three to ~~6~~ six metres. St John the Baptist Church ~~and convent~~ and the adjacent former convent are also set back from the road boundary. Some buildings reflect early lot boundaries, set at an oblique angle to the road. Buildings including houses and the Parnell Library ~~and Hall~~ are generally built at an angle to the street. The church, library and early residential buildings are free-standing structures seen in the round with roof forms visible from the street.

~~Post-World~~ War II commercial and apartment buildings have also been set back from the original road boundary in parts of Parnell Road, presumably allowing for road widening requirements that may have applied or in response to specific zone provisions of their era. This is particularly evident on the ~~north-eastern~~ side of Parnell Road south of Ruskin Street, where a number of office and apartment buildings are evident.

Previous district plan zoning included a predominantly business zone on Parnell Road with a high intensity residential zone on the north-east side of Parnell Road, south of Ruskin Street, influencing the building form of more recent development. Areas between these buildings and the street contain a mix of built and natural landscaping, as well as car parking in some places. These buildings are also typically set back from side boundaries, with small side yards or driveways to access carparking areas. While differing from the pattern of commercial development, the spaces between these buildings allow for sunlight and views. Recent development in the lower part of Parnell ~~Road,~~ including the Geyser Building at the corner of Garfield ~~Street,~~ is built up to the Parnell Road boundary.

Major features and buildings

Character defining and supporting buildings which make an important contribution to the area are shown on the special character area map above. Some of these include;

- Commercial buildings located at corners of the road intersections and in continuous groups;
- **212 Parnell Road** - St John the Baptist Church and former Convent (scheduled as a category A historic heritage place);
- Early hotel buildings;
- **390 and 394 Parnell Road** - Parnell Library and Hall (scheduled as a category B historic heritage place); and
- ~~Early residences including Hulme Court and Whitby Lodge~~ **350 Parnell Road – Hulme Court** (scheduled as a category A historic heritage place); and
- **330 Parnell Road – Whitby Lodge** (scheduled as a category B historic heritage place).

Density/-Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a high density and pattern of development, particularly on the south-west side of Parnell Road and on both sides north of Ruskin Street. The narrow width of a number of the early side streets and lanes enhances the density, with little distance between corner buildings. The density dissipates on the ~~north-east~~ side south of Ruskin Street, where buildings, including ~~post-World~~ War II offices and apartments, are generally set within larger sites.

Types

The ~~Special Character Areas Overlay – Business : Parnell area~~ incorporates a variety of building types that reflect its development over a long period. These include commercial buildings from the late 19th and early 20th centuries, houses from as early as the 1840s as well as late 19th and early 20th century houses and apartments, the church and convent, hotels, and the former Parnell Library ~~and Hall~~. The varied range of building types contributes to the diversity of the streetscape. A number of houses have been adapted for commercial and retail use while maintaining their residential form.

Visual coherence

The main commercial area at the northern part of the ~~Special Character Areas Overlay – Business : Parnell overlay~~ has a strong visual coherence due to the similar age, scale, and design qualities of the buildings where these are constructed close to the street edge and occupy the full width of the site. Towards the south a more varied pattern of development exists. This variance is part of its

development pattern and contributes to an understanding of the area's development.

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15.1.6.12.4. Architectural values

Styles

Buildings in the ~~Special Character Areas Overlay – Business : Parnell~~ overlay demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in traditional commercial and residential areas. This includes examples designed in Victorian and Edwardian Italianate styles, as well as inter-war Classical and ~~Stripped – Classical~~ ~~Stripped Classical~~ styles. St John the Baptist Church is designed in a simple Gothic Revival style.

Residential architectural styles include the late Georgian Regency influenced style of Hulme Court and Whitby Lodge as well as Victorian and Edwardian villas reflecting a classical influence in their decorative detail. Modern architecture has supported the context of the special character area, including the award-winning Geysler Building, built in 2012, located at the north corner of Garfield Street.

Materials and Construction – Built Fabric

The existing early commercial buildings include examples constructed of timber, brick or plastered brick construction. Some retain early shop fronts with timber joinery and doors, recessed entries and stall boards. The facades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to two-storied buildings. Plaster decoration and detailing is evident on the more substantial buildings. Window joinery is typically timber-framed and windows are generally set within a solid facade. On less ornate buildings, the architectural detailing is plainer, in either rendered brick or timber.

Houses within the ~~Special Character Areas Overlay – Business : Parnell~~ overlay include plastered masonry, stone as well as timber-framed and clad examples. Gabled or hipped roofs are clad in corrugated iron or slate and door and window joinery is in timber. Brick or plastered brick chimneys and verandahs are a prominent feature of many of these houses.

15.1.6.12.5. Urban structure

Subdivision

Subdivision and sale of land in Parnell occurred early and the area quickly began to develop into Auckland's first suburb. In September 1841 three to five acre sections were offered for sale in Parnell, just a few months after the first government land sale at Auckland. The finer-grained subdivision for residential and commercial lots generally occurred from the 1840s onwards, forming the

roads to either side of Parnell Road. Lots along Parnell Road were formed as part of the series of subdivisions that occurred from this time and varied in size. The narrow width (some less than 10 metres) of some lots along Parnell Road indicates the early period of subdivision.

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Road pattern

The earliest roads to be established in the Parnell area included Parnell Road, St Georges Bay Road and St Stephen's Road which all ran along ridges. Secondary roads and lanes are perpendicular to Parnell Road at variable spacing. They were formed as part of early subdivisions, with crescents and terraces located parallel to either side of the main road, taking the sloping topography into account. Parnell Road is 20 metres wide. The narrow width of roads and lanes to either side of Parnell Road demonstrates its early period of subdivision. A number of side streets are 10 metres wide, with some lanes of around **7seven** metres wide.

Streetscape

The form of commercial development within the **Special Character Areas Overlay – Business : Parnell Overlay** is generally that of a traditional suburban commercial **main street** located on a regional arterial route, between surrounding residential and commercial areas. There is a vibrant mix of retail, dining, office, service and residential uses focused on Parnell Road. There is a positive relationship between the public and private realm, achieved by the interrelationship between the scale of the buildings in relation to the width of the street, active street frontages, a mix of uses that encourages interaction with the street, provision of verandahs and on street parking. There are generally continuous shop-fronts, particularly on the south-west side of Parnell Road as well as the lower north-east side. There is a generally consistent streetscape rhythm on the south-west side and northern part of the north-east side, marked by individual developments and repetitive shopfronts on sections of around 10 to 20 metres wide.

There is some variation of streetscape character through the area. On the north-eastern side of Parnell Road the character is more varied where recent office and apartment buildings are located or car parking and landscaped areas have been formed between the buildings.

Vegetation and landscape characteristics

A presence of small reserves, street trees, as well as planting and mature trees, typically associated with surviving early dwellings along Parnell Road contribute to the distinctive character of the area. Notable trees include a mature Norfolk **Island pinePine** at 320 Parnell Road and an English **oakOak** in Gibraltar Crescent, visible from Parnell Road. There are westerly views down a number of side streets to the tree-covered slopes of the Auckland Domain. There is a

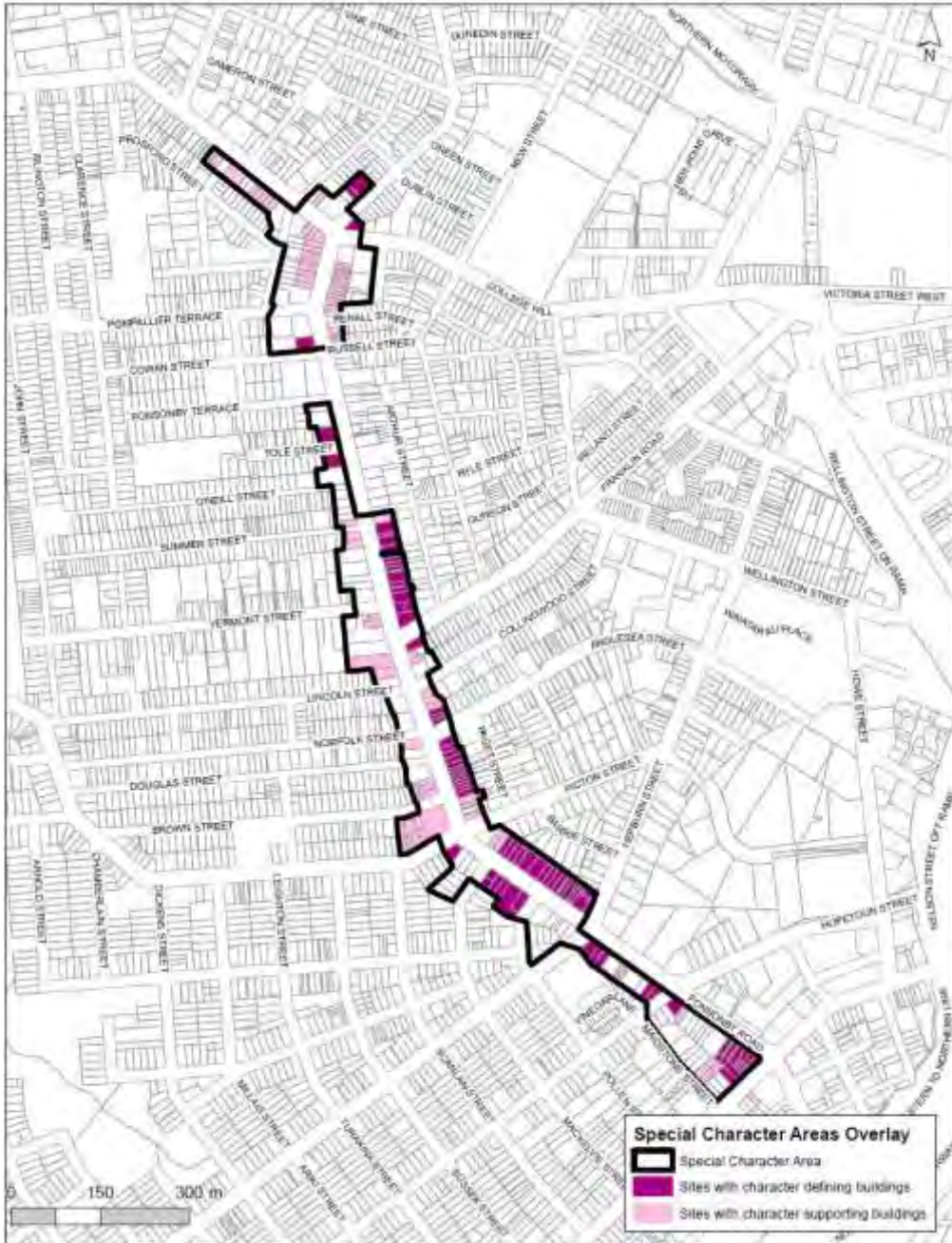
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protected viewshaft to the Auckland War Memorial Museum over much of Parnell Road.

15.1.6.13. Special Character Areas Overlay – **Business-** Ponsonby Road

15.1.6.13.1. Extent of area

Special Character Area Map:



Description:

The ~~Special Character Areas Overlay – Business : Ponsonby Road~~overlay is located along Ponsonby Road and is shown on the special character area map above. The extent includes the Three Lamps area around the intersection of Ponsonby Road with Jervois Road, St Mary's Road and College Hill and extends southwards along Ponsonby Road to the intersection with Great North Road. It includes properties to either side of Ponsonby Road and extends down some of the intersecting side streets. The Special Character Areas Overlay – ~~Residential-~~Isthmus A also applies to a section on the east side of Ponsonby Road, between Franklin Road and Pember ~~Reeves -Street~~.

Ponsonby Road is located on a ridge, which has influenced the linear urban structure and provides elevated views of the city, harbour and Waitakere Ranges. The ~~Special Character Areas Overlay – Business : Ponsonby Road~~overlay incorporates significant groups of commercial, community and residential buildings from the late 19th and early 20th centuries.

15.1.6.13.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – Business : Ponsonby Road~~overlay is of significance because it is one of the ~~earliest-established~~ suburban commercial main streets within the Auckland region. Ponsonby Road developed as a main transport route located to the west of Auckland ~~City~~city and served the residential suburbs of Ponsonby and Freemans Bay. A significant period of built development occurred along Ponsonby Road during the late 19th century and early 20th centuries including shops, churches, civic and community buildings as well as houses. The commercial area along Ponsonby Road developed in conjunction with the residential neighbourhoods, with which there remains a significant connection.

Residential subdivision of land either side of Ponsonby Road started in the 1860s and the small allotment sizes in the area reflects its early period of development. The Ponsonby area is an early and important representative example of a Victorian walking suburb, located close enough to the city for workers to walk to their places of employment.

Public transport was established along Ponsonby Road with horse-drawn trams in the 1880s. Because College Hill was too steep for these trams, all traffic from Auckland ~~City~~city came along Karangahape and Ponsonby ~~Roads~~.

The electric tram service on College Hill and Ponsonby Road opened in 1902 and ~~these improvements~~ brought more working people to Ponsonby, and the increased suburban development that occurred was a catalyst for further commercial development along Ponsonby Road.

The Ponsonby Road ridge was the main commercial strip, with clusters of buildings for retail and services located along its length, particularly concentrated at the Three Lamps area at the northern end, which was an important public transport terminal.

Ponsonby Road was supplied with gas for street lighting in 1889, including the well-known three gas lamps at the intersection of Ponsonby Road, Jervois Road and College Hill, for which this area became known. The Three Lamps area was the commercial and cultural focus for the Ponsonby area as well as serving nearby St Mary's Bay, Herne Bay and Freeman's Bay.

The Leys Institute **Gymnasium and Public Library** in St Mary's Road opened in 1905 and the former Ponsonby Post Office opened in 1912. Other substantial blocks of shops were built on many of the corner sites along Ponsonby Road. St John's **Methodist Church** opened in the 1880s, its spire clearly visible on the ridgeline.

Houses, including some substantial homes such as Allendale **Edward Allen's House** built in the 1890s, were constructed along the Ponsonby Road ridge, taking advantage of harbour views. In addition to shops and houses, many early public and administrative buildings were located in the southern part of Ponsonby Road, including the former Newton Borough Council Offices, opened in 1889 at the intersection with Williamson Avenue, and the former Newton Police Station, opened in 1905 between Hopetoun Street and Karangahape Road. The Unitarian Church was opened in 1901. Western Park was formed in the 1870s and was the first public park on the western side of the city.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The **Special Character Areas Overlay — Business : Ponsonby Road Overlay** is of significance for its physical and visual qualities as it contains an especially large grouping of Victorian and Edwardian buildings as well as those built in the 1920s and 1930s and onwards. The area is strongly defined by the survival of a variety of building types including commercial and civic buildings, shops, houses and churches along and close to the **main street** that collectively reflect the area's earliest settlement and subsequent development.

The area contains a number of key landmark buildings from the Victorian and Edwardian eras, such as the former Ponsonby Post Office, Leys Institute **Gymnasium and Public Library**, Allendale **Edward Allen's House**, the former Newton Police Station and St Johns Church. Victorian and Edwardian commercial and residential buildings are often grouped in rows or located around intersections. These early buildings are cohesive in terms of their massing and scale; they are typically one- and two-storeys, include examples of timber and masonry construction and reflect a mix of Victorian, Edwardian and early 20th

century architectural styles. The Ponsonby Post Office clock tower and the Spire of St John's Church are significant landmarks.

15.1.6.13.3. Description of physical and visual qualities

Built Form

Period of development

Ponsonby Road demonstrates in its built fabric a significant period of development that occurred in the area between the 1880s and 1930s. The built fabric includes the buildings, street layouts and urban form. The business area on Ponsonby Road is adjacent to parts of the Special Character Areas Overlay – Residential-; Isthmus A area, which developed during the same period.

Scale of development

The buildings in the area are predominantly one- and two-storeyed. Examples of 19th and early 20th century commercial buildings generally have parapet walls facing the street increasing their apparent scale. Residential buildings are one- and two-storeyed. Buildings reflect the narrow lot widths that occurred as part of Victorian era subdivision. More recent infill construction has occurred on Ponsonby Road, with mixed-use buildings up to four stories tall; while this represents an increase in scale, most of these buildings have been designed in a manner that reinforces the scale of the area.

Form and relationship to the street

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Many late 19th and early 20th century commercial buildings are constructed with parapet walls facing the road, concealing roof forms. Corner sites are often defined by two storey commercial buildings, many of which were designed to address the corner.

Most commercial buildings have suspended verandahs, although there are some examples remaining of verandahs supported on posts. There is variation along Ponsonby Road where commercial buildings are interspersed with houses and churches, which are set back from the road boundary, and often with fenced and landscaped front yards. The remaining residential buildings, churches, and the former Newton Borough Council Chambers and Fire Station, and Newton Police Station are all freestanding structures, seen in the round with hipped or gabled roof forms visible from the street, contributing to the diversity in the established character of the area.

Major features and buildings

Character defining and supporting buildings which make an important contribution to the area are shown on the special character area above. Some of these include:

- Commercial buildings grouped in rows and located at corners of a number of the road intersections;

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- **20 St Mary's Road** - Leys Institute **Gymnasium** and **Public Library** (scheduled as a category A historic heritage place);
- **1-3 St Mary's Road** - Ponsonby Post Office; **and**
- **1 Mount Albert Road** - Allendale House/**Edward Allen's House** (scheduled as a category B historic heritage place).

A number of other significant heritage places along Ponsonby Road are located outside the extent of the special character area, or within the Special Character Areas Overlay – **Residential** - Isthmus A area.

Density/-Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern in Ponsonby. Buildings built up to the street edge create a high density and pattern of development, particularly at Three Lamps and where commercial buildings are grouped in rows or define corner sites. Residential and church buildings create variety in the density and pattern of development, as they are typically set back from the road boundary and viewed as three dimensional forms.

Types

The **Special Character Areas Overlay – Business : Ponsonby Road overlay** is strongly defined by the survival of a diversity of building types including shops with dwelling above, commercial buildings, churches, houses, as well as civic administration and community buildings

Visual coherence

The **Special Character Areas Overlay – Business : Ponsonby Road overlay** retains a range of building types, scales and styles, constructed between the late 19th century and 1930s. The combination of these attributes contributes to the visual coherence of special character. Ongoing development has occurred along parts of Ponsonby Road, but the large groupings of buildings from the late 19th and early 20th centuries are what define the distinctive character of Ponsonby.

15.1.6.13.4. Architectural values

Styles

Buildings in the area demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in traditional commercial and residential areas. As one of the earliest established suburban commercial main streets within the Auckland region, Ponsonby features a particularly large concentration of buildings from the Victorian and Edwardian eras.

Commercial buildings include examples designed in Victorian and Edwardian Italianate styles, Edwardian Baroque as well as **Stripped-Classical Stripped-Classical** and Moderne styles that became popular in the inter-war period.

Churches on Ponsonby Road include St John's Methodist Church designed in Gothic Revival style, the Unitarian Church in an Arts and Crafts-derived style and the mid-20th century modern All Saints Church.

Residential buildings also demonstrate a range of Victorian and Edwardian architectural styles, but are generally substantial examples.

Materials and Construction – Built Fabric

The existing early commercial buildings generally feature brick or plastered brick construction, as well as some constructed using timber. Some retain original glazed shop fronts with timber joinery and doors and tiled stall boards, which strongly enhances the special character of the area. Early or original interior detail is evident in a number of buildings, visible through glazed shop fronts from the footpath.

The facades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to two-storied buildings. Plaster decoration and detailing is evident on the more substantial buildings. Window joinery is typically timber-framed and windows are generally set within a solid facade. On less ornate buildings the architectural detailing is plainer, in either rendered brick or timber.

Houses within the Special Character Areas Overlay – Business : Ponsonby Road overlay include those constructed in plastered masonry as well as examples built in timber. Gabled or hipped roofs are clad in corrugated steel or slate and door and window joinery is in timber. Brick or plastered brick chimneys and verandahs are a feature of some of these houses.

15.1.6.13.5. Urban structure

Subdivision

Crown subdivision of the Ponsonby area into large allotments occurred in 1845, and Ponsonby has some of the earliest residential subdivisions in Auckland. The finer-grained subdivision for residential and commercial lots generally occurred from the 1860s onwards, forming the roads to either side of Ponsonby Road. Lots along Ponsonby Road were formed as part of the series of subdivisions that occurred from this time and varied in size. Some were the same size as the small residential lots within the subdivision; others included larger sites along the main road designed to accommodate commercial uses. The narrow width (around 10 metres) of some lots along Ponsonby Road indicates the early (1860s) period of subdivision.

Road pattern

Ponsonby Road, College Hill, Jervois Road, St Mary's Road, Franklin Road, Richmond Road and Great North Road are the earliest roads in the area.

Secondary streets were formed running perpendicular to the main road, through a series of residential subdivisions on either side of Ponsonby Road. The different periods of subdivision and lot sizes within these is reflected in the variable spacing of streets intersecting with Ponsonby Road.

The earliest roads are the narrowest, around 10 metres, compared to the 20 metres width typically evident from the 1880s onwards. As the main street Ponsonby Road was wider at around 28 metres, as were Jervois Road, College Hill, Franklin Road, Richmond Road, Williamson Avenue, Anglesea Street, Picton Street, Hepburn Street and Great North Road. The corners were prime sites and are where many of the prominent two storey late 19th and early 20th century commercial buildings were built. Following the ridgeline in a generally north-south direction, there are changes in the alignment of Ponsonby Road at the Richmond Road intersection and at the intersection of Pompallier Terrace at the northern end near Three Lamps.

Streetscape

The form of commercial development within the **Special Character Areas Overlay – Business : Ponsonby Road overlay** is that of a traditional suburban retail strip located on a regional arterial route, within the surrounding residential areas. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath.

There is some variation of streetscape character through the area, with a mix of one to four storey buildings. Commercial buildings are typically built up to the street edge and continuous building frontages contribute to the sense of enclosure of the street. Generally this is reinforced with continuous verandahs over the footpath. However, on the western side, north of Vermont Street, some post-World War II buildings are set back from the road boundary with car parking at the front, with less definition to the street edge. On parts of Ponsonby Road where there is more variety in building types, the street edge is less defined but the elements of the streetscape still combine to create a strong character. At the southern end of Ponsonby Road, Western Park contributes to a well vegetated quality to this part of Ponsonby Road.

Vegetation and landscape characteristics

Mature trees in Western Park, at the top of Picton Road, Franklin Road and other side roads, as well as street trees and plantings in residential gardens that remain along Ponsonby Road contribute to the established character.

15.1.6.14. Special Character Areas Overlay – **Business-** Sandringham

15.1.6.14.1. Extent of area

Special Character Area Map:



Description:

The ~~Special Character Area Overlay – Business : Sandringham overlay~~ is located on Sandringham Road, extending north and south from the main intersection with Kitchener Road and Calgary Street, as shown on the special character area map above. The extent includes the earliest blocks of the business area and incorporates a largely continuous and intact group of commercial buildings representing the centre's major period of development from the 1920s to the 1940s. It also includes the Sandringham Reserve, a public open space on the corner of Sandringham and Lambeth ~~Roads~~ at the south-east of the centre.

The land is relatively ~~low-lying~~ and flat, and was once swampland (known as Cabbage Tree Swamp). The special character area is surrounded by traditional residential suburban areas, typified by modest standalone dwellings.

15.1.6.14.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

The ~~Special Character Area Overlay – Business : Sandringham overlay~~ is of significance as an example of a traditional commercial area formed as the town centre of an early 20th century residential tram suburb. The area was established as the result of significant drainage infrastructure works being undertaken that enabled construction of the tram line along Sandringham Road and subsequent residential subdivision of the surrounding land.

The area was once part of several farms that straddled the boundary between the Titirangi and ~~Waitemata Waitemata~~ parishes. In 1866 the land, known as Cabbage Tree Swamp, was recorded as being boulder-strewn and prone to flooding, but at the turn of the century this changed with the first residential subdivisions and site settlement. More rapid and widespread subdivision of the area including the formation of side streets off Sandringham Road (then Kingsland Road) occurred between 1908 and 1910.

The development of the town centre itself followed this residential development, with the earliest shops opening in 1911-12, slightly to the north of the special character area boundary. These included a small confectioners and an Edendale Telephone Bureau. The first building was built around 1915 at Warings Corner (2-6 Kitchener Road), and around the time of ~~the First World War~~ ~~World War I~~ new shops began to be built on the western side of Sandringham Road around the Kitchener Road intersection.

While motor buses began serving the Sandringham area from c.1914, an electric tram service to the Sandringham centre arrived later than other suburban centres due to the need for a rail overbridge near Sandringham Road's junction with New North Road. The bridge construction and associated realignment of Sandringham Road occurred around 1924 and the tramline extension to the Sandringham town

centre was completed by March 1925, concurrent with bitumen-sealing Sandringham Road for the first time.

The mid-1920s provision of tram services, together with improved municipal drainage, was a critical catalyst for further development in the area. The growth of residential development was accompanied by progressive establishment of schools, churches, shops, and industry, and the Sandringham town centre itself was substantially built at this time, clustered around the intersection of Sandringham Road with Kitchener Road and Calgary Street. Most of the area's **one- and two-storeyed** retail buildings with residential accommodation above were constructed in the 1920s and 1940s, and the Sandringham Reserve and public toilets were established in 1925 and 1930 respectively. From the 1920s to the 1950s the shops catered for most of the everyday needs of surrounding residents including dairies, butchers, bakeries, fishmongers, fruiterers, drapers, bootmakers, petrol station, stationers, as well as the Mayfair Picture Theatre built in 1929.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The **Special Character Area Overlay – Business – Sandringham overlay** is of significance for its physical and visual qualities as it demonstrates in its built fabric and urban form an example of a suburban tram-related commercial centre from the early 20th century period.

15.1.6.14.3. Description of physical and visual qualities

Built Form

Period of development

The **oldest building in the Special Character Area Overlay – Business – Sandringham overlay** dates from 1915, but the majority of its early commercial buildings are from the 1920s, with a smaller number constructed in the 1930s and **1940s**. This coincides with the arrival of the tram in Sandringham in 1925. These all contribute to a unified built character. Significant fabric includes buildings, street layouts, and urban form including trees and soft landscaping.

The area is adjacent to the western edge of the Special Character Areas Overlay – **Residential – Balmoral** Tram Suburb. State housing from the 1930s and 1940s was also developed around the Sandringham town centre.

Scale of development

The centre's built form runs along both sides of Sandringham Road to form continuous retail strips intersected by Kitchener Road and Calgary Street. Special character buildings are mostly **two-storeyed**, with some single storey buildings such as **Carrie's' Buildings** at 533-541 Sandringham Road. Buildings generally

have parapet walls facing the street which increase their apparent scale. More recent infill shops towards the north and south ends of the Special Character Areas Overlay – Residential – Balmoral Tram Suburb are predominantly single-storeyed and are less prominent physically and stylistically.

Form and relationship to the street

The town centre is characterised by most of its buildings being constructed to the front boundary line and occupying the full width of the site facing the street. There are exceptions, with some buildings constructed after the special character period of development being set back from the street boundary. The generally continuous line of façades on each side of the road within the special character area establishes a strongly unified street presentation and visual character. The built form creates a strong enclosure to the street through the use of roof-concealing parapet walls to street edges and verandahs overhanging the footpath.

Major features and buildings

Character defining buildings which make an important contribution to the area are shown on the special character map above. Some of these include:

- 575-579 Sandringham Road (c.1929);
- 2-6 Kitchener Road – Warings Corner (1915);
- 533-541 Sandringham Road – Carries' Buildings (1923, architect A. Sinclair O'Connor);
- 521-531 Sandringham Road – Arcadia Building (1924, architect Massey, Hyland & Phillips) Empire Buildings;
- 515-519 Sandringham Road – Gordon Buildings (1925, architect A. Sinclair O'Connor);
- 513 Sandringham Road, which marks the northern end of the centre (1945, architect R Atkinson Abbott);
- 526-530 Sandringham Rd – Baillie Buildings (c.1920s); and
- 570-576 578-586 Sandringham Rd– Winstone Buildings (1929); and
- 578-586 Sandringham Rd (1928).

Other features that contribute to the special character area are footpaths with bluestone kerbing, and the Sandringham Reserve, including the 1930s public toilet.

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern; while many buildings extend across several original sections, their division into structural bays and façade modulation creates a fine-grained urban pattern.

The predominance of buildings built up to the street edge creates a high density pattern of development that is maintained through the length of the special character area. The pattern terminates very clearly at the north and south ends of the area where the commercial buildings abut adjacent residential areas. There is a similar clear delineation on Kitchener Road and Calgary Street, where commercial buildings are located on corner sites. These changes in scale and type of building provide a clear indication as to the extent of the area.

Types

The **Special Character Area Overlay – Business : Sandringham overlay** is strongly defined by the survival of an unusually intact and visually unified collection of early to mid-20th century retail buildings with residential accommodation provided at the upper level.

Visual coherence

The **Special Character Area Overlay – Business : Sandringham overlay** retains a generally intact and consistent group of **main street** commercial buildings. It presents a cohesive visual character with regard to building type, scale and style, all constructed in the early to mid-20th century. This visual coherence, which physically demonstrates the centre's period of establishment, contributes to the area's special character.

15.1.6.14.4. Architectural values

Styles

Buildings in the **Special Character Area Overlay – Business : Sandringham overlay** feature a range of architectural styles used in the design of **main street** retail and commercial buildings from the 1920s to the early 1940s. Some were designed by well-known Auckland architectural practices and collectively represent good examples of their style. The centre also includes some good examples of the shop-with-dwelling type (such as the Arcadia Building) that was built in many of Auckland's commercial centres around this time.

The town centre's architecture is characterised by the 1920s Stripped Classical style, with examples including the Warings Corner building and the Gordon Buildings. The **façades** of this style are generally modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and decorative parapets concealing roof forms. Some parapets feature recessed panels and corbels that further modulate the **façade**, and more ornate buildings have simple pediments that highlight the building's centre and symmetry. Some upper storey windows are highlighted by plaster-moulded architraves. Buildings typically have verandahs suspended from **façades**, and many have the building name or construction date inscribed on the parapet.

The **Arcadia Building Empire Buildings is are** a Spanish Mission styled building incorporating terracotta tiled roofs above recessed balconies to the bays at each

end. There are also buildings designed in the Moderne style dating from the 1940s, such as 513 Sandringham Road. Stylistic features include horizontal recessed banding at upper windows and parapet, **steel-framed** windows, and stylised central moulding and geometric line work capping the parapet.

A few buildings retain early or original shop front detailing, including recessed entries, timber shop front joinery and leaded top lights which greatly enrich the pedestrian environment and provide important evidence of retail design of the period. Early or original interior detail also remain, which are apparent from the footpath due to the highly glazed shop fronts.

Materials and Construction – Built Fabric

Construction is generally in plastered brick paint finished. Plasterwork is largely painted over, although there are some remnants of unpainted plaster and exposed brick on side elevations. One building at 2-6 Kitchener Street retains a timber weatherboard parapet wall. Upper storey windows were originally **timber-framed** sashes and casements, and many of these remain.

Verandahs, which are supported on steel ties to the facade structure, have been variously modified including new soffit linings and signage.

15.1.6.14.5. Urban structure

Subdivision

Subdivision of the land within the **Special Character Area Overlay – Business – Sandringham overlay** occurred as part of the broader residential development in Sandringham. Consequently lots are generally similar to the surrounding residential lots. Further subsequent subdivision of these lots has occurred. The relatively narrow lot widths create a fine-grained urban character, which is contained and well defined within the broader residential area. Modulation of the built form reflects the relatively narrow lot widths of these early subdivisions.

Road pattern

There is a distinctive road alignment within the **Special Character Area Overlay – Business – Sandringham overlay** with the off-set alignment of Sandringham Road. This was a result of land ownership of the larger farm allotments and subdivision in the late 19th and early 20th centuries. The street alignment, together with intersecting side streets and the buildings that define corners, creates a distinctive focus to the centre. There are no four-way intersections. The road width is 20 metres with dual carriageway and car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

Streetscape

The character of the centre has evolved in a traditional strip retail configuration, with generally two storey commercial premises creating a continuous street edge and a strong street enclosure enhanced by continuous verandahs. As noted above, the unusual alignment of Sandringham Road and the offset configuration

of the town centre's main intersection are distinctive. The mix of commercial activities maintains a positive relationship with the street environment.

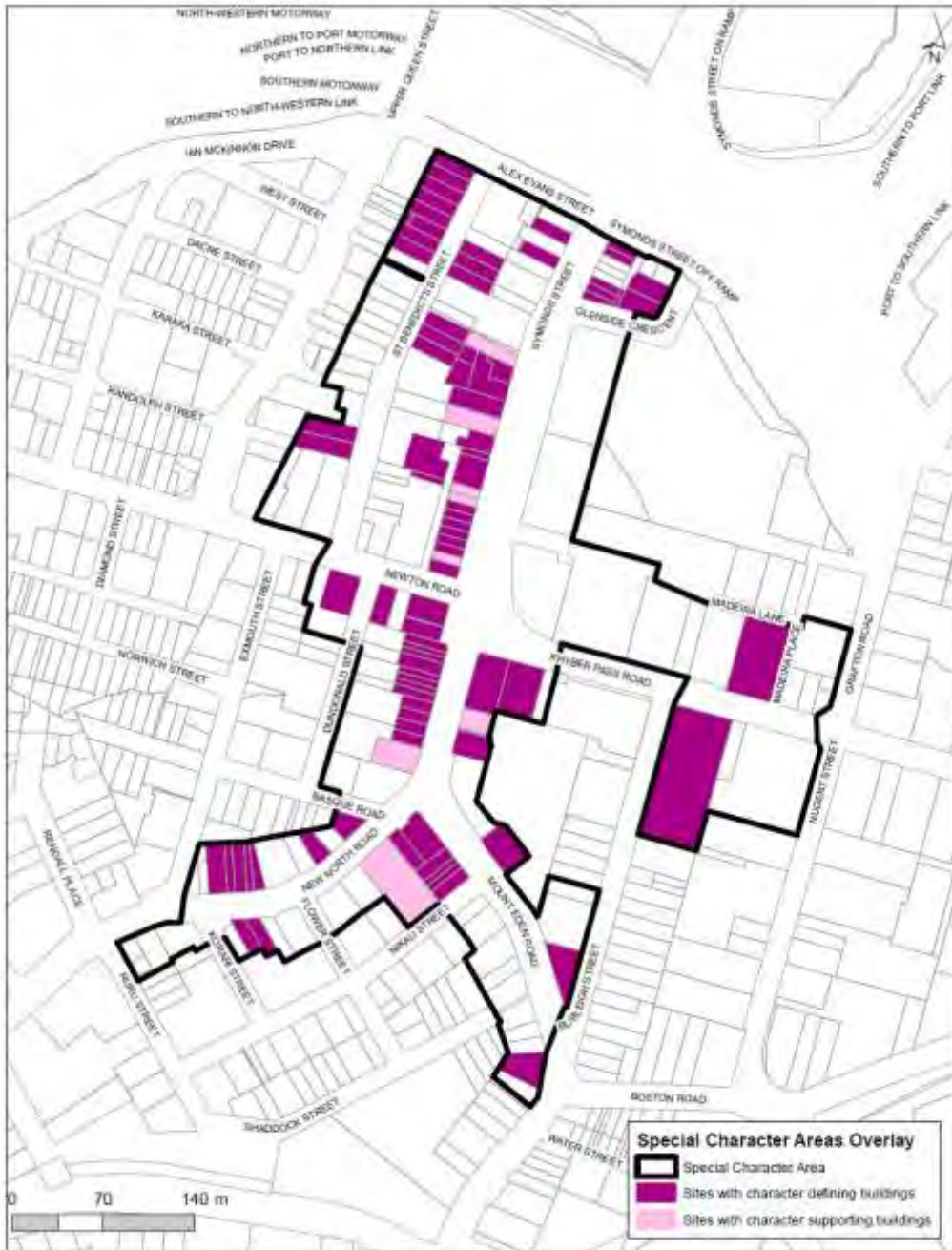
Vegetation and Landscape Characteristics

The ~~Special Character Area Overlay – Business : Sandringham~~ overlay area has a strongly built character with little vegetation within the town centre. Ornamental trees and small-scale street trees characterise the immediately surrounding residential environment outside the special character area, providing a contrast to its predominantly built streetscape. Sandringham Reserve on the corner of Lambeth Road defines the southern end of the special character area. In 1930 the public toilets were built in this reserve.

15.1.6.15. Special Character Areas Overlay – **Business-** Upper Symonds Street

15.1.6.15.1. Extent of area

Special Character Area Map:



Description:

The ~~Special Character Areas Overlay – Business : Upper Symonds Street overlay~~ is located on the southern fringe of Auckland's CBD, physically separated from the city centre by the southern motorway. The special character area is centred on Upper Symonds Street, extending from the Southern Motorway in the north to the top sections of New North Road and Mount Eden Road in the south. To the west, it encompasses St Benedicts Street and the upper part of Newton Road, and to the east, Khyber Pass Road to Madeira Place. The extent is shown on the special character areas map above.

The area generally comprises the built form of a traditional shopping strip on the west side of upper Symonds Street, partially extending down New North, Mount Eden, and Khyber Pass Roads. It incorporates a significant remnant group of commercial buildings representing the area's first period of development into the turn of the 20th century.

An important aspect of the ~~Special Character Areas Overlay – Business : Upper Symonds Street overlay~~ is the underlying topography. Symonds Street runs to a high point at the intersection with Khyber Pass Road, with land falling to either side. This has resulted in a linear urban structure with elevated views. Upper Symonds Street follows the ridgeline, which is the highest point of land in the isthmus not identified as a volcanic cone. Views are afforded from parts of the area to the Manukau Heads, Waitākere Ranges, Maungawhau, Rangitoto, Auckland CBD and the Hauraki Gulf.

15.1.6.15.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – Business : Upper Symonds Street overlay~~ is of significance as an example of the city's earliest phase of European settlement in the Auckland region, and subsequent consolidation and expansion from the mid-19th century. The commercial and business area is concentrated in and around main arterial routes leading to and from the city established in the 1840s. The progressive pattern of development throughout the 19th and early 20th centuries is demonstrated in the significant collection of buildings that date from this period, when it was a vibrant commercial and community centre, serving both local residential areas and commuters passing to and from the city. This includes a concentration of commercial buildings from the 1880s to 1920s, as well as churches, hotels, and public buildings.

Establishment of the principal roads in Auckland was undertaken in the 1840s and the alignment of Symonds Street, along the ridge adjacent to Grafton Gully, and its connection to Khyber Pass Road were established at this early stage. This was one of the principle routes from the Queen Street valley, which lead along the Symonds Street ridge and down Khyber Pass Road. The 1840s saw the first

purchases in the Upper Symonds Street area under Crown Grant; several large blocks were divided into individual allotments and subsequently sold for the most part by 1848. The area was initially a residential suburb, popular because of its proximity to central Auckland and its elevated situation. Wealthy residences dominated the ridge crests and worker residences clustered in the gullies.

Its geographic location soon made Symonds Street a major arterial between the Auckland township and outlying areas. Because of its strategic significance, the intersection of Symonds Street with Khyber Pass Road was given priority for development, and both roads were surfaced and designated as primary thoroughfares. Commercial activities began to flourish around Symonds Street's two main intersections. These were located at Khyber Pass and Newton **rRoads** and at **Mount** Eden and New North **rRoads**. Corner hotels were established in the mid-1860s and Symonds Street itself developed as a **'main_street'** shopping strip. Its growth correlated with a rapidly increasing population and improvements in public transport; **bus--tram** services were extended to Newmarket, Epsom and Onehunga via Symonds Street and Khyber Pass Road in the 1880s, further cementing this intersection as a key gateway to the city. Electric trams were established in the area by 1902.

Initially, residences and early commercial buildings had been constructed in timber, but as the area prospered more substantial masonry buildings were built from the early 1880s. Between 1880 and 1915 upper Symonds Street became firmly established as a primary city-edge commercial centre, with notable Auckland businesses locating to the area and earlier residences being replaced by commercial buildings. The area's consolidation was evidenced by the appearance of churches, hotels, schools, banks, a post office, a fire station, libraries, halls and other public buildings. Industrial premises were also present, including ~~major stables~~ **The Stables** in St Benedicts Street, a meat processing plant, several furniture factories and the Auckland City Dye Works. In Madeira Place there was a concrete factory and a terrazzo manufacturer. By the 1920s the area was well known for its entertainment, with theatres and halls such as the Lyric Theatre (later the Oriental Ballroom), Scots Hall and the Orange **Coronation Hall Ballroom** being very popular venues for various forms of social and leisure activities.

The area did not undergo any radical modifications in layout or function between 1920 and 1950. This changed dramatically with the construction of the Southern Motorway extension and associated major road works in the 1960s. Thousands of residences in Newton and Grafton Gullies were progressively demolished. A continuous strip of commercial buildings on the east side of Symonds Street between Glenside Crescent and Khyber Pass Road was demolished for road widening in the mid-1990s. Upper Symonds Street continues to be a major thoroughfare for the city.

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Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The **Special Character Areas Overlay – Business : Upper Symonds Street overlay** is of significance for its physical and visual qualities as it demonstrates in its remaining built fabric one of Auckland’s earliest and, for a period, most prosperous suburban centres. It contains a significant grouping of late 19th and early 20th century buildings, which demonstrate the centre’s consolidation and development from the 1880s through to the 1920s and 1930s. This includes a range of building types including shops, hotels, churches, entertainment halls, and stables, in a range of architectural styles consistent with the evolving architectural tastes during this period.

15.1.6.15.3. Description of physical and visual qualities

Built Form

Period of development

The buildings and streetscapes that remain extant demonstrate the area’s development from the 1880s to 1930s as a primary residential and commercial centre closely connected to the Auckland CBD, while later developments illustrate the maturing of Auckland as a whole, with consequential effects on built fabric and urban form. Significant fabric includes buildings, street layouts, and urban form including soft landscaping.

Scale of development

The built form of the **Special Character Areas Overlay – Business : Upper Symonds Street overlay** ranges in scale from one to four-storeyed buildings, but the predominant scale of development is two-storeys. There are some notable buildings that are three-storeys, such as the corner retail and office building at 211-213 Symonds Street, and the former **Post Office** at 224 Symonds Street. Significant parapets facing the street increase the buildings’ apparent scale of the buildings. This is further enhanced in some cases, such as the **Orange Coronation Hall Ballroom** at 143-149 Newton **Road**, by a large base with stairs to a grand entrance.

The scale, gabled forms and steeples of the area’s four churches define the northern, eastern and southern edges of the special character area, including St Benedict’s **Catholic Church and Presbytery**, St David’s Presbyterian Church, Holy Sepulchre Church and Cityside Baptist Church.

Form and relationship to the street

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Variations occur at church sites, where church buildings are set back in

landscaped grounds, with associated areas of car parking, and at the former Grafton Library (now Gailbraith's Alehouse, 2 Mount Eden Road) which also has a small setback to allow an entrance portico and front gardens.

Buildings constructed to the front boundary generally also have verandahs over the footpath (although some buildings were designed without verandahs such as the former Auckland Savings Bank at 29 Khyber Pass Road). The main uninterrupted line of such buildings is along the western side of Upper Symonds Street, from just north of Basque Road to just south of Glenside Crescent. This section forms a retail strip with strong footpath enclosure and an active street edge. The street relationship dissipates away from this line, as buildings become interspersed among more modern developments that have in some instances maintained an active edge but generally have limited street engagement.

Major features and buildings

Character defining and supporting buildings which make an important contribution to the area are shown on the special character area map above. Some of these buildings are scheduled as historic heritage places in their own right. Some examples are:

- 1 St Benedicts Street – St Benedict's Catholic Church and Presbytery (1888);
- ~~2 St Benedicts Street – St Benedict's Presbytery (c.1887);~~
- 132 Symonds Street – commercial building (c.1920s);
- 30 St Benedicts Street – former stables (1883) The Stables (scheduled as a category B historic heritage place);
- ~~143~~141-149 Newton Road – Orange Coronation Hall (1923) Ballroom (scheduled as a category B historic heritage place);
- 211 ~~213~~ Symonds Street – corner retail and office building (c.1900s);
- 2-10 Burleigh Street – Holy Sepulchre Church and Hall (1881) (scheduled as a category A historic heritage place);
- 70 Khyber Pass Road – St David's Presbyterian Church (1927);
- ~~244-255~~ 241, 251, 253 Symonds Street – strip retail block (c.1900s);
- 1-13 Mount Eden Road – strip retail block (c.1900s);
- 2 Mount Eden Road – former Grafton library (1911/12) (scheduled as a category B historic heritage place);
- 8 Mount Eden Road – Cityside Baptist Church (1906); and
- ~~51~~ 59 New North Road – strip retail block (c.1900s).

Other features in the special character area include bluestone kerbing to footpaths, remnant basalt walls, and mature trees (including street trees and those on private property).

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge and utilising most of the site area creates a high density pattern of development throughout the special character area and particularly along Symonds Street. The density dissipates at the edges of the area, with empty lots breaking the built pattern of urban form. The northern part of the St Benedicts/Symonds Street block at the north extent is particularly open with large areas of car parking.

Types

The **Special Character Areas Overlay – Business : Upper Symonds Street overlay** is strongly defined by the survival of a variety of building types including strip retail shops and other commercial premises, offices and banks, early warehousing and store buildings, the stables, entertainment halls, and a variety of churches and housing.

The integration of these diverse building types demonstrate the progressive development of the area from its early city fringe residential beginnings to its heyday as a significant suburban town centre, and then on to the current period of renewal and adaptive reuse. These elements collectively reinforce the area's special character.

Visual coherence

The area's main retail strip along the western side of Symonds Street has a strong visual coherence due to the similar age, scale and design qualities of its largely continuous late 19th and early 20th century buildings. The legibility of this main axis is strengthened by similar built form on the southern corners of Khyber Pass Road and **Mount Eden Road**.

The surrounding parts of the special character area retain a range of building types, scales and styles, and special character buildings interspersed with modern developments. This variance contributes to an understanding of Upper Symonds Street's evolved context and consequently altered urban form.

15.1.6.15.4. Architectural values

Styles

The **Special Character Areas Overlay – Business : Upper Symonds Street overlay** presents exemplars of Victorian, Edwardian and early 20th century architectural styles typical of city fringe suburban centres in New Zealand. As a key gateway to the city, Upper Symonds Street was a prosperous centre and many of its buildings were designed by prominent Auckland architects, including E. Mahoney & Sons (St. Benedict's **Catholic Church and Presbytery** and Holy Sepulchre **churches Church**), Edward Bartley (former Grafton **Librarylibrary**), Daniel Patterson (St David's Presbyterian Church) and A. Sinclair O'Connor (**Orange Coronation Hall Ballroom**).

The **Victorian-/Edwardian** Free Classical style is dominant in late **19th-/turn** of the century buildings, with some incorporating Italianate influences typical of the era. These have highly modulated and decorated façades which variously feature ashlar line work, quoins, moulded pilasters and window architraves, articulated parapets with elaborately detailed pediments and balustrading, rolled or dentiled cornices, moulded string courses and other decorative detailing such as keystones, scrollwork and corbels.

Buildings from the inter-war era are generally designed in the Stripped Classical style. These façades are typically modulated vertically and horizontally with simplified classical detailing such as pilasters, string courses, cornice lines and parapets concealing roof forms. Detailing is more restrained. In some cases earlier façades were plastered over between the wars in imitation of an Art Deco style, for example 167- 169 Symonds Street.

Most buildings on the strip retail blocks have projecting verandahs, although some, such as former banks, are specifically designed without them. Although most shop fronts have been substantially modified, some shops still have original or early ground floor detailing such as large **timber-framed** display windows, panelled stall boards, leaded top lights, and recessed entrances with terrazzo tiling. Some early buildings retain original interiors or some of their interior detail, which is evident from the footpath through glazed shop fronts. The survival of shop front and interior elements contributes to the authenticity of special character buildings.

The area's churches are generally designed in the Gothic Revival style, with specific architectural influences from their various denominations. The **Stables former stables building** at 30 St Benedicts Street is a well-preserved example of late 19th century industrial architecture in a Victorian Italianate style, and the Orange **Coronation Hall Ballroom** provides an example of a large entertainment venue designed in the Stripped Classical style.

Materials and Construction – Built Fabric

The special character buildings in Upper Symonds Street are typically constructed in brickwork, which is either finished in plaster or left exposed. While there are some remaining examples of unpainted plaster and exposed brick, many façades have now been painted.

Many upper storey windows in the area have retained their original or early **timber-framed** sashes or **steel-framed** casements; some have been replaced with aluminium but original openings have generally been retained such that the surrounding original masonry fabric is largely intact. There is some intact ground floor form and fabric throughout the centre as noted above, although there have been various modifications and introductions of modern materials to the shop fronts. Verandahs are supported by steel ties to the façade structure, some of which have been retrofitted to replace original cast iron posts. Signage includes some original building names and/or dates in plastered relief on parapets, modern signs on fascias, and large billboards.

The area's churches are of timber or brick construction. The **Stablesformer stables building** is particularly significant as one of Auckland's earliest known industrial buildings constructed in concrete (its upper storey is timber frame with corrugated **steeliron** cladding). Modern buildings utilise concrete and steel frame construction techniques with various claddings.

15.1.6.15.5. Urban structure

Subdivision

The **Special Character Areas Overlay – Business : Upper Symonds Street overlay** is characterised by relatively small, narrow lots which reflect early subdivision patterns from the **mid- to late-**1800s. Subdivision occurred progressively as the centre prospered, expanded and changed character from early residential use with a few servicing shops, to a major city fringe commercial centre from the 1880s into the 20th century. This is evident in the range of lot sizes and layouts exhibited through the area. The relatively narrow lot widths create a fine-grained urban character in parts of the area. Where a single building has been constructed over a number of individual adjacent sites, the original subdivision is often apparent in the architectural design, where the building modulation and division into structural bays relates to the original lot width.

Road pattern

The earliest roads to be established included Symonds Street and Khyber Pass Road as the main route to and from the city, which meet at a **right-angled** intersection. Although the north-east corner has been modified through road widening the original road pattern is still evident on the western side of Symonds Street where it originally narrowed south of the Khyber Pass intersection. This is evident in the distinctive offset in building boundary line south of the intersection on the western side of Symonds Street. This is a significant feature and marks the original right angle intersection and road layout.

The road width on Symonds Street between Khyber Pass Road and Glenside Crescent has been increased to approximately 35 metres, but beyond this is as originally laid out at approximately 30 metres wide. **Mount** Eden, New North, and Newton **Roads** are all main routes of approximately 20 metre width. These remain the principal roads in the area with secondary streets running perpendicular to the main roads.

Symonds Street on the western side is a relatively long block uninterrupted with secondary streets between Alex Evans Street and Newton Road.

Symonds Street continues to be a major transport route for Auckland City, and the intersections with Khyber Pass and Newton Road and with **Mount** Eden Road and New North Road maintain their role of linking the CBD with the south-eastern suburbs.

Streetscape

The intersection of Symonds Street with Khyber Pass Road and Newton Road forms the core of the Upper Symonds Street commercial centre. It is the character buildings on the western edge along Symonds Street, around the Newton Road intersection and south to the New North/Mount Eden Road junction that contribute strongly to the distinct built character of the streetscape. Road widening of Symonds Street between Khyber Pass Road and Glenside Crescent has eroded the special streetscape character along this part of the eastern side of Symonds Street.

Where buildings have remained continuous, they present tightly placed groupings of independent styles but uniform character fronting the street. They are built to the front boundary, have continuous verandahs over the footpath, and are facilitated by rear service lanes (Stable Lane off Newton Road behind the Symonds Street retail strip is a good example).

Away from the strip retail core, streetscape character is more variable with a mix of older buildings and more recent development.

The church buildings are still largely visible in the round and retain some landscaping features including mature trees and historic boundary walls.

Vegetation and Landscape Characteristics

The commercial core is generally devoid of any distinctive street planting, vegetation or landscaped spaces, apart from the section of Symonds Street between Khyber Pass and Alex Evans Street which has specimen trees and planting in the median strip. On Khyber Pass Road, the landscaped grounds of the two churches and mature trees along the edge of the reservoir provide some visual relief to what is otherwise a predominantly built landscape.

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

15.1.6.16. Special Character Areas Overlay – **Business-** West Lynn

15.1.6.16.1. Extent of area

Special Character Area Map:



Description:

The **Special Character Areas Overlay – Business : West Lynn overlay** is located on Richmond Road, between Warnock Street and the intersection with Castle Street and Edwards Road, as shown on the special character area map above. The extent includes the earliest blocks of the town centre and incorporates a collection of scheduled historic heritage **placesbuildings**.

The undulating topography of the area, with the commercial spine of Richmond Road following the ridgeline, contributes to the built and visual character of the West Lynn town centre. Its elevated position affords glimpses to the coast and to the city centre.

15.1.6.16.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

The Special Character Area – **Business-: West Lynn** is of significance as an example of an early 20th century suburban centre established in conjunction with adjacent residential development in the Richmond area of Grey Lynn as a result of an increasing Auckland **Citycity** population. Buildings in the area collectively demonstrate a significant period of development from the early 1900s, as land around it was subdivided for housing. Extension of the electric tram service facilitated the surrounding suburban expansion.

The area developed in the early decades of the 20th century along Richmond Road, around the junction with Francis Street and Hakanoa Street. It formed the heart of the Richmond area, which evolved from a rural locale close to industrial activities at Cox's Creek to a densely populated residential neighbourhood.

By 1910 there was a substantial block of red brick shops (the **Richmond Buildings West Lynn Shopping Centre** – 401-413 Richmond Road), together with a fire station, butchers shop and several wooden shops. The opening of a tram line to these shops in 1910 served as a catalyst for further commercial and residential development in the area, with the next major period of construction occurring in the 1920s and 1930s when more blocks of shops and a picture theatre (demolished in the late 1980s) were built. The centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb through the first half of the 20th century.

The area has associations with James Tattersfield, who ran an importers and drapers business from the **Richmond Buildings West Lynn Shopping Centre** and established the substantial mattress making and textile business in Sackville Street nearby. The centre also has important associations with the Warnock brothers, who lived nearby and ran a soap and candle making business at Cox's Creek, as well as being prominent in early local government.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The **Special Character Area – Business : West Lynn overlay** is of significance for its physical and visual qualities as a collection of neighbourhood-serving commercial buildings constructed in the early 20th century. It contains a mix of commercial, community and residential buildings, constructed as the town centre progressively developed from the early 1900s. The area retains in its built form and urban patterns, evidence of its development from when it was established.

15.1.6.16.3. Description of physical and visual qualities

Built Form

Period of development

The **Special Character Area – Business : West Lynn overlay** demonstrates in its built fabric a period of development from the 1900s to 1930s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to parts of Special Character Area – Residential Isthmus A in the Richmond area of Grey Lynn.

Scale of development

The special character buildings are mostly two **-storeyed** and generally have parapet walls facing the street which increase their apparent scale. Other more modern developments in the centre are generally two or three storeyed and of similar scale and mass to the original commercial buildings. The three Victorian villas at 452, 458 and 466 Richmond Road are exceptions as single-storey residences with gardens to the street edge.

The centre's built form runs along both sides of the street, punctuated by side streets and service lanes. Most street corners are strengthened by more substantial corner buildings with angled entrances that create physical 'book ends' to each block and visually maintain the centre's commercial scale.

Form and relationship to the street

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. These buildings largely feature parapet walls which conceal roof forms and verandahs over the footpath which provide a level of street enclosure. The three Victorian villas are set back from the street with small front yards and picket fences to the street edge, contributing to the diversity of built form.

Major features and buildings

Character defining and supporting buildings which make an important contribution to the area are shown on the special character area map above. Some of these include:

Schedule 15 Special Character Schedule, Statements and Maps

- Buildings located at corners of street intersections;
- 401-413 Richmond Road – ~~the Richmond Buildings (c.1910), West Lynn Shopping Centre~~(scheduled as a category B historic heritage place);
- 453 ~~and~~ 455 Richmond Road (1926, 1933);
- 428-440 Richmond Road – C. Norgrove Butcher (c.1905);
- 452, 458 ~~and~~ 466 Richmond Road – ~~three~~ villas (c.1905); and
- 510 Richmond Road – ~~the~~ West Lynn Community Centre (2000).

Other features that support the special character of the area include asphalt footpaths with bluestone kerbing (this has been lost in parts by footpath alterations), mature trees (street trees and those on private property), and a large mural on the ~~south-eastern~~ wall of the office block at 490 Richmond Road.

~~Density~~-~~p~~*Pattern of development*

Built development is in the form of a traditional suburban ~~main street~~ with commercial buildings set to the street edge and reflecting a fine-grained pattern of subdivision. A contrasting pattern is evident where houses in the main street retain front gardens and fences.

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Many buildings extend across several sections; however, their architectural planning and vertical modulation divide them into a series of discrete shops at ground level, creating a fine-grained urban pattern. This character is generally replicated or supported by modern infill buildings. There is a clear edge to the commercial area where this abuts the adjoining residential development.

Types

The ~~Special Character Area – Business : West Lynn~~~~overlay~~ includes shops, residences and public buildings.

Visual coherence

The area includes a range of building types, scales and styles predominantly from the early 20th century. These include dominant buildings in terms of scale (~~Richmond Buildings West Lynn Shopping Centre~~) that occupy key corner sites and significantly contribute to the visual coherence of the area. More recent buildings generally are compatible in terms of scale and form and support the overall visual coherence created by the older buildings.

15.1.6.16.4. Architectural values

Styles

Buildings in the ~~Special Character Area – Business : West Lynn~~~~overlay~~ demonstrate a range of early 20th century architectural styles typically found in traditional commercial and residential areas. Buildings from the earliest establishment of the centre (1900-1915) are generally designed in the Edwardian

Italianate style. The **Richmond Buildings West Lynn Shopping Centre** is the best example of this, and features decorated pilasters, articulated parapet and moulded window architraves headed by semi-circular fans. Buildings from the slightly later period of development (1920s and 1930s) are generally designed in the Stripped Classical style. Façades are modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and articulated parapets concealing roof forms. Building verandahs are generally suspended from building façades. The verandah on the Richmond Buildings is supported on posts.

Buildings retain early or original shop front detailing, including recessed entries, timber shop front joinery and leaded top lights. These features enrich the pedestrian environment and provide important evidence of retail design of the period, and strongly enhance the special character of the area. Similarly, some examples of early or original interior detail also remain, which are apparent from the footpath due to the highly glazed shop fronts.

Older residential buildings are Victorian and Edwardian villas typical of the style, with hipped roofs (the central villa has a single gabled bay), front verandahs, sash windows and modest decorative features to eaves.

Modern buildings in the special character area display various stylistic influences and are generally sympathetic to the form, proportions and styles of the centre's older buildings.

Materials and Construction – Built Fabric

Commercial buildings are generally constructed in plastered brick. There are some examples of timber-constructed commercial buildings, such as the two storey building at 417 Richmond Road.

Upper storey windows are generally the original or early **timber-framed** sashes and casements. Verandahs are generally supported on steel ties to the façade structure and signage is largely restrained to fascias.

The construction of older houses in the area is typical of their period; timber frame structures with corrugated **steel/iron** roofs, **timber-framed** door and window joinery, and horizontal weatherboards. Modern buildings utilise concrete and steel frame construction techniques with various claddings.

15.1.6.16.5. Urban structure

Subdivision

The subdivision pattern of the **Special Character Area – Business : West Lynn overlay** reflects the period of development of the area, as large farm blocks were subdivided for commercial and residential purposes in the late 19th century. The lot sizes within the area are generally narrower than the surrounding residential lots. The generally narrow lot widths create a fine-grained urban character to the centre.

Road pattern

Richmond Road is located along a ridgeline, and changes in its alignment define the northwestern and southeastern entrances to the centre. The road is relatively wide at 27 metres, with dual carriageway, median strip and angled car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

The off-set spacing of residential side streets on both sides of Richmond Road, formed as part of late 19th century residential subdivisions, created a number of corner sites within the centre, many of which are occupied by two-storeyed early 20th century commercial buildings.

Streetscape

The mix of retail, commercial and residential activities within the town centre results in a built form with varied levels of enclosure of the street environment. The area contains a number of two storey retail premises that create a positive relationship to the street, with active building frontages. A sense of street enclosure is enhanced by buildings being constructed to the front boundary, verandahs over the footpath, and service and parking areas located to the rear.

The **Special Character Area – Business – West Lynn overlay** includes residential uses within the centre, which contributes to a diverse mixed streetscape appearance.

Vegetation and Landscape Characteristics

The mature avenues of Plane trees in Francis and Hakanoa **Streets** are a distinctive characteristic of the Special Character Area – **Business-** West Lynn, visible where these roads intersect with Richmond Road. Other street trees and the front gardens with trees associated with the group of three villas also contribute to the area's character.

15.1.6.17. Special Character Areas Overlay – **Business-** Onehunga

15.1.6.17.1. Extent of area

Special Character Area Map:



Description:

The Special Character Areas Overlay – Business – Onehunga overlay is oriented north-south and rises gently from the Port of Onehunga, northwards to Campbell Road and the Special Character Areas Overlay – Business – Onehunga extends between the Arthur and Princes Street intersections. This area reflects the street network, subdivision pattern and subsequent commercial development in the town centre from the late 19th and early 20th century. Running parallel to the Onehunga Mall are the service lanes of Gerrard Beeson Place and Upper Municipal Place to the west with Waller Street and Brays Rise to the east providing rear service access.

Comment [A72]: No spaces before and after /

15.1.6.17.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality

Onehunga was an early and significant trading port for Maori and European settlers and one of four defensive Fencible settlements to the south of Auckland including Ōtāhuhu, Panmure and Howick.

Early trading activity centred on the foreshore, then the adjacent Princes Street where the commercial nucleus of hotels, stores and industries developed. Subsequently, the focus shifted to Queen Street (Onehunga Mall), which following street levelling works in the 1860s, became the pre-eminent civic and business centre for the developing residential and industrial area while providing an easier route to the city.

A civic nucleus established itself around the Princes Street intersection including the former Post Office, (1901-02) and the Carnegie Free Library (1912) and this group was at one time joined by a fire station, the Onehunga Borough Council Chambers and the Railway Terminus Hotel.

Excellent transport connections by boat from the earliest days, trains from 1873 and trams from 1903, consolidated the importance of the town centre, which was strengthened by the trading activities of the port together with its function as a major transport interchange for southbound passengers until the provision of the main trunk line in 1908.

Despite a number of fires between 1860 and 1900, a number of Victorian and turn-of-the-century buildings remain. Kemp's Building is the oldest in the area (1888-89) and others spread along the Mall include the William T Court building (1894), the former Post Office, (1901-02), former Canadines Building, (1900), former Rishworth's Building/Sai Louie building, (1900-01), and the former Arcadia Billiards Saloon (1907).

Buildings in the Special Character Areas Overlay – Business – Onehunga overlay represent the traditional town centre with its typical pattern of 19th and early 20th century retail development, with groups of Victorian, Edwardian and inter-war

shops constructed along the Mall, in a consistent but diverse range of styles, with the key development periods of 1880-1914 and 1918-1939 being revealed in the surviving buildings. Sites were developed successively, with an inter-war concentration in the Church to Arthur Street area. ~~Post-WWII~~World War II buildings spread throughout the area, with a concentration in the Princes to Church Street block and much of it is of utilitarian character, and modified lacking the consistency of scale and diverse but consistent styles that characterise the buildings from the areas periods of significance.

At a regional level, Onehunga Mall is one of a representative group of compact, local, traditional shopping centres on the isthmus with special streetscape character.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

In response to the underlying grid of similarly-sized lots, the shops, of various eras, are built to the street boundary, and, in keeping with the building techniques and methods of the day, are constructed from a palette of permanent materials. They are predominantly two-storeys in height with tall parapets concealing the roof from view, providing a strong sense of enclosure to the street. Ground floor shops had entry porches and sheltering verandahs, and upper level façades were enlivened by the regular placement of windows, with a vertical and horizontal emphasis being given with pilasters, spandrel panels and the use of decoration.

15.1.6.17.3. Description of physical and visual qualities

Built Form

Period of development

The ~~the Special Character Areas Overlay – Business : Onehunga overlay~~ has buildings dating from 1880s onwards but its key development periods of 1880-1914 and 1918-1939 are shown in the surviving building stock.

Scale of development

The ~~Special Character Areas Overlay – Business : Onehunga overlay~~ buildings are both single- and double-storeyed, the Princes to Church Street block contains a mix of these, and, in contrast to this block, the Church to Arthur Street group is predominantly double storey. Corner buildings, such as the former ~~Post Office~~ (Princes Street intersection) and the Pardington and Sutherland Building (Church Street intersection), celebrate the corner, the later with its angled corner providing a 'bookend', terminating this street block.

Form and relationship to the street

The ~~Special Character Areas Overlay – Business : Onehunga overlay~~ is well defined along the Onehunga Mall beginning with the Princes Street intersection

with its former civic buildings, extending through the Church Street intersection with St Peter's Anglican Church and graveyard and terminating at Arthur Street.

This area represents the core main street and traditional town centre with its strong street enclosure, its active retail edge sheltered by verandahs. Parallel kerbside parking is provided with rear access from the service **streets-/lanes**.

Major features and buildings

Character defining and supporting buildings which make an important contribution to the special character area are shown in the special character areas map. Some of these include:

- 55 Princes Street **- former Carnegie Free Library 1912(scheduled as a category A historic heritage place);**
- 120 Onehunga Mall **- former pPost oOffice 1901-02(scheduled as a category A historic heritage place);**
- 133 Onehunga Mall **- former ASB Building 1885 altered 1938;**
- 165-169 Onehunga Mall **- former AEPB Building 1927-28;**
- 171-173 Onehunga Mall **- former Sai Louie building (Hard to Find Bookshop) 1900-01 Rishworth's Building (scheduled as a category B historic heritage place);**
- 172 Onehunga Mall **- former Onehunga Boot Factory 1912;**
- 186-188 Onehunga Mall **- former Courts Building 1914(scheduled as a category B historic heritage place);**
- 197 Onehunga Mall **- former Arcadia Billiards Saloon 1907(scheduled as a category B historic heritage place);**
- 216 Onehunga Mall **- former William T Court Building 1894; and**
- 235-245 Onehunga Mall **- Brays Building 1906.**

Other features in the special character area include the streetscape works undertaken in the late 1980s in the Arthur to Princes Street blocks which included new footpaths, kerb extensions, planting of street trees and roundabout planting and the installation of new street lights reminiscent in design of the former tram poles. These works have calmed and slowed traffic while providing an additional sense of containment. Other street furniture includes the ceramic table and couch art work by Karen Kennedy by St Peter's church and the kerbside public toilet with its exterior decorative wrought iron filigree work to its walls.

Density / pattern of development*Density/Pattern of development*

In response to the underlying subdivision **configuration**, the buildings reflect the narrow lot widths. Building frontages on the larger **sites**, such as the Brays Building and the Community Link **Building**, are modulated into smaller 'bays', reflecting this established pattern of small lots.

Types

The **Special Character Areas Overlay – Business : Onehunga overlay** contains **retail/-commercial** buildings of several eras but continues to have an identifiable retail focus. St Peters Anglican Church is located in the heart of the centre and outside the special character area to the west is the Community Centre and Library and to the east the **Dressmart Dress Smart** outlet shopping centre.

Comment [A73]: No spaces before and after /

Visual coherence

Visual coherence is provided by the shops in the Church to Arthur Street block and around the Church and Princes Street **intersections**, giving a special character area that is legible in terms of scale and area.

15.1.6.17.4. Architectural values

Styles

The style of the buildings reflects the time in which they were built, providing a snapshot in time of **retail/-commercial** architecture.

The **Victorian/-Edwardian** period was characterised by a number of stylistic influences, some of which are evident in the Onehunga Mall buildings, from the simple Edwardian Classical style of the former Pardington and Sutherland Building on the Onehunga **Mall/-Church** Street corner (**No-183-187**) to the elaborately decorated Carnegie Library, former **pPost oOffice** and former Onehunga Boot **Factory factory (No-172)** all in the Victorian Free Classical Style and **Kemp's Building** in the Victorian Italianate style.

After **WWWorld War I** and during the inter-war period a simpler style prevailed and decoration was used more **sparingly**, although this was not always universal, and the **Special Character Areas Overlay – Business : Onehunga overlay** buildings show an eclectic approach to style varying from the unadorned shop at (125-127), to the more decorative Grbic building (129-131) and adjoining former ASB building. Arts and Crafts influences are seen in the former Courts **building Building** (206) and adjoining buildings at 208-210, – these latter pair showing 'bungalow' influences with their first floor bay windows.

Some buildings from all periods of significance were **architect-designed**, by the Government Architect John Campbell for the former **pPost oOffice**, well known Auckland architect Edward Bartley for the former ASB building and others better known **locally**, such as John Park and Adam Jones.

Scale, Materials and Construction

The building stock is one or two **-storeyed and**, with the exception of the former **Sai Louie building (Hard to Find Bookshop) Rishworth's Building**, which is, unusually, constructed from timber, the shops are built from a similar palette of permanent materials, including plastered and fairfaced brick and timber **joinery**, (with some metal joinery in the inter-war **period**). **The the** facades were vertically and horizontally modulated through the use of pilasters, spandrel panels

and decorative mouldings. Windows at first floor level were arranged individually or grouped together. Often vertically or horizontally proportioned, they revealed the domestic nature of this floor. Substantial parapets, often capped with cornices, hid the roof from view, the parapet often displaying the name of the building together with its construction date in raised plaster **lettering**.

Comment [A74]: Delete space below paragraph

Urban Structure and Subdivision

The typical commercial subdivision pattern of small lot sizes is shown in the special character area with buildings on larger sites dividing their **façades** into smaller units to reflect the traditional subdivision unit.

Road pattern

Street levels were established ~~in~~ along the Mall in the 1860s and Onehunga Mall shows **a typical** grid layout with the street being bisected **east-/west** by Princes Street, Church and Arthur Street which provide full four way intersections. Rear service lanes to the east are provided by Brays Rise which is accessed by Paynes Lane and to the west by Pearce Street which provides access to Upper Municipal Place.

A number of pedestrian ways to the west run between the Mall and rear parking areas and provide good access to the shops.

A dual carriageway extends the length of the Mall with parallel parking on both sides and the street upgrade works undertaken in **the 1980s** provides a **pedestrian-friendly** environment.

Streetscape

The streetscape is a combination of the built environment with its strong sense of enclosure, provided by buildings built to the boundary and often **two-storeys** in height enhanced by **purpose-designed** footpaths, kerb extensions, street planting and lighting, which has strengthened the identity of the area and provided additional amenity.

*Vegetation and **Landscape Characteristics***

Street trees have been planted in kerb extensions on either side of the road to mark pedestrian crossings or refuges and planted roundabouts have been provided at the Arthur and Church Street intersections. Mature specimen trees are seen in St Peter's Anglican Church and graveyard.

15.1.6.18. Special Character Areas Overlay – **Business-** Ōtāhuhu

15.1.6.18.1. Extent of area

Special Character Area Map:



Description:

The ~~Special Character Areas Overlay – Business : Ōtāhuhu overlay~~ is located on Great South Road, extending from the intersection with Princes Street in the north to just beyond the intersection with Atkinson Avenue in the south, as shown on the special character area map above.

The extent includes properties on both sides of Great South Road and reflects the pattern of subdivision, street network establishment and progressive commercial development along Great South Road in the late 19th and early decades of the 20th century.

The Ōtāhuhu town centre sits on relatively level ~~low-lying~~ land. The alignment of the ~~main street~~ rises gently to the south. In the Ōtāhuhu town centre, Great South Road forms the western side of a triangle of land, bound on the east side by Atkinson Ave, containing commercial development. Civic facilities including churches, schools and local and central government buildings are clustered around the Great South Road ~~main street~~ spine. The intersection of Great South Road with Atkinson Ave is marked by a small open space, which contains a number of commemorative features.

15.1.6.18.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – Business : Ōtāhuhu overlay~~ has significance for its comparatively early establishment within the Auckland region as an important commercial centre. It demonstrates sustained development over a long period from the late 1840s. Buildings in the centre along Great South Road demonstrate its development from the late 19th and early 20th centuries, with major growth periods in the 1920s and the 1950s and 1960s.

The ~~Special Character Areas Overlay – Business : Ōtāhuhu overlay~~ developed as a European Fencible settlement from 1848, with Great South Road being well established by 1850. Transportation routes have been of great significance in the settlement and development of Ōtāhuhu. The portage was of strategic importance to ~~Maori/Māori~~ and was one of the reasons for locating a Fencible settlement in this location. The Tamaki River was important to initial settlement ~~but,~~ with the construction of ~~bridges,~~ Great South Road became the major route from the late ~~19th~~ century.

As the main road south from Auckland, Great South Road was important in relation to the earliest land subdivisions in Ōtāhuhu and the establishment of commercial development. The earliest businesses were established on Great South Road in the late 1840s. The opening of the railway line from Auckland to Mercer in 1875, and through to Wellington in 1908, was an important catalyst for development, including industrial activities close to Ōtāhuhu.

Subdivisions for residential development in the 1920s, together with industrial development including the opening of the Ōtāhuhu Railway Workshops in the late 1920s, spurred population growth and commercial development. The town centre has progressively developed along Great South Road. The 1889 Star Hotel is one of the earliest buildings in the **main street**. While a small number of late 19th and early 20th century buildings remain, during the 1920s a significant number of retail and commercial buildings were built. The opening of the Southern Motorway in the mid-1950s was a catalyst for further development. A number of commercial buildings as well as local and central government offices were built around this time.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The **Special Character Areas Overlay – Business : Ōtāhuhu overlay** is of significance for its physical and visual qualities as it retains evidence of its development in its built form and urban patterns. This includes groupings of late 19th and early 20th century buildings, demonstrating a progressive and ongoing development from initial establishment in the late 1840s.

A distinctive period of development during the 1920s is evident, when a number of substantial two-**storeyed** buildings were built, including the Central Buildings in 1926, Progressive Buildings in 1927 and Kents Building in 1928. A number of buildings in the town centre were designed by well-known Auckland architects, and many were built by Thomas Clements Ltd, a significant building contractor, based in Ōtāhuhu. A further period of development is evident dating from the 1950s and 1960s.

15.1.6.18.3. Description of physical and visual qualities

Built Form

Period of development

The **Special Character Areas Overlay – Business : Ōtāhuhu overlay** demonstrates in its built fabric significant development that occurred from the late 1880s, with major periods of construction in the 1920s and again in the 1950s to 1960s. Significant fabric includes buildings, street layout, and urban form.

Scale of development

The town centre's special character buildings are both **single-** and two-**storeyed** and generally have parapet walls facing the street which increase their apparent scale. The centre's built form runs along both sides of the street to form continuous retail strips. More substantial corner buildings with angled entrances create physical 'book ends' to each block at street intersections.

The scale of the built form varies throughout the town centre. It diminishes at the north end, where continuous **façades** give way to parking areas and

warehousing. At the south end, continuous **one- and two-storey** buildings continue to the street edge along both sides of Great South Road to the junction with Atkinson Avenue.

Form and relationship to the street

The **Special Character Areas Overlay – Business : Ōtāhuhu overlay** exhibits a traditional **main street** configuration with a strong street enclosure and continuous retail edge, with an orientation towards the street and openings and glazing providing activation to the street. This is enhanced by verandahs providing footpath coverage, and rear parking and service areas accessed off side streets.

The special character area is well defined within the longer Great South Road route. The **main street** core begins at the Princes Street intersection in the north. This is marked by the former Ōtāhuhu Borough Council building. The town centre clearly terminates in the south at the intersection with Atkinson Avenue.

Major features and buildings

Character defining buildings which make an important contribution to the area are shown on the special character area map above. Some of these include:

- Buildings located at corners of the road intersections, particularly at the cross road with Mason **Avenue-/Avenue** Road;
- 388-392 Great South Road – the former Star Hotel **(1889) (scheduled as a category B historic heritage place)**;
- 475-481 Great South Road – Central Buildings **(1926) (scheduled as a category B historic heritage place)**;
- 423-433 Great South Road – Progressive Buildings **(1927) (scheduled as a category B historic heritage place)**;
- 391-401 Great South Road – Kents Building **(c.1928)**;
- 310 Great South Road – **the former** Bank of New Zealand **Building (scheduled as a category B historic heritage place) (1947)**;
- 339-345 Great South Road – Royal Buildings **(1938)**;
- 293 Great South Road – Kingsway House **(c. 1920s)**; and
- 214 Great South Road – **the former** **Otāhuhu Ōtāhuhu** Borough Municipal Chambers **(1956)**.

Other features that contribute to the special character of the area include bluestone kerbing to footpaths, clusters of fan palm street trees at intersections, bluestone walls at the **north-western** end of the area that identify the entrance to **Otāhuhu Ōtāhuhu** Primary School, murals on each side of Park Avenue, and the small open plaza at the southern apex junction with Atkinson Avenue, with commemorative features, tree and clock tower.

Density-/pPattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a dense (although relatively low rise) development pattern that is maintained through the length of the town centre. The density and street enclosure rapidly dissipates outside of the special character area's boundary as the **main street** gives way to a variety of generally larger, more modern building types and areas of car parking.

Types

The **Special Character Areas Overlay – Business : Ōtāhuhu overlay** is defined predominantly by strip retail buildings of several eras. The centre continues to have a strong retail focus. A more varied mix of activities is evident behind the **main street** frontage, including a greater service and industry function along the Atkinson Avenue corridor (outside the special character area). Similarly, community facilities such as churches, schools, and the recreation centre are located down side streets off the main spine.

Visual coherence

Buildings along the **main street** spine collectively give a strong visual coherence to the town centre due to the **one- and two-storeyed** scale, evidence of early subdivision pattern with small lot sizes and corresponding building widths, and strong definition of the street edge. A distinctive period of development during the 1920s is evident, with many buildings along Great South Road within the boundary of the special character area dating from this period.

15.1.6.18.4. Architectural values

Styles

The **Special Character Areas Overlay – Business : Ōtāhuhu overlay** has some remnants of late 19th century architecture; the Star Hotel (388-392 Great South Road) built in 1889 is a surviving, though modified, example of this late Victorian style. **However**, the area is particularly distinctive for its 1920s buildings which establish the dominant character of the town centre. Clustered particularly on the west side of Great South Road, they collectively present a clear picture of **main street** building typologies that were being built throughout New Zealand around this time. They are generally two-storeys, originally with residential accommodation on the upper level and/or rear, and designed in the Stripped Classical style. This developed as a transition between the ornate detailing of 19th century buildings and mid-century modernism, with architectural articulation and decorative detail subdued.

A number of these buildings were designed by well-known Auckland architects, and many were built by Thomas Clements Ltd, a significant building contractor, based in Ōtāhuhu. They present a formal **façade** to the street which is generally modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, fenestration, window architraves, string courses, cornice lines and decorative parapets concealing roof forms. A number were quite elaborately detailed with plaster decoration. Upper storey windows are typically vertically proportioned and appear as openings in a predominantly

solid wall. The buildings have projecting verandahs to provide cover for pedestrian use below. Some notable examples include the Central Buildings, Progressive Buildings, and Kents Building.

Buildings constructed in the 1950s and 1960s on Great South Road reflect developments in New Zealand modernism following World War II. A number of these buildings are designed with an asymmetrical façade arrangement, horizontally proportioned window openings or detail framing the main elevation, reduction of ornament, and use of large expanses of glazing.

Materials and Construction – Built Fabric

Late 19th and early 20th century buildings are one- or two-storeyed. Parapets and façade modulation are used to visually amplify height. Construction is generally in painted plastered brick. Some buildings retain unpainted render finish and some buildings feature exposed brick.

Window joinery is generally timber and often incorporates multi-paned top lights. While shop fronts have been progressively altered, some examples of original or early window and shop front detailing have been retained.

Buildings constructed during the 1950s and 1960s are generally of a similar scale to earlier buildings but utilise a more diverse range of materials and construction methods, with reinforced concrete being the main structural material.

Verandahs feature throughout the centre and are supported by steel ties to the façade structure. Signage is typically located on verandah fascias. Some buildings feature building names and dates in plastered relief on parapets.

15.1.6.18.5. Urban structure

Subdivision

The Special Character Areas Overlay – Business : Ōtāhuhu overlay demonstrates the pattern of small lot sizes typical of late 19th and early 20th century subdivision. This creates a fine-grained urban character which is largely continuous through the special character area. On larger sites, the building frontages are usually modulated into bays which reflect the width of the early narrow lot sizes.

Road pattern

Great South Road is one of the earliest roads in the Auckland region to have been surveyed and formed, providing a link from Auckland to pioneering rural settlements in the south. The surveying and construction of Great South Road commenced in 1843 and by 1851 the Great South Road had been metalled as far as Ōtāhuhu. In the triangular block of land between Atkinson Avenue and Great South Road, some of the main cross streets were defined on subdivision maps dating from around 1855 and the small sizes of the allotments indicate the block was intended for commercial use. To the west side of Great South Road John Hall's 1865 subdivision created streets including Park Avenue, Victoria Street and Queen Street.

Great South Road is a standard **40m** chain or 20 meters wide, with a dual carriageway and car parking on either side. Side streets are generally offset from each other, with the Mason **Avenue-/Avenue** Road intersection being the only full four-way intersection in the special character area.

Streetscape

The special character of the Ōtāhuhu town centre has evolved around the traditional strip retail centre configuration.

The area contains a number of retail premises that create a positive relationship to the street, with active building frontages. A sense of street enclosure is enhanced by buildings being constructed to the front boundary, verandahs over the footpath, and service and parking areas located to the rear.

Parallel parking on both sides of the street and several pedestrian crossings moderate traffic and give the centre a pedestrian-dominated character. Basalt kerbing is evident. At a number of intersections the footpath has been widened to provide amenity areas which contain seating, planting and public toilets. In a limited number of locations, arcades provide pedestrian links from the main spine to the service lanes behind.

*Vegetation and **Landscape Characteristics***

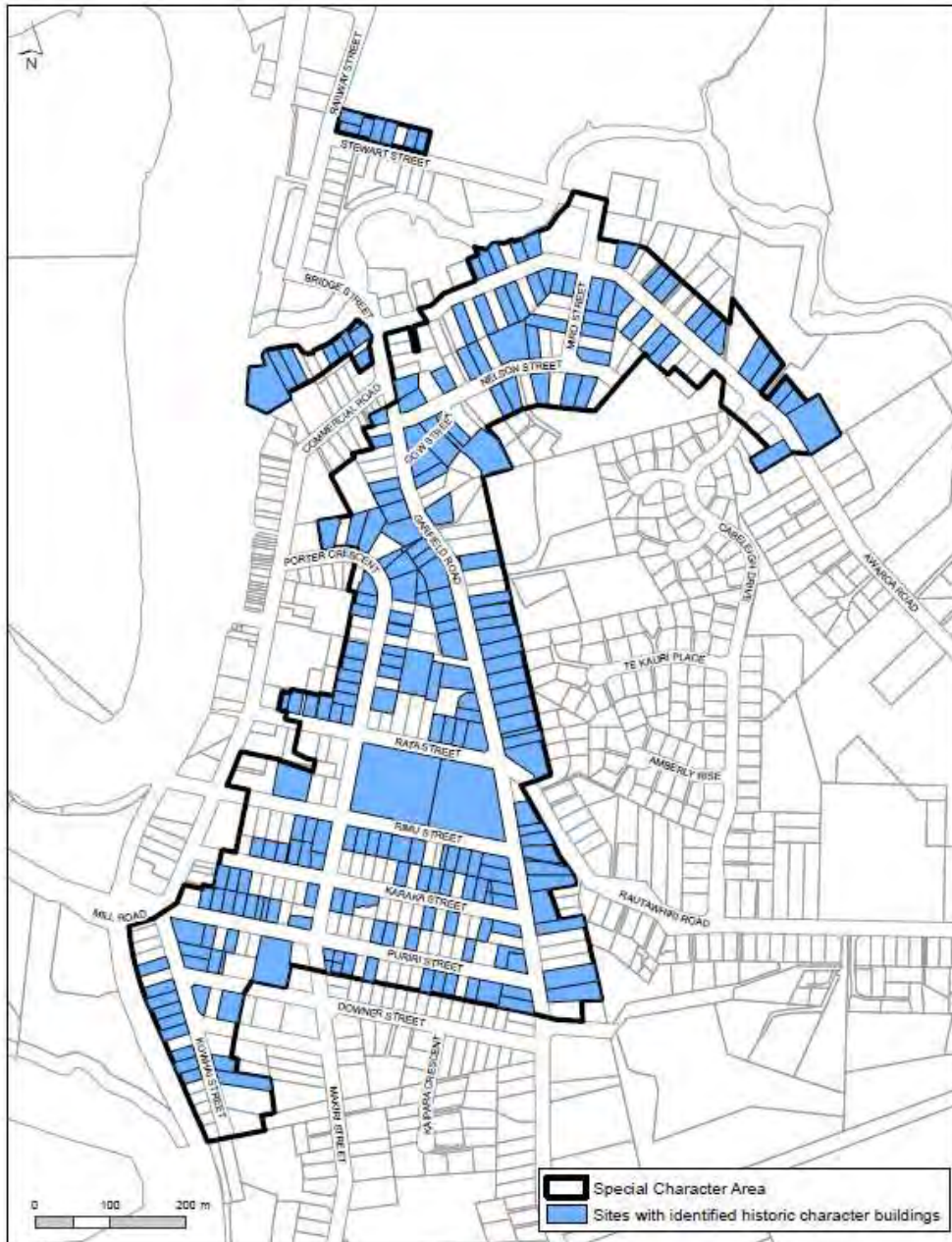
Street trees (fan palms) located in groups at intersections along the **main street** provide markers to pedestrian crossings, street seating and other amenities. Mature trees in the wider context are also visible from Great South Road, down side streets. Examples include the mature specimen trees in the grounds of Holy Trinity Anglican Church on Mason Avenue, St Andrews Presbyterian Church on Station Road and the Ōtāhuhu Primary school, also on Station Road.

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

15.1.7.1. Special Character Areas Overlay – Residential; – Helensville

15.1.7.1.1. Extent of area

Special Character Area Map:



Description:

The **Special Character Areas Overlay – Residential : Helensville overlay** is located in the centre of Helensville on the eastern shore of the Kaipara River, and reflects the area where the largest groupings of late 19th and early 20th century houses are evident in Helensville. The extent of the area is shown on the special character area map above.

The main residential area is elevated above the commercial centre. Most of the residential buildings are located to the east of, and close to, the town centre. The character of the residential area of Helensville derives, in part, from the town's setting on the banks of the Kaipara River and the natural landforms such as the hills that surround the town. Helensville is part of the greater Kaipara area, which includes the Kaipara Harbour into which the Kaipara River flows. The town is surrounded by hills which rise to the east.

15.1.7.1.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

The **Special Character Areas Overlay – Residential : Helensville overlay** is of significance as an example of an early rural settlement in the Kaipara region that developed between the late 19th and mid-20th centuries. It retains a large number of houses from the 1860s to 1940s that demonstrate this period and pattern of development in Helensville.

Helensville township was established in the 1860s on the east bank of the Kaipara River in an area that includes the Māori pa sites of Otamateanui, Te Horo, Maunga a Nu and Te Makiri, the lands of which were progressively surveyed and sold. The first blocks sold were at the northern end of the special character area in 1862. The land was subsequently developed by John McLeod as a sawmill, trading along the Kaipara River. At the southern end, a courthouse, post office, customs house and hotel were built by 1865. The two areas were originally distinct, separated by undeveloped scrubland.

From 1870 there was a boat service from Riverhead to ~~central~~ Auckland ~~central~~. The Northern Union Steamboat Company and Kaipara Steamship Company were utilising the river from around 1879 and the early 20th century respectively. Transport was first provided by horse-bus until the opening of the Riverhead-Helensville railway line in 1875, followed by an Auckland direct line in 1881. Helensville was a relatively small settlement prior to the opening of the Riverhead to Helensville **Railway**, which marked a significant period of development and expansion.

The opening of the rail station on Railway Road shifted the centre of the settlement from north of the Awaroa River to its current location along Commercial Road. Helensville prospered during the turn of the 20th century with

local industries including farming, fisheries, saw-milling, flour-milling, soap-making and canning. Housing developed in residential streets to the east of Commercial Road, which developed to serve the needs of the area.

There is an important relationship between the **Special Character Areas Overlay – Residential: Helensville overlay** and the adjacent Special Character Areas Overlay – **Business: – Helensville** Central area along Commercial Road.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The **Special Character Areas Overlay – Residential: Helensville overlay** is significant for its physical and visual qualities as it retains a grouping of late 19th and early 20th century houses that collectively reflect the early period of Helensville's development. Houses in Helensville demonstrate a range of architectural styles and types from this period including settlers' cottages, villas, bungalows and railway cottages. Small settlers' cottages and plain square-front villas represent the earliest phases of development in Helensville, while larger and more ornate villas, as well as bungalows represent the later thriving settlement. Housing is generally single level and of timber construction. The special character is evident in the pattern of subdivisions and lot sizes, density of housing, setbacks and front gardens, fences, walls and hedges.

15.1.7.1.3. Description of physical and visual qualities

Built Form

Period of development

The **Special Character Areas Overlay – Residential: Helensville overlay** demonstrates in its physical and visual qualities a significant period of development that occurred from the 1860s to 1940. This covers the early period of residential construction in Helensville from the **mid- to late-Victorian** period through to around 1940. The built fabric comprises the houses, street layouts and urban form.

Scale of development

Houses in the **Special Character Areas Overlay – Residential: Helensville overlay** built between the 1860s and 1940 are predominantly detached **one- and two-storey** houses. There is a degree of variation in scale and size of houses, ranging from the modest workers cottages built in the 1860s and 1870s to substantial two storey houses from a similar period, through to the larger Victorian and Edwardian villas and later Californian **bungalows**.

Form and relationship to the street

Throughout the **Special Character Areas Overlay – Residential: Helensville overlay** property frontages are generally open to the street and the house forms are clearly visible. The architectural form and character of the

houses, with gabled and hipped roofs, bay windows and verandahs, make a strong contribution to the streetscape. Houses are generally located close to the road boundary. Early cottages in Stewart Street have setbacks of only ~~4~~one or ~~2~~two metres. In other streets setbacks vary, but typically range from around ~~3~~three metres to ~~6~~six metres.

The generally regular positioning of houses on their lots contributes to a consistent pattern of residential forms along streets. There is some variation evident where more recent houses are interspersed with older housing types. Verandahs and porches are typically evident, providing transitional spaces between the public and private realm. Front yards are often landscaped with a range of planting and hard landscape features with generally low fencing enabling views to and from the street.

Density/~~-~~Pattern of development

The ~~Special Character Areas Overlay – Residential – Helensville overlay~~ reflects a range in terms of the pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. Consistent lot sizes are evident in the roads subdivided in the early 1880s from Rimu Street to Downer Street, while greater variation is evident in other parts of the area that may have been developed more progressively. Lot widths are often around 15 metres, with some variation.

Types

The area is strongly defined by the survival of its residential housing stock, which includes Victorian cottages and villas, Edwardian villas, transitional villas, railway workers' houses, bungalows, Moderne style and English ~~C~~cottage style houses.

Visual coherence

The surviving houses of similar scale, materials and age (in a range of late 19th and early 20th century styles) create a strong visual coherence within the ~~Special Character Areas Overlay – Residential – Helensville overlay~~. This coherence is further enhanced by a consistent urban form and structure, with associated front yards and typically low fence types, the 19th century subdivision pattern, and regular lot sizes in parts of the area clearly evident.

15.1.7.1.4. Architectural values

Styles

The houses within the ~~Special Character Areas Overlay – Residential – Helensville overlay~~ date from different periods and are designed in a variety of architectural styles. They include settler's or worker's cottages; Victorian, Edwardian and transitional villas; Californian and cottage bungalows; railway workers' cottages; Moderne houses; and English ~~C~~cottage style ~~state~~State houses.

Settler's cottages represent the early period of residential development in Helensville. Such cottages were among the earliest houses to be constructed in New Zealand. They have simple gabled or hipped roofs and the front façades

were often symmetrical, a characteristic derived from England's Georgian architecture. Other housing from the 1860s in Helensville includes a two storey house in Carpenter's Gothic style.

Examples of flat-fronted and bay villas from the Victorian and Edwardian period are evident throughout the **Special Character Areas Overlay – Residential: Helensville overlay**, including modest as well as larger and more elaborately detailed examples. Typical of the villa type, roofs forms are gabled or hipped and may be flat-fronted or incorporate projecting bays in a variety of configurations. The houses utilise a variety of decorative detail, particularly gable ends and verandahs at the front of the house and sometimes returning down the side elevations. Villa verandahs feature sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a significant feature of many rooflines in the area.

Dating fFrom around **1910**, transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

Californian bungalows are evident in parts of the **Special Character Areas Overlay – Residential: Helensville overlay**. The development of the bungalow type around the turn of the 20th century in New Zealand was influenced by developments overseas, as a housing type that embodied principles of the Arts and Crafts movement. By the end of **the First World War World War I**, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Bungalows typically incorporated **shallow-pitched** gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are less common but still evident in Helensville.

Materials and Construction – Built Fabric

Timber is the predominant material used for houses throughout the area, with many houses clad in weatherboards and decorated with timber detailing. A small number of early 20th century houses built in brick or with a rendered finish are evident. Roof material is predominantly corrugated **steeliron**, but examples of clay and concrete tile are also evident.

15.1.7.1.5. Urban structure

Subdivision

Residential lots were formed as part of a series of subdivisions. The 19th century period of subdivision in the area is reflected in the relatively small residential section sizes; in roads from Rimu Street through to Downer Street, subdivided in 1883, sections are around 460 to 500 m² metres squared. Predominantly there is only one house per site and there has been little change to the pattern of subdivision such as the further subdivision or cross-leasing of lots. In other parts of Helensville where the road alignments vary, there is consequently greater variation in lot sizes ranging from around 500 to over 1000 m² metres squared.

Comment [A75]: No space after 1000

Road pattern

The street layout in Helensville is as shown on maps dating from at least the 1880s including the grid of residential streets from Rata Street south to Downer Street and McLeod Street, originally known as Avenues One to Eight. Road widths are typically 100 links or 20 metres wide which was a set standard after the 1880s to allow for a footpath and grass berm with a carriageway formed between. The grid of established residential streets in Helensville have a reasonably narrow carriageway and generous grassed berms, with footpaths set back adjacent to the street front boundaries, contributing to a rural settlement character.

Streetscape

The character of the Special Character Areas Overlay—Residential: Helensville overlay is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself.

Properties typically have low and often traditional fence types such as picket fences, allowing open views between houses and the street. Front gardens often have reasonably modest shrubs and plantings, which also allows views to the houses reinforcing a strong architectural character in the established residential streets in Helensville.

Vegetation and landscape characteristics

Vegetation and landscape qualities vary throughout the area. Some houses are located close to the road boundary with modest front gardens and limited planting, while others have a variety of trees and shrubs. Generous grassed berms are evident in most streets, with street trees in some streets.

15.1.7.2. Special Character Areas Overlay – Residential: Isthmus A

15.1.7.2.1. Extent of area

Special Character Area Map

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

Description

Special Character Areas Overlay – Residential: Isthmus A overlay covers a series of areas in the earliest suburbs close to Auckland City centre, including Parnell, Grafton, Freemans Bay, St Mary's Bay, Ponsonby, Herne Bay, Arch Hill and Eden Terrace. Other suburbs adjacent to these include Grey Lynn, Kingsland, northern parts of Mount Eden, Sandringham and Balmoral, Epsom and Mount St John. Special Character Areas Overlay – Residential: Isthmus A The overlay area also covers areas of early residential development associated with other town centres including Avondale, Onehunga, Ellerslie, Otahuhu Ōtāhuhu and St Heliers Bay.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitemata Waitemata and Manukau harbours. A series of ridges and valleys are located between the maungamountains and rise from the surrounding harbours. Typically the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with residential areas located along coastal edges, and areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

15.1.7.2.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

Special Character Areas Overlay – Residential: Isthmus A The overlay area is of significance because it includes substantial areas of the earliest European settlement and development that occurred in and around Auckland City in the late 19th and early 20th centuries. This special character area (which comprises a series of geographic areas) illustrates the mid to late 19th and early 20th century residential pattern of development that took place, predominantly in the inner-city suburbs, the tram suburbs and around other town centres as Auckland expanded beyond its initial settlement.

The area is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains large groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development. Special Character Areas

~~Overlay – Residential : Isthmus A~~ **The overlay area** reflects the changes in the pattern of residential subdivisions and development, and the predominant residential types and styles used from the 1860s to 1940s.

The oldest higher density suburbs are examples of the earliest residential development that occurred in Auckland. These are significant as the ‘walking suburbs’ where proximity to the city **centre** enabled access independent of public transport. This includes parts of St Mary’s Bay, Ponsonby, Freemans Bay, Arch Hill, Eden Terrace, Parnell, Grafton and residential subdivisions dating from the around the 1860s. Typically these areas retain evidence of early development in the small lot sizes, often narrow road widths and closely spaced housing. There are also examples of this type of development in Onehunga where housing is located close to the town centre.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19th and early 20th centuries. Rural land located close to the city centre was developed as a result of improvements in roading and the provision of public transport including the opening of the electric tram network. The late Victorian and Edwardian **‘tram suburbs’** represent changes in residential development, with typically larger homes located on more generous sections facing wider streets.

Suburbs dating from the 1880s to 1910s in Grey Lynn, parts of Herne Bay, Kingsland, **Mount** Eden, Balmoral, Sandringham, **Mount** St John, Epsom, Avondale, Ellerslie, and Ōtāhuhu are examples of this residential development pattern. The areas are concentrated near early main roads and public transport routes, within walking distance of the local commercial centres that provided the everyday services, supplies and entertainment needed by residents. These areas are significant in demonstrating Auckland’s early residential subdivisions, streetscapes, housing types and styles.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

Comment [A76]: Formatting - italics

~~Special Character Areas Overlay – Residential : Isthmus A~~ **The overlay area** is of significance for its physical and visual qualities as it encompasses a substantial grouping of mid to late 19th and early 20th century houses, together with associated urban patterns of development, that collectively reflect important trends in New Zealand’s residential architectural design and the development of urban and suburban residential areas in the Auckland region.

The area represents Auckland’s first suburbs and is notable for retaining an exceptionally large collection of Victorian, Edwardian and early 20th century houses, including cottages, villas, transitional villas and bungalows, as well as other styles of the period. While there are exceptions, the houses are generally **single-** and **two-storeyed** timber-framed detached dwellings on individual sites.

The age and style of housing is very consistent in some areas, while others show greater variation, as development occurred progressively.

Residential sections in the 'walking suburbs' were often formed as part of a series of small subdivisions, sometimes over a number of decades. In addition, larger allotments initially formed for housing in the 19th century were further subdivided into smaller residential lots over time.

The housing styles in these areas is often more mixed or varied than in the late Victorian and Edwardian suburbs, demonstrating a development pattern over an extended period. There is often a greater variety of housing styles including examples of early residential types such as workers cottages and modest Victorian villas, as well as later Edwardian villas, bungalows, with smaller numbers of Arts and Crafts and Moderne styled houses.

The 'tram suburbs' within the area were developed with larger section sizes, more generous and regular road layouts. Houses were typically larger and the Victorian and Edwardian villa is the dominant style followed later by the Californian bungalow. Greatest consistency of architectural style and house type occurs in these subdivisions where most of the housing was built within relatively short time periods.

The surviving stock of houses in the area demonstrates changing requirements and design ideas in domestic architecture in the change from the earliest simple worker cottages to the Victorian-Edwardian villa and the Californian bungalow. The houses demonstrate the use and application of, and changes to, building materials, methods and craft skills from the 1860s to 1940s.

The special character is also evident in the pattern of subdivisions and lot sizes, density of housing, setbacks and front gardens, fences, walls and hedges. In the earliest subdivisions, streets are narrow and there are typically no grass berms. Areas subdivided later were typically of a wider standard street width, allowing for grass berms and street trees.

15.1.7.2.3. Description of physical and visual qualities

Built Form

Period of development

Special Character Areas Overlay – Residential – Isthmus A The overlay area demonstrates, in its physical and visual qualities, a significant period of development that occurred from the 1860s to 1940. The period covers the first residential subdivision within the Auckland region and construction during the mid-to-late Victorian period through the onset of World War II. The built fabric comprises the houses, street layouts and urban form.

Scale of development

Houses in the area built between the 1860s and 1940 are predominantly detached **one- and two-storey** houses. There is a degree of variation in scale and size of houses from the modest workers cottages from the 1860s and 1870s located on relatively small lots in the earliest suburbs, through to the larger Victorian/Edwardian villas and later Californian **bungalows**.

Form and relationship to the street

Throughout the area property frontages are generally open to the street and the house forms clearly evident. The architectural form and character of the houses, with gabled and hipped roofs, bay windows and verandahs, make a strong contribution to the streetscape. In the earliest subdivisions where small lot sizes are evident houses are located close to the road boundary, sometimes with setbacks from only **1one** metre to **3three** metres. Some houses are built to the street boundary. In subdivisions from the 1880s onwards lot sizes were typically larger which allowed for more generous front gardens, with set-backs ranging from around 4m to 10m.

The generally regular positioning of houses on their lots, whether small or large, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. Verandahs and porches are typically evident, providing transitional spaces between the public and private realm. Front yards are often landscaped with a range of planting and hard landscape features including low fencing. Some of the fencing types include picket fences with a range of gate and posts types, clipped hedges of various heights, low drystone walls and stones set in mortar, plastered brick walls which often match plastered brick or exposed brick houses.

In the earliest subdivisions with very small lots, off street car parking or garages in front yards are generally not evident. In areas where lot sizes are moderate or larger, some properties have garages or carports constructed within the front or side yards.

Density-/Pattern of development

The area contains a significant number of separate subdivisions, dating from 1860s through to the early decades of the 20th century. Consequently there is variation in the pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. Areas of early subdivision (1860s - 1870s) generally reflect a higher density with houses closely spaced and located close to the road boundary on small lots. Areas subdivided from the 1880s onwards include a range of moderate to larger lot sizes. Houses continued to be generally located towards the front boundary, and typically occupy much of the width of their sites.

Lot widths are typically narrower in the earliest areas to be subdivided, ranging from 10 to 12 metres. In much of the area lot widths are around 12 to 15 metres wide, although some variation exists. Throughout the area, there is generally a clear and well-articulated rhythm to the positioning of houses within subdivisions,

whether they are smaller early houses on small lots or larger villas and bungalows on moderate to larger lots.

Types

~~Special Character Areas Overlay – Residential : Isthmus A~~ The overlay area is strongly defined by the survival of its residential housing stock which includes Victorian cottages and villas, Edwardian villas, transitional villas, and bungalows.

Visual coherence

Throughout the ~~Special Character Areas Overlay – Residential : Isthmus A~~ overlay area there is a generally a high degree of visual coherence due to the general consistency, within particular geographic areas, of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character.

15.1.7.2.4. Architectural values

Styles

Within the ~~Special Character Areas Overlay – Residential : Isthmus A~~ overlay the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Examples include the Avenues to the south of Jervois Road, Herne Bay and King Edward Street and Burnley Terrace in Sandringham, which were filled with villas by the end of the Edwardian era. Other areas, where development has occurred over a longer period of time, reflect changing tastes in style and there is a greater variety. Grey Lynn, one of the single largest subdivisions, took a number of years to be developed and consequently housing styles vary from Victorian and Edwardian ~~villas~~ villas, through to Californian ~~b~~ Bungalows.

The earliest areas to be subdivided and built retain examples of ~~one- and two-~~ one- and two-storey cottages as well as Victorian and Edwardian villas. Victorian cottages and villas, of ~~one- and two--storeys,~~ one- and two-storeys, represent the early period of residential development evident in parts of the area, and are evident in parts of ~~parts of~~ parts of St Mary's Bay, Ponsonby, Freemans Bay, Arch Hill, Eden Terrace, Parnell, Grafton and Onehunga.

Examples of flat-fronted and bay villas from the Victorian and Edwardian period are generally evident throughout the area, including modest as well as larger and more elaborately detailed examples. They are typically single storey; however, two storey villas are also evident in some areas.

Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated ~~steel~~ iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house sometimes returning down the side

elevations. They featured sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a significant feature of many rooflines in the **Special Character Areas Overlay – Residential – Isthmus A Overlay**.

From around 1910 transitional villas demonstrate a shift in design approach, moving towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

The development of the bungalow type around the turn of the 20th century in New Zealand was influenced by developments overseas, as a housing type that embodied principles of the Arts and Crafts movement. By the end of **the First World War World War I**, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Californian bungalows proliferated in Auckland after **First World War World War I**, and are evident in parts of the area. Influenced by popular American housing trends of the time, the typical New Zealand “Californian **bBungalow**” features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the special character area.

Materials and Construction- Built Fabric

Timber is the predominant material used for houses throughout the area, with most houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated **steeliron**, but examples of clay and concrete tile are also evident. There are also examples of Victorian and Edwardian villas, as well as houses in other styles from the early 20th century, constructed of brick or plastered brick.

15.1.7.2.5. Urban structure

Subdivision

The subdivision of residential lots occurred progressively over an extended period of time. There is a noticeable distinction between the patterns of the earliest subdivisions (1860s - 1880s) and ones developed after this date. All areas are subdivisions of the larger sections first surveyed in the 1840s. These larger sections were formed off the principal roads, which ran along main access routes formed in the 1840s, often following ridge lines. Examples of this are Great North, Parnell, Richmond, Ponsonby, and Jervois **rRoads**.

The residential subdivisions were generally formed by subdividing parts or all of these larger blocks of land. The earliest subdivisions tended to include smaller sections, on narrower streets, sometimes with less regular road patterns. The early subdivisions also tended to cover smaller areas of land. Later subdivisions tended to include larger sections, with wider streets, laid out on a more regular pattern, where the topography and existing road patterns permitted. Generally all road widths after 1880s were standardised.

Lot sizes vary considerably throughout the area. The earliest subdivisions, closest to the city, tend to have the smallest lot sizes, with some sections less than 300 square metres. A medium section size tended to be 300 to 450 square metres. In some of the **later**, more **generous**, subdivisions (such as Grey Lynn, subdivided as the Surrey Hills Estate from 1883 to 1886) section sizes were between 450 and 600 square metres.

There are also examples of larger lot sizes, which tended to be formed on more valuable land where large houses were built, as evident for example on the slopes of Herne Bay, where sections sizes were originally 3000 to 4000 square metres. These were subsequently subdivided into smaller, but still generous, sites of up to 1800 square metres.

In larger **subdivisions**, the most efficient means of subdivision was to create sections with a ratio of three times the length to width, which allowed consistent section widths on all street frontages and led to regular street patterns.

Within parts of the area some further subdivision of the original residential lots has occurred, where the original lot size (greater than 700 - 800 square metres) has permitted. Generally the subdivided section is at the rear with driveways formed from the road in the side yards, maintaining the ability to perceive the original subdivision pattern along the street.

The pattern of subdivision and sequence has been determined by a number of factors including proximity to the central city area, the development of public transport and other services including reticulated water supply and sewer disposal. There is a clear correlation between the development of the spreading suburbs and the expansion of tram services. As the tram service reached further across the isthmus, residential development followed.

Road pattern

Throughout the area the road pattern is generally based on an orthogonal layout determined by the alignment of main roads, shape of the early large allotments and topography of a particular area.

Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets. Variations in the width of early city roads led to government intervention to achieve consistency. The 1875 Act to regulate the Plans of Towns set out requirements for the minimum width of roads, which as far as possible were to be laid off in straight lines and perpendicular to each other. Subdivision plans had to be prepared by an approved engineer or

surveyor. Generally all road widths after **the** 1880s were standardised to 100 links or 20.12 metres wide, with a carriage-way formed within. Some main roads are wider. In earlier subdivisions the road widths were typically 75 links (approximately 15 metres) and in some cases only 50 links (approximately 10 metres).

In residential areas formed by early subdivisions between the 1860s and **1880s**, road widths are narrow, which typically allowed only for narrow footpaths, and no grass berms. Later suburbs laid out with standardised road widths incorporate grass berms and street trees.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is variation throughout areas within the area. The earliest subdivisions with narrow streets did not allow for grass berms or street trees and hence the character is more urban, with houses often located close to the road boundary.

Wider streets permitted grass berms to be formed. These vary in width depending on the carriageway and whether roadside car parking is provided. Some streets have no kerbside parking and generous berms, often in areas where there is little localised traffic. Busy roads with kerbside parking tend to have narrow grass berms or in some situations no grass berms. Where grass berms are evident, street trees may also be present and some roads within the area includes avenues of mature street trees.

Areas that were developed as a part of larger subdivision demonstrate consistency in terms of lot size, setback, spacing and rhythm of housing as well as the age and styles of housing, collectively contributing to an established streetscape character. Predominantly front yards, whether modest or larger, are separated from the street with low fences, walls or planting, allowing good visibility of the houses from the street. However, there are also some examples of higher fencing and or more dense planting. Properties on main roads often tend to have a higher degree of separation between the public and private realm.

Vegetation and landscape characteristics

Throughout the **Special Character Areas Overlay – Residential : Isthmus A overlay area** there is variety in terms of vegetation and landscape characteristics. The earliest subdivisions did not allow for grassed berms or street trees and houses were often set close to the road boundary with very small front gardens. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the **Special Character Areas Overlay – Residential : Isthmus A overlay area** contribute to an impression of reasonably well-vegetated parts of the area.

15.1.7.3. Special Character Areas Overlay – Residential: Isthmus B

Comment [A77]: Remove space

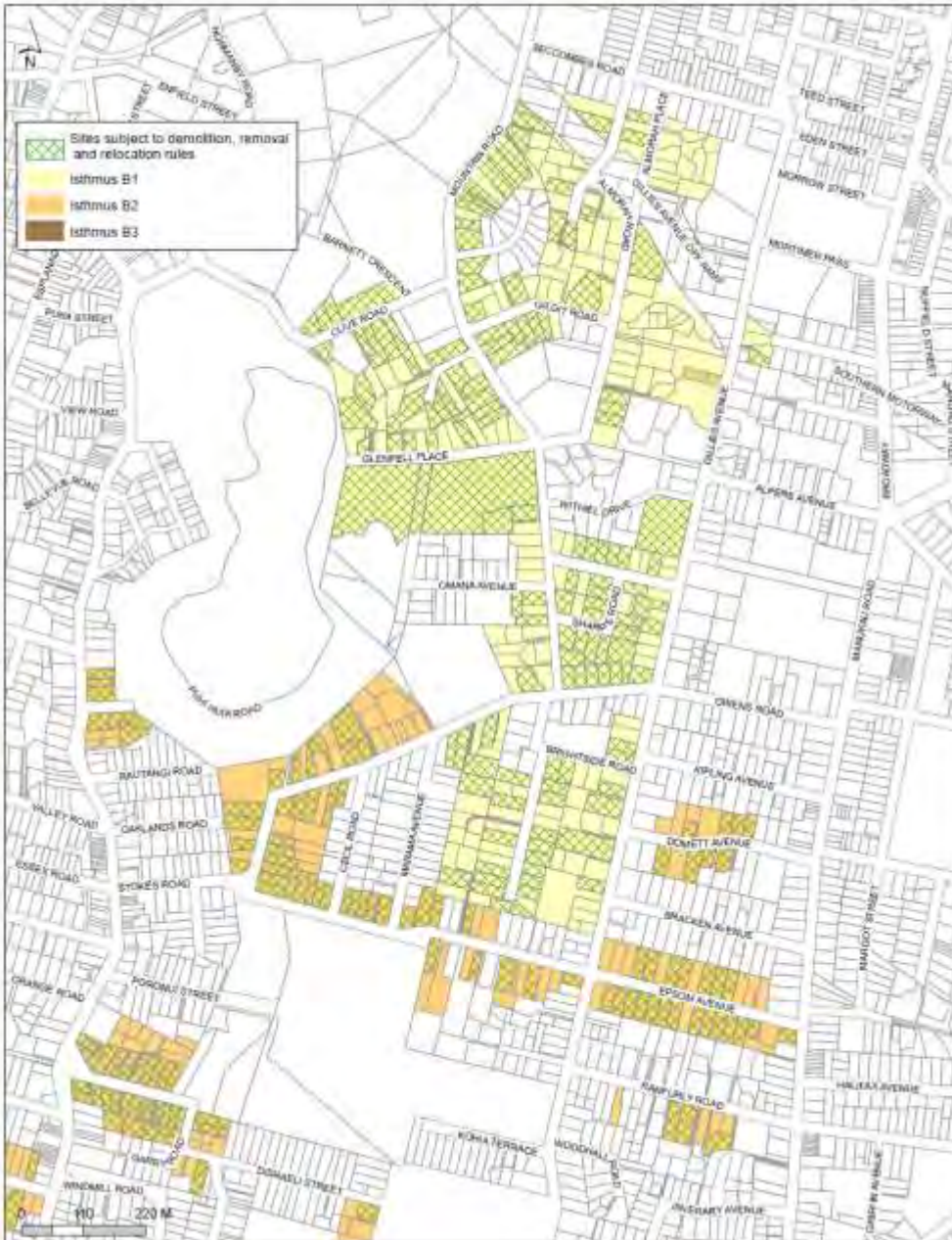
15.1.7.3.1. Extent of area

Special Character Area Maps:

- (1) Special Character Areas Overlay – Residential: Isthmus B – Mount Eden- / Epsom (Part A)

Comment [A78]: Remove space

Comment [A79]: Remove spaces after and before /



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

Comment [A82]: Remove space



Schedule 15 Special Character Schedule, Statements and Maps

(4) Special Character Areas Overlay – Residential; Isthmus B – Epsom / Greenlane

Comment [A83]: Remove space

Comment [A84]: Remove spaces after and before /



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

Comment [A85]: Remove space



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

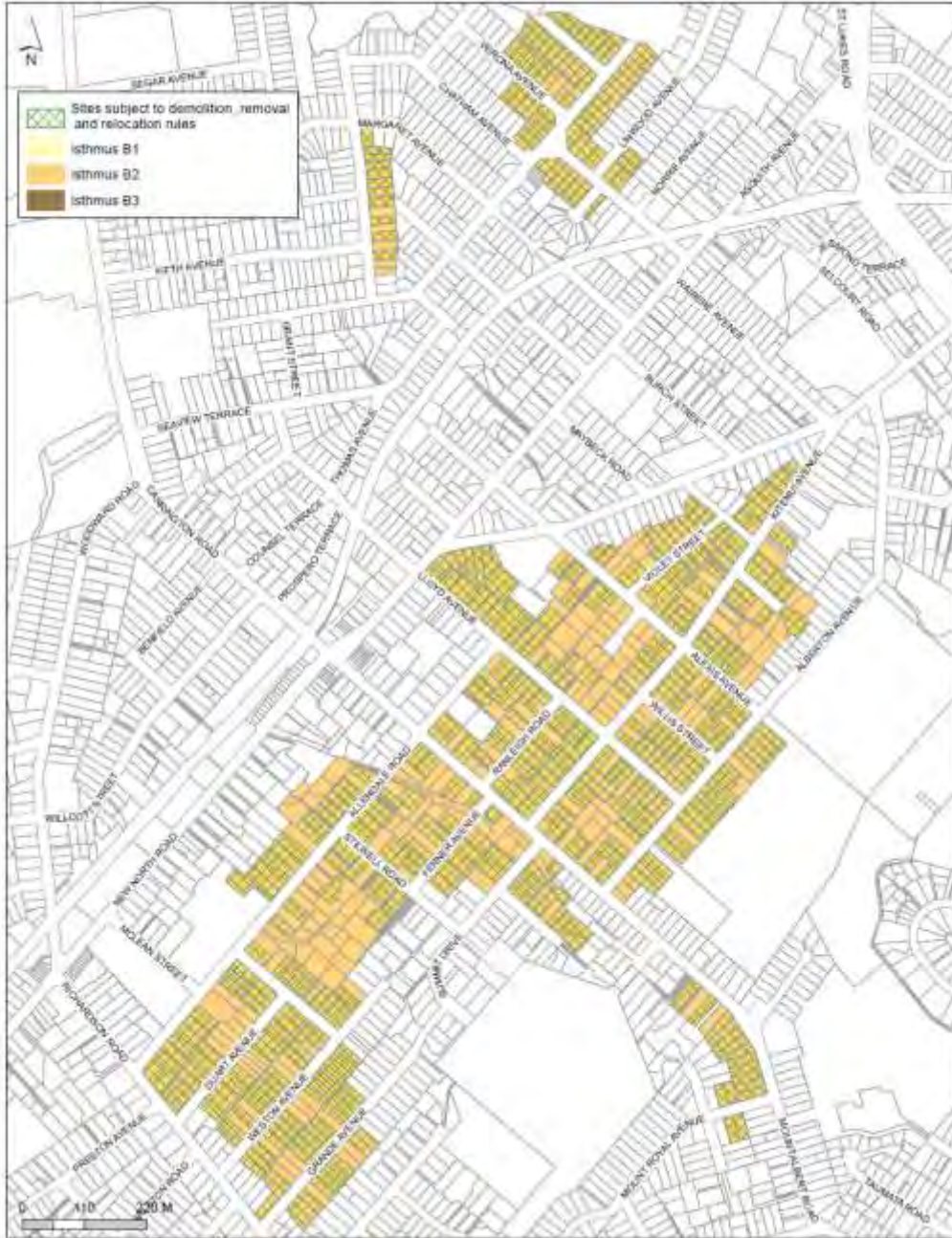
Comment [A86]: Remove space



[CIV-2016-404-2309: Samson Corporation Limited and Sterling Nominees Limited]

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

Comment [A87]: Remove space



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

Comment [A88]: Remove space



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

Comment [A89]: Remove space



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

Comment [A90]: Remove space



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

Comment [A91]: Remove space



Schedule 15 Special Character Schedule, Statements and Maps

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

Comment [A92]: Remove space

Comment [A93]: Remove spaces after and before /



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

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Description:

The ~~Special Character Areas Overlay – Residential: Isthmus B Overlay~~ is shown on the 13 special character area maps above. The Special Character Areas Overlay – ~~Residential:~~ Isthmus B covers a series of areas including parts of Remuera, Kohimarama, Mission Bay, St Heliers and Glendowie as well as parts of Herne Bay, Parnell, ~~Mount~~ St John, One Tree Hill, ~~Mount~~ Eden, Epsom, ~~Mount~~ Albert, ~~Mount~~ Roskill and Ōtāhuhu.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitematā and Manukau harbours. A series of ridges and valleys are located between the ~~maungamountains~~ and rise from the surrounding harbours. ~~Typically,~~ the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with residential areas located along coastal edges, and areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

15.1.7.3.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – Residential: Isthmus B Overlay~~ is of significance as it demonstrates an early period of residential development in Auckland ~~City~~. It retains a number of representative areas of late 19th and early 20th century suburban residential developments. House designs and streetscape character are typically that of the Edwardian villa suburb, English Cottage revival and the Garden Suburb movement.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19th and early 20th centuries. Rural land located close to the city centre was developed as a result of improvements in roading and the provision of public transport including the opening of the electric tram network. The ~~Special Character Areas Overlay – Residential: Isthmus B Overlay~~ illustrates the pattern of residential development that occurred in response to improvements in public transport and the roading network.

The suburbs within the ~~Special Character Areas Overlay – Residential: Isthmus B Overlay~~ are generally those developed to provide larger sections for bigger homes than those typically found in the ~~Special Character Areas Overlay – Residential: Isthmus A Overlay~~ from the same period. Houses are generally located on generous sections facing wide streets. Larger sections with wider road allowed for the development of private gardens and street tree planting which is a

dominant aspect of these areas consistent with the Garden Suburb design ideals. The area generally demonstrates houses in a range of styles from this period.

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

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The **Special Character Areas Overlay – Residential – Isthmus B Overlay** is of significance for its physical and visual qualities as it encompasses an exceptionally large grouping, of mid to late 19th and early to mid-20th century houses, together with associated urban patterns of development, that collectively reflect important trends in New Zealand's residential architectural design (particularly the Garden Suburb concepts described above) and the development of suburban residential areas in the Auckland region.

The style of dwellings can be diverse and the area includes examples of Victorian and Edwardian **villasVillas**, Arts and Crafts influenced houses, Art Deco houses, English Cottage style dwellings and Californian **bBungalows**. The **Special Character Areas Overlay – Residential – Isthmus B Overlay** also includes good examples of the cottage-style **Statestate** housing of the late 1930s and early 1940s, characteristically set well back on the lots and surrounded by unfenced lawns.

Dwellings in the **Special Character Areas Overlay – Residential – Isthmus B Overlay** are typically set well back from the road, and there is an abundance of trees and vegetation both on private and public land. The Special Character Areas Overlay – **Residential-** Isthmus B1 and B3 areas are characterised by lower housing densities, generally combined with period housing and an abundance of planting. The Special Character Areas Overlay – **Residential-** Isthmus B2 areas generally have higher housing densities and building coverage than areas in the Special Character Areas Overlay – **Residential-** Isthmus B1 and B3 area, and also include period homes.

15.1.7.3.3. Description of physical and visual qualities

Built Form

Period of development

The **Special Character Areas Overlay – Residential – Isthmus B Overlay** demonstrates in its physical and visual qualities a significant period of residential

development that occurred from the late 19th century to 1940. The built fabric comprises the houses, street layouts and urban form.

Scale of development

Houses in the ~~Special Character Areas Overlay – Residential : Isthmus Boverlay~~ built between the late 19th century to the 1940s are predominantly detached ~~one- and two-storey~~ houses. There is a wide range in scale with some very substantial dwellings on large sections, as well as smaller houses on modest section sizes.

Form and relationship to the street

Typically gabled and hipped roof forms of a variety of houses types (including villas, Arts ~~and~~ Craft style houses, English ~~Ceottage~~ style houses, bungalows and ~~state-State~~ houses) are evident throughout the ~~Special Character Areas Overlay – Residential : Isthmus Boverlay~~.

There is variety in the architectural form and character of the houses in parts of the area. Some areas demonstrate substantial Edwardian and Arts ~~and~~ Crafts style houses on generous lots (such as in Remuera, One Tree Hill, and Epsom), while others demonstrate more modest houses including villas, bungalows and State houses (such as in ~~Mount~~ Albert, Ōtāhuhu, and ~~Mount~~ Roskill).

Variation in the set back of houses is evident, with often generous landscaped front gardens, as well as street trees in many parts of the area. Setbacks generally range from around ~~4four~~ to 12 ~~metres~~, with some deep front yards of over 15 metres. Within the State housing areas setbacks range from around ~~4four~~ metres to over 12 metres.

Boundary fencing at the street varies throughout the area. Fences, hedges or walls are typically low or retain an open aspect between the street and front yards. Some early boundary treatments remain. Some of the fencing types include picket fences with a range of gate and posts types, hedges of various heights, low drystone walls and stones set in mortar, plastered brick walls which often match plastered brick or exposed brick houses.

~~Density~~-Pattern of development

The area contains a significant number of separate subdivisions, dating from late 19th century through to the early decades of the 20th century. The area reflects a range in terms of density, the pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. There is variation depending on when the area was subdivided and the suburb. Areas developed as tram suburbs subdivided from the early 1900s onwards include a range of moderate to larger lot sizes. Houses are generally located towards the front boundary, but with greater setbacks than earlier subdivisions. In these areas lot widths are generally around 12 to 15 metres wide, although some variation exists. Throughout these areas, there is generally a clear and well-articulated rhythm to the positioning of houses.

In other areas that were subdivided to form larger sections, the houses are set well back from the front boundary. Wider sections allow for generous widths between houses and the overall pattern is lower density.

In State house subdivisions the sections sizes are moderate and allow for houses to be set well back and generously spaced with a subsequent lower development density.

Types

The **Special Character Areas Overlay – Residential : Isthmus Overlay** predominantly reflects a range of residential types from the late 19th century through to the 1930s and 1940s. This is predominantly detached houses and moderate to large lots.

Visual coherence

There is variation in the degree of visual coherence evident in parts of the area. Within particular areas, there is consistency in subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. In other parts of the **Special Character Areas Overlay – Residential : Isthmus Overlay** there is less visual coherence, where lots sizes vary and development may have occurred over time, with more recent housing interspersed amongst the historic housing.

15.1.7.3.4. Architectural values

Styles

The **Special Character Areas Overlay – Residential : Isthmus Overlay** area reflects a range of residential architectural styles including Victorian and Edwardian villas, transitional villas, Arts and Crafts, English Cottage, Neo-Georgian and Moderne style houses as well as examples of bungalows and State housing from the 1930s and 1940s.

Within the **Special Character Areas Overlay – Residential : Isthmus Overlay** the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Other areas, where development has occurred over a longer period of time, reflect changing tastes in style and there is a greater variety.

Victorian and Edwardian villas, of **one- and two-storeys**, represent the early period of residential development evident in parts of the area. They are typically single storey; **however**, two storey villas are evident in some areas. Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated **steeliron**. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate

decorative detail to the balustrade, posts and frieze. Brick chimneys remain a prominent feature of many roofs in the area.

From around 1910 transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details such as like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

In the early decades of the 20th century the influence of Arts and Crafts movement of late 19th century as well as the English Garden Suburb movement is evident in the development of suburban areas, in terms of architectural styles as well as an emphasis on picturesque siting of buildings in tree-lined streets, preferably close to public amenities.

The area retains examples of houses in Arts and Crafts, English Cottage and neo-Georgian styles. English Cottage style houses were often characterised by steep-pitched asymmetrical roofs. Materials included weatherboards, timber shingles, or brick, often incorporating use of picturesque features such as small-paned windows, arches and tall chimneys. Roofs were commonly clad in clay tiles.

The development of the bungalow type around the turn of the 20th century was also influenced by principles of the Arts and Crafts movement. By the end of the First World War World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after the First World War World War I, and are evident in parts of the area. Influenced by popular American housing trends of the time, the typical New Zealand Californian Bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne as well as English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the area.

The area also includes examples of Statestate housing built in the late 1930s and 1940s. State houses of this period were a compact, simplified version of the English Cottage style. The roofs were typically tiled, mostly hipped or gabled, with minimal eaves and a typical pitch of 30 degrees. Windows were casement type with high sills, divided horizontally into three panes. The houses were usually brick veneer or weatherboard, although a range of cladding materials were also used.

Materials and Construction- Built Fabric

Timber is the predominant material used for houses in the area, with many houses clad in weatherboards and decorated with timber detailing. However, houses in the Arts and Crafts, English Cottage and Moderne styles were often constructed in

brick, plastered brick or partially clad in timber shingles. Roof materials generally include corrugated **steeliron**, as well as clay and concrete tiles.

15.1.7.3.5. Urban structure

Subdivision

The area is located in a series of geographic areas in suburban locations. The formation of residential lots occurred progressively as a series of separate subdivisions that occurred in the late **19th 19th** century and early decades of the **20th 20th** century. The area includes residential lots of regular size formed as part of a particular subdivision, as well as areas where large lots have been progressively subdivided over time. Lot sizes vary ranging from regular lots of around **600-m² metres squared** to a varied range of larger lots. There are also examples of larger lot sizes, which tended to be formed on more valuable land where large houses were built, as **evident**, for **example**, on the slopes of Remuera. These were subsequently subdivided into smaller, but still generous sites.

The pattern of subdivision and sequence has been determined by a number of factors including proximity to the central city area, the development of public transport and other services such as reticulated water supply and sewer disposal. There is a clear correlation between the development of the spreading suburbs and the expansion of tram services. As the tram service reached further across the isthmus, residential development followed.

Road pattern

Throughout the area the road pattern is generally based on an orthogonal layout determined by the alignment of main roads, shape of the early large allotments and topography of a particular area.

Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets. Generally all road widths after 1880s were standardised to 100 links or 20.12 metres wide, with a carriage-way formed within. This standard width is generally evident with the area. There is variation evident in the road carriageway, with some streets having very generous grassed berms, often incorporating street trees, or alternatively a wider road carriageway.

The area includes examples of road layouts built as part of comprehensively planned **Statestate** housing areas, based on Garden Suburb models. Curved streets and cul-de-sacs were a feature of most planned subdivisions and road widths varied, with local roads being narrower.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is variation among the different geographic areas within the special character area. Wider streets permitted grass berms to be formed and street trees are evident in many streets. Some parts demonstrate regular lot widths, with generally consistent spacing of houses, while others are more varied.

Predominantly, front yards, whether modest or larger, are separated from the street with low fences, hedges, walls or **planting**; **however**, there are examples of higher fencing and or more dense planting.

In State housing areas, front yards were generally quite deep, with variety in the depth of setbacks, and often unfenced so that each dwelling would be a coordinated part of a whole community.

Vegetation and landscape characteristics

An abundance of planting is generally evident throughout many parts of the area, with variety in terms of vegetation and landscape characteristics. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the area ~~contribute to an impression~~ **give the area a** well-vegetated character.

15.1.7.4. Special Character Areas Overlay – Residential Isthmus C

Comment [A95]: Remove space

15.1.7.4.1. Extent of area

Special Character Areas Maps:

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

Comment [A96]: Remove space



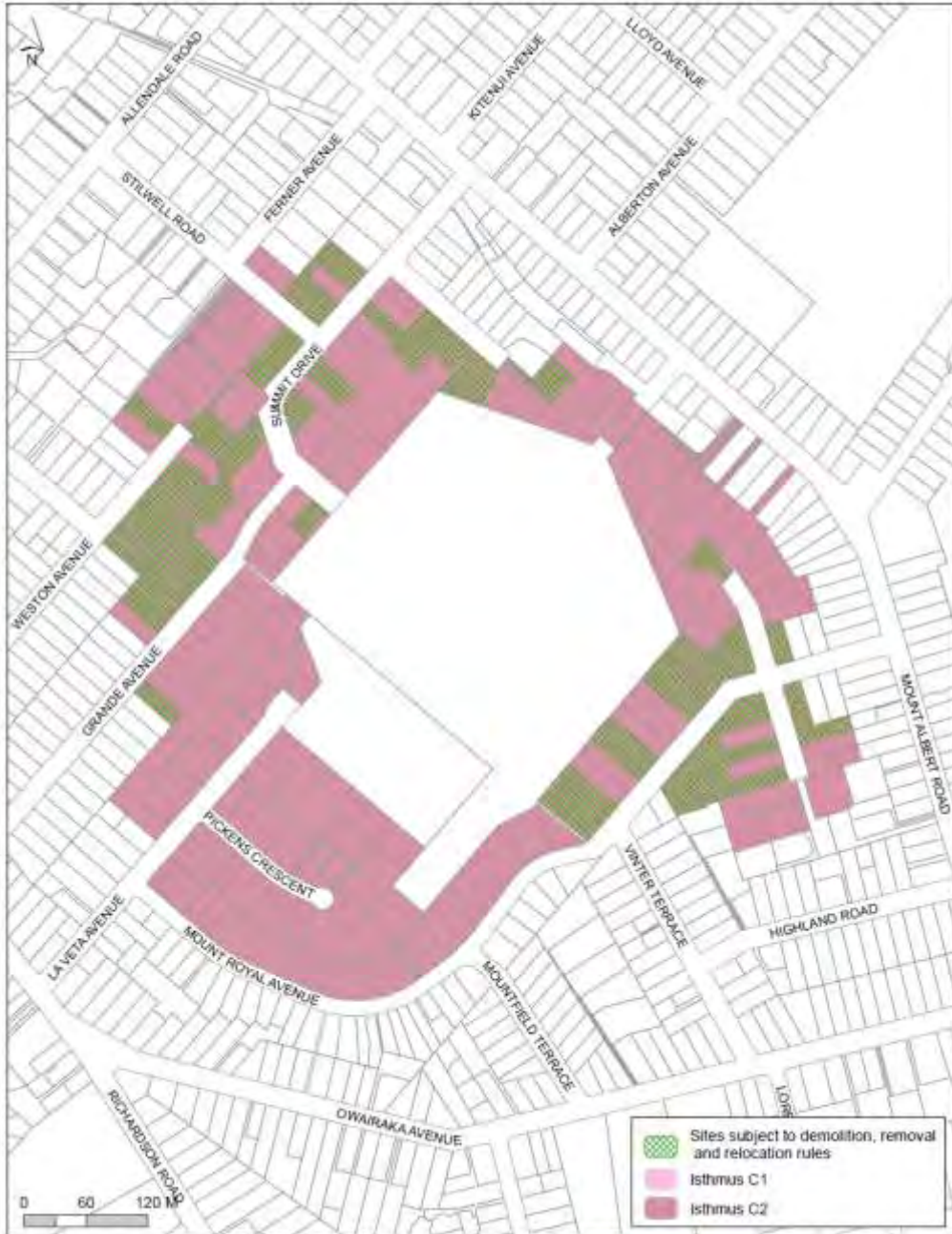
(2) Special Character Areas Overlay – Residential Isthmus C – Three Kings

Comment [A97]: Remove space



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

Comment [A98]: Remove space



Schedule 15 Special Character Schedule, Statements and Maps

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

Comment [A99]: Remove space

Comment [A100]: Remove spaces after and before /



Description:

The Special Character Areas Overlay – Residential – Isthmus C (overlay) areas are shown on the 4four special character area maps above.

Comment [A101]: Spaces either side of colon removed

The overlay area Special Character Areas Overlay – Residential – Isthmus C encompasses houses located on the slopes of Mount Eden/Maungawhau Mt Eden, Mount Albert/Owairaka, Mount Hobson/Ōhinerau, and Mount St John/Te Kōpuke/Titīkōpuka. The area also covers a tuff ring in Mount Roskill/Puketāpapa/Pukewīwi. The underlying landscape context in the overlay area Special Character Areas Overlay – Residential – Isthmus C reflects volcanic landforms.

The topography of the area is dominated by Auckland’s volcanic landscape between the Waitemata/Waitematā and Manukau harbours. A series of ridges and valleys are located between the maungamountains and rise from the surrounding harbours. Typically the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

15.1.7.4.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

Comment [A102]: Format – put in italics

The overlay area Special Character Areas Overlay – Residential – Isthmus C is of significance as it demonstrates an early period of residential development in Auckland City. It retains a number of representative areas of late 19th and early 20th century suburban residential developments with a significant relationship to natural landforms. The area reflects a pattern of residential development in Auckland, whereby housing was constructed on the slopes of the volcanic cones, often to take advantage of the outlook.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19th and early 20th centuries. Rural land including that on the volcanic slopes, located close to the city centre, was developed as a result of improvements in roading and the provision of public transport including the opening of the electric tram network.

The overlay area Special Character Areas Overlay – Residential – Isthmus C includes suburban developments to provide larger sections for bigger homes similar to those typically found in the Special Character Areas Overlay – Residential – Isthmus B Overlay area from the same period. Houses are generally

located on generous sections facing wide streets. Larger sections with wider roads allowed for the development of private gardens and street tree planting which is a dominant aspect of these areas consistent with the Garden Suburb design ideals.

In contrast, the The area located on the edge of **Mount** Eden was developed in the late 19th century with relatively narrow streets and small lots sizes similar to those found in the earliest developed area of the **Special Character Areas Overlay – Residential : Isthmus A overlay**.

Over the whole area houses are designed in a range of styles from the period and this special character area illustrates the pattern of residential development that took place on the isthmus **from around during** the late 19th and early 20th century in response to improvements in public transport and the roading network.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The overlay area Special Character Areas Overlay – Residential : Isthmus C is of significance for its physical and visual qualities as it encompasses a grouping of late 19th and early to mid-20th century houses, together with associated urban patterns of development. These qualities collectively reflect important trends in New Zealand's residential architectural design and the development of suburban residential areas in the Auckland region.

Two distinctive types of character are reflected in the area. The first is characterised by a steep narrow street pattern set out in the late 19th century on the western side of **Mount** Eden. Site sizes are generally small and the houses are closely spaced.

The second type is characterised by larger sites, lower densities and significant vegetation. A diverse range of residential styles within this area include Victorian and Edwardian **styles evident in areas developed in the late 19th and early 20th century**, together with English Cottage **style**, Arts and Crafts **style** and other examples of early housing styles.

Other areas include State housing of the late 1930s and early 1940s. The special character is also evident in the pattern of subdivisions and lot sizes, density of housing, set-backs and front gardens, fences, walls and hedges.

15.1.7.4.3. Description of physical and visual qualities

Built Form

Period of development

The overlay area Special Character Areas Overlay – Residential : Isthmus C is significant for its physical and visual qualities as it demonstrates a significant period of residential development that occurred from the late 19th century to the

1940s. The built fabric comprises the houses, street layouts and urban form, with a particular focus on the relationship to natural landforms.

Comment [A103]: Delete space

Scale of development

Houses in the area built from the late 19th century to the 1940s are predominantly detached one- and two-storey houses. There is a wide range in scale with some very substantial dwellings on large sections, as well as smaller houses on modest section sizes.

Form and relationship to the street

Typically gabled and hipped roof forms of a variety of housing styles, including villas, Arts and Crafts style houses, English Cottage style houses, bungalows, and State houses are evident throughout the overlay area. Special Character Areas Overlay – Residential : Isthmus C.

There is variety in the architectural form and character of the houses in parts of the area. Some parts demonstrate substantial English Cottage and Arts and Crafts style houses on generous lots, while others demonstrate more modest houses including villas, bungalows, and State houses.

Variation in the setback of houses is evident, with often generous landscaped front gardens, as well as street trees in many parts of the area. Setbacks generally range from around four to 12 metres. Setbacks in the area close to Mount St John include some deep front yards of over 15 metres. In areas of housing on Mount Eden, some houses are located close to or on the street boundary. Within the State housing area in McCullough Avenue, Simmonds Avenue, and Scout Avenue, setbacks range from around four metres to over 12 metres.

Comment [A104]: Remove number '4'

Comment [A105]: Remove number '4'

Boundary fencing at the street varies throughout the area. Fences, hedges or walls are typically low or retain an open aspect between the street and front yards. Some early boundary treatments remain. Some of the fencing types include picket fences with a range of gate and posts types, clipped hedges of various heights, low drystone walls and stones set in mortar, and plastered brick walls which often match plastered brick or exposed brick houses.

Density and Pattern of development

Comment [A106]: Remove spaces either side of '/'

The area contains a number of separate subdivisions, dating from the late 19th century through to the early decades of the 20th century. The area reflects a range in terms of density, the pattern of subdivision, lot sizes, lot widths, house setbacks, and spacing between houses. There is variation depending on when the area was subdivided and the suburb. Areas developed from the early 1900s onwards include a range of moderate to larger lot sizes. Houses are generally located towards the front boundary, but with greater setbacks than earlier subdivisions. In these areas lot widths are around 12 to 15 metres wide, although some variation exists. Throughout these areas, there is generally a clear and well-articulated rhythm to the positioning of houses.

Other areas ~~that~~ were subdivided to form larger sections, ~~and~~ the houses are set well back from the front boundary. Wider sections allow for generous widths between houses and the overall pattern is lower density.

In State house subdivisions the sections sizes are moderate and allow for houses to be set well back and generously ~~spaced~~ with a subsequent lower development density.

Types

~~The overlay area Special Character Areas Overlay – Residential : Isthmus C~~ predominantly reflects a range of residential types from the late ~~19th~~th century through to the 1930s to 1940s.

Visual coherence

There is variation in the degree of visual coherence evident in parts of the ~~overlay~~~~Special Character Areas Overlay – Residential : Isthmus C~~. Within particular areas, there is consistency in subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident.

In other parts of area there is less visual coherence, where lot sizes vary and development may have occurred over time, with more recent housing interspersed. The ~~State~~~~state~~ housing areas have a high degree of visual coherence having been comprehensively planned and built around one time.

15.1.7.4.4. Architectural values

Styles

The ~~overlay area Special Character Areas Overlay – Residential : Isthmus C~~ reflects a range of residential architectural styles ~~predominantly~~ including Victorian and Edwardian villas, transitional villas, Arts ~~and~~ Crafts, English Cottage, neo-Georgian, and Moderne style houses, as well as examples of bungalows and ~~State~~~~state~~ housing from the 1930s and 1940s.

Within the ~~overlay area, Special Character Areas Overlay – Residential : Isthmus C~~ the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Other areas, where development ~~has~~ occurred over a longer period of time, reflect changing tastes in style, ~~resulting in and there is~~ a greater variety.

Victorian and Edwardian villas, ~~of one and two storeys,~~ represent the early period of residential development evident in parts of the ~~overlay~~~~Special Character Areas Overlay – Residential : Isthmus C~~. They are typically single storey, however ~~two-~~storey villas are evident in some areas. Typical of the villa type, roofs are gabled and hipped, and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to

gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain an important feature of many roofs in the overlay area Special Character Areas Overlay – Residential : Isthmus C.

From around 1910 transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

In the early decades of the 20th century the influence of the Arts and Crafts movement of the late 19th century as well as the English Garden Suburb movement is evident in the development of suburban areas, in terms of architectural styles as well as an emphasis on picturesque siting of buildings in tree-lined streets, preferably close to public amenities.

The overlay area Special Character Areas Overlay – Residential : Isthmus C retains examples of houses in Arts and Crafts, English Cottage and neo-Georgian styles. English Cottage style houses were often characterised by steep-pitched asymmetrical roofs over mostly two-storeyed plans. Materials included weatherboards, timber shingles, or brick, often incorporating use of picturesque features such as small-paned windows, arches and tall chimneys. Roofs were commonly clad in tiles.

The development of the bungalow type around the turn of the 20th century was also influenced by principles of the Arts and Crafts movement. By the end of the First World War World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after First World War I, and are evident in parts of the overlay area Special Character Areas Overlay – Residential : Isthmus C. Influenced by popular American housing trends of the time, the typical New Zealand “Californian Bungalow” features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan. By the 1930s, other styles such as Art Deco, Moderne, and as well as English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the overlay area.

The overlay area Special Character Areas Overlay – Residential : Isthmus C also includes State houses built in the early 1940s in Scout, Simmonds and McCullough avenues Avenues in Three Kings. State houses of this period were a compact English Cottage style. The roofs were typically tiled, mostly hipped or gabled, with minimal eaves and a typical pitch of 30 degrees. Windows were casement type with high sills, divided horizontally into three panes. The houses

were usually brick veneer or weatherboard; although a range of cladding materials were also used.

Materials and Construction - Built Fabric

Timber is the predominant material used for houses in the ~~overlaySpecial Character Areas Overlay – Residential : Isthmus C~~, with many houses clad in weatherboards and decorated with timber detailing. However, houses in the Arts and Crafts, English Cottage and Moderne style ~~houses~~, as well as ~~state State~~ houses were often constructed in brick or with rendered finishes. Roof materials include corrugated iron, as well as clay and concrete tiles.

15.1.7.4.5. Urban structure

Subdivision

The ~~overlay area Special Character Areas Overlay – Residential : Isthmus C~~ is located in a series of geographic areas in suburban locations, largely close to volcanic cones. The subdivision of residential lots within various parts of the area occurred progressively as a series of separate subdivisions that occurred in the late 19th century and early decades of the 20th century. The area includes residential lots of regular size formed as part of a particular subdivision, as well as areas where large lots have been progressively subdivided over time. Lot sizes vary throughout the area, ranging from regular lots of around 600 to ~~800-m²metres squared~~ to a varied range of larger lots.

The pattern and sequence of subdivision has been determined by a number of factors including proximity to the central city area, the development of public transport and other services such as reticulated water supply and sewer disposal, ~~and~~ the development of State housing areas.

Road pattern

The road layouts were generally designed to take the volcanic topography into account but are ~~also commonly~~generally an extension of the orthogonal layout evident in the nearby Special Character Areas Overlay – Residential: Isthmus A and Special Character Areas Overlay – Residential: Isthmus B areas.

Comment [A107]: Remove space

Comment [A108]: Remove space

The area also includes examples of road layouts built as part of comprehensively planned State housing areas, based on Garden Suburb models, such as the curved streets including McCullough, Simmonds and Scout ~~avenues~~Avenues in Three Kings. ~~These streets also, which~~ relate to the volcanic landform.

Throughout the area there is variation evident in the road carriageway, with some streets having generous grassed berms, often incorporating street trees, or alternatively a wider road carriageway.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. Within the ~~overlay area Special Character Areas Overlay – Residential : Isthmus C~~, the relationship to volcanic landforms also contributes to the character

of streetscapes. Houses are viewed stepping up hillsides or along terraced roads on the sloping topography. Views to and from these elevated positions are an important feature of the area and building forms are viewed in relation to these significant landforms.

Some parts of the ~~overlay area~~ **Special Character Areas Overlay – Residential: Isthmus C demonstrate regular lot widths**, with generally consistent spacing of houses, while others are more varied. Predominantly front yards, whether modest or larger, are separated from the street with low fences, hedges, walls or planting. In State housing areas, front yards had variety in the depth of setbacks, and were often unfenced so that each dwelling would be a coordinated part of a whole community.

Vegetation and landscape characteristics

An abundance of planting is generally evident throughout many parts of the area, with variety in terms of vegetation and landscape characteristics. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the area contribute to an impression of a well-vegetated character.

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

Comment [A109]: Remove space

15.1.7.5.1. Extent of area

Special Character Area Map:



Description:

The ~~overlay area~~ ~~Special Character Areas Overlay – Residential : North Shore – Birkenhead Point~~ covers much of Birkenhead Point, including Hinemoa Street and ~~the~~ streets to either side, as well as parts of Rawene Road and Huka Road. The extent is shown on the special character area map above. The area reflects the extent of residential development on Birkenhead Point in the late 19th and early 20th centuries, and is one of three areas within the wider Special Character Areas Overlay – ~~General: North Shore~~ ~~Residential : North Shore~~.

~~The An~~ undulating landscape with a series of ridges and gullies, native bush and trees around the coastal margin and exceptional views are distinctive features of the ~~overlay area~~ ~~The Special Character Areas Overlay – Residential : North Shore – Birkenhead Point~~. The landform allows views to other parts of Birkenhead Point, as well as to the Chelsea Sugar Refinery, Waitematā Harbour, Auckland City, Northcote Point and Kauri Point.

15.1.7.5.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

The ~~overlay area~~ ~~Special Character Areas Overlay – Residential : North Shore – Birkenhead Point~~ is of significance because it is one of the earliest substantial areas of European settlement and development that occurred on the North Shore, ~~occurring~~ in the late 19th and early 20th centuries. It is one of ~~the~~ three marine suburbs established close to Auckland ~~City~~ ~~city~~, the others being Devonport and Northcote Point. It is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development.

Residential subdivisions were promoted from the 1860s; however, the area was initially developed for small farms, market gardens and orchards and became well-known for fruit growing. In the 1880s developments in local government, provision of a wharf, roading and other infrastructure, and the establishment of the Colonial Sugar Refinery (~~now Chelsea Sugar Refinery~~) had a major effect on the development of Birkenhead. With a major place of employment ~~established~~, the local population expanded and, in addition to purpose-built worker's cottages, a number of other houses ~~were constructed in~~ ~~throughout~~ the Birkenhead area ~~for the~~ ~~were occupied by~~ Colonial Sugar Refinery employees ~~to live in~~. The sugar refinery was, (and remains,) a significant local industry and an important aspect of ~~local~~ regional and national history.

~~Residential and commercial development continued steadily, and by the 1920s, the suburb had extended north toward the present day Highbury commercial centre at the junction of Hinemoa Street and Mokoia Road.~~ The earliest commercial buildings in Birkenhead were located close to the wharf and in lower

Hinemoa Street, in reasonable proximity to surrounding residential streets. The most substantial of these were located at the intersection with Rugby Road. A number of other modest timber and plastered brick shops were also built in this vicinity from around the 1910s to 1920s to serve the local community. Birkenhead's business centre moved further north to the crossroads of Mokoia and Hinemoa ~~sStreets~~ after World War I when regular motorised bus transportation began to operate from the wharf up to Birkdale and Zion Hill.

Residential and commercial development continued steadily, and by the 1920s, the suburb had extended north toward the present day Highbury commercial centre at the junction of Hinemoa Street and Mokoia Road.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The ~~overlay area~~ Special Character Areas Overlay – Residential : North Shore – Birkenhead Point is significant for its physical and visual qualities, as it retains a large grouping of houses that collectively demonstrate the late 19th and early 20th century period of settlement and illustrate the urban pattern of development of the North Shore, and specifically of Birkenhead. Because of Birkenhead's undulating coastal topography, its streetscape qualities and patterns are less regular and uniform than in other neighbourhoods from this period.

Surviving houses from this period, including villas, transitional villas, bungalows and examples of ~~Statestate~~ housing, demonstrate the design principles and aesthetics from this period as well as social patterns of the time. The surviving stock of houses demonstrates changing requirements and design ideas in domestic architecture in the ~~transitionchange~~ from the Victorian-Edwardian villa to the bungalow. The houses demonstrate the use and application of building materials, methods and craft skills from the 1890s to ~~the~~ 1940s ~~period~~.

15.1.7.5.3. Description of physical and visual qualities

Built Form

Period of development

The ~~overlay area~~ Special Character Areas Overlay – Residential : North Shore – Birkenhead Point demonstrates in its built fabric a significant period of residential development that occurred in this part of the North Shore from around the 1890s to 1940s. The built fabric includes the houses, street layouts, and urban form.

Scale of development

The late 19th and early 20th century houses on Birkenhead Point are predominantly single level, detached residences, ~~althoughwith~~ some examples of two-storey houses ~~are~~ evident. Houses include examples at a range of scales, from modest villas and bungalows as well as substantial two storey houses in a

similar variety of styles. Commercial buildings in the area are ~~mainly~~ low scale, with ~~one- and two-~~storey shops interspersed among the residences.

Comment [A110]: Delete spaces

Form and relationship to the street

The generally regular positioning of houses on their lots, whether small or larger, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. However there is some variation in terms of lot sizes and the position of houses on lots ~~throughout the area~~. Villas in the north-west end of Palmerston Road, for example, and on the east side of Hinemoa Street, as it curves down towards the wharf, are set approximately ~~two~~ metres or even less in some instances, from the road boundary. In other parts of the area setbacks are greater, generally ranging from around ~~four~~ to 12 metres.

Gabled and hipped roof forms are evident throughout most of the area associated with ~~the~~ Victorian and Edwardian villas, bungalows and other ~~house~~ styles of ~~houses~~ present. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. Front yards are often landscaped with a range of planting and hard landscape features including fencing. ~~Some of the fencing~~ Fencing types include picket fences with a range of gate and posts types, clipped hedges of various heights, low drystone walls and stones set in mortar, plastered brick walls which often match plastered brick or exposed brick houses. These low fencing types generally allow good visibility of the houses from the street.

In the earliest subdivisions with very small lots, off street car parking or garages in front yards are generally not evident. In areas where lot sizes are moderate or larger, some properties have garages or carports constructed more recently within the front or side yards.

Density/~~Pattern~~ of development

The ~~overlay area~~ Special Character Areas Overlay – Residential : North Shore – ~~Birkenhead Point~~ reflects a number of separate subdivisions, with road layouts and lot sizes also reflecting the undulating topography. The pattern of subdivision, lot sizes, lot widths, house setbacks, and spacing between houses varies, although some parts of the area reflect a more consistent pattern.

Lot sizes range from around ~~500-m²metres squared~~ to over ~~1500-m²metres squared~~. Lot widths are typically around 15 to 18 metres wide, with some variation. Houses generally occupy much of the width of their sites, with driveways located to one side. The setback of houses from the road boundary varies as described above, ranging from around 2 metres in some places to around ~~four~~ to 12 metres in others.

Types

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

Visual coherence

Within the ~~overlay area~~ Special Character Areas Overlay – Residential : North Shore – Birkenhead Point high numbers of villas, transitional villas, bungalows, as well as State houses are evident, contributing to the sense of visual coherence, although some more recent development is now interspersed with the older housing stock. Clusters of early commercial buildings in lower Hinemoa Street are located in close proximity to the surrounding residential development and contribute to the collective visual coherence of the special character area. ~~(The buildings in lower Hinemoa Street are managed separately as a~~ Special Character Areas Overlay – Business ~~business special character area).~~

15.1.7.5.4. Architectural values

Styles

Buildings in the ~~overlay area~~ Special Character Areas Overlay – Residential : North Shore – Birkenhead Point demonstrate a range of Victorian, Edwardian and early 20th century architectural styles. Villas represent the early period of development in Birkenhead during the Victorian and Edwardian eras. Villas evident in Birkenhead are typical of this ~~era~~ building type, and include including square-fronted examples as well as bay villas in a variety of configurations. Typical of the villa style, roofs are gabled and hipped and most commonly clad in corrugated iron. Door and door and window joinery is timber, incorporating double-hung sash windows. Timber weatherboard cladding is most common, although there are some examples in brick. Decorative timber fretwork and other details were used, particularly on verandahs and gable ends. Brick chimneys remain a key feature of many roofs in the area.

Transitional villas began to be constructed around 1910; they retain the general form and layout of the villa, but incorporate bungalow details like exposed rafter ends, casement windows, shingles, and reduced ornamentation.

Examples of bungalows are also evident in the area. Influenced by trends in America as well as England and Australia, the typical New Zealand ~~California~~ Bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

Other styles such as Art Deco and English Cottage ~~style~~ are evident in the area, typically as a variation of the broader bungalow form. Examples of State houses in English Cottage style are also evident in some streets such as Le Roy Terrace.

Materials and Construction – Built Fabric

Late 19th and early 20th century houses on Birkenhead Point are typically timber-framed, weatherboard clad and decorated with timber detailing. Door and

window joinery is typically timber. There are some examples of houses constructed in rendered brick. Gabled or hipped roofs are predominantly clad in corrugated **ironsteel**, with some examples of clay or concrete tiled roofs. Brick or plastered chimneys remain a feature of many houses. Verandahs or porches, with decorative timber detailing, are **also** a feature of many houses.

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15.1.7.5.5. Urban structure

Subdivision

The pattern of subdivision is quite varied on Birkenhead Point, **as the** The undulating landform **with a series of gullies around the coastal margin** made a regular pattern of lots difficult to achieve. The main roads are typically located along the ridges. **Variation, and variation** in the size of lots is evident, particularly around the coastal margin, and where land falls quite steeply into gullies, for example to the north of Maritime Terrace where there are very long sections. Residential lots were created as part of a series of subdivisions. Areas to the west **side** of Hinemoa Street had been largely subdivided by 1902, while the area to the east **side**, north of Maritime Terrace, still remained in large allotments at that time. Section sizes range from around **500-m²metres squared** to over **1500 m²metres squared**. While groups of similar sized sections are evident in some parts of the area, there is variation in lot width and depth throughout the area.

Road pattern

Roads relate to the contours on Birkenhead Point, with Hinemoa Street located on the central ridgeline and Palmerston Road located parallel to the west. Cross roads are generally perpendicular and their positions relate to ridges and gullies to either side. Mariposa Crescent rises gently to the north following the contour to the west of Hinemoa Street. Roads are typically a standard **one4** chain or 20 meters wide, with a dual carriageway and car parking on either side. Hinemoa Street has footpaths to each side without grassed berms. Other roads generally have grass berms to one or both sides. Street trees are evident in some roads.

Streetscape

There is some variation in streetscape character throughout the **overlay areaSpecial Character Areas Overlay – Residential : North Shore – Birkenhead Point**. A traditional pattern of development is evident where groups of villas, bungalows, and **state State** houses remain, where setbacks are reasonably consistent, and generally traditional fence types and front yards with small scale planting are **a** evident. Around the coastal margin, where the land form becomes more varied, there is generally greater diversity in the housing ages and types, relationship of houses to the road boundary, and a greater presence of native bush and other plantings.

Vegetation and landscape characteristics

Shrubs and plantings in front yards contribute to a vegetated character in many parts of the ~~Special Character Areas Overlay – Residential : North Shore – Birkenhead Point overlay area~~. Reserves including Le Roys Bush, Brassey Road Reserve, Telephone Road Reserve, and Needles Eye Reserve, reflect the steep native bush-clad gullies which are a distinctive feature of the coastal margin in Birkenhead. A grass swale detail with a grassed margin adjacent to the sides of some roads in Birkenhead is a distinctive streetscape feature.

Comment [A112]: Insert page break

15.1.7.6. Special Character Area Overlay – ~~General Residential~~ : North Shore – Devonport and Stanley Point

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15.1.7.6.1. Extent of area

Special Character Area Maps:

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

Comment [A114]: Delete space

Schedule 15 Special Character Schedule, Statements and Maps



Schedule 15 Special Character Schedule, Statements and Maps

(2) Special Character Area Overlay – **General Residential**: North Shore – Stanley Point

Comment [A115]: Delete space



Description:

The ~~overlay area~~ ~~Special Character Areas Overlay – Residential :North Shore– Devonport and Stanley Point~~ covers much of the southern part of the Devonport Peninsula, including all the area south of the Waitematā Golf Course as well as the area adjacent to the golf course east of Wairoa Road and extending west to Stanley Point. The extent is shown on the ~~two~~ special character area maps above. The ~~overlay area~~ ~~Special Character Areas Overlay – Residential :North Shore– Devonport and Stanley Point~~ reflects mid to late 19th and early 20th century residential development in Devonport, and is part of the wider ~~the~~ Special Character Areas Overlay – ~~General: North Shore~~ ~~Residential :North Shore~~.

North Head/~~Maungarei~~ and ~~Mount~~ Victoria/~~Takarunga~~ are prominent volcanic features of the area. The landform rises from the southern coastline along Queens Parade and King Edward Parade towards the two ~~maungamountains~~ and also rises northwards along Vauxhall Road to a high point at Fort Takapuna and the cliffs at the northern end of Cheltenham Beach. In the surrounding areas, the landform is reasonably level or gently undulating. The central part of Stanley Point is ~~reasonably~~ elevated, falling to the sea around the coastal perimeter.

Outstanding views to and from Devonport are available from a range of places. Houses located on the rising landform are clearly visible when viewing Devonport from the harbour or from Auckland ~~City~~city. Views of ~~the~~ ~~Special Character Areas Overlay – Residential :North Shore– Devonport residential area~~ can be seen from ~~Mount~~ Victoria/~~Takarunga~~ and North Head/~~Maungarei~~ as well as roads leading up to the ~~maungamountains~~.

15.1.7.6.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

The ~~overlay area~~ ~~Special Character Areas Overlay – Residential :North Shore– Devonport and Stanley Point~~ are of significance because it is the earliest and largest substantial area of European settlement and development that occurred on the North Shore, ~~occurring~~ ~~occurring~~ in the late 19th and early 20th centuries. It is one of the three marine suburbs established close to Auckland ~~City~~city; ~~the~~ ~~(The~~ others are Northcote Point and Birkenhead). It is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains large groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development.

The southern edge of the Devonport ~~Peninsula~~peninsula looks straight across the waters of the Waitematā to Auckland ~~City~~city. This close proximity to the city defined its development from the early days of European settlement. The area was first known as "Flagstaff", named after the signal station on ~~Mount~~

Victoria/Takarunga Mt Victoria (Takarunga). Devonport's deep water frontage made it a suitable anchorage for visiting naval ships that arrived from the 1840s.

The area was surveyed and subdivided for farms and town sections around the early 1850s. The formation of a commercial area on lower Victoria Road was prompted by the beginning of a ferry service connecting Devonport with the city, and the development of a wharf and hotel at the base of the street in the 1860s. Subdivision remained piecemeal through the 1860s, but development flourished in the 1870s and 1880s due to more regular ferry services. Devonport grew in the 1880s due to the arrival of the military and construction of defence works on North Head/Maungarei, coupled with the efficient and reliable ferry service provided by the newly formed Devonport Steam Ferry Company in 1885.

Over the next twenty years, Devonport began to develop as a marine suburb. Market gardening and dairy farming remained in parts of the suburb Devonport until the 1930s when remaining rural land was subdivided for housing. Devonport gradually developed a suburban character but also retained its prominent defence functions. The introduction of a wharf that could accommodate vehicles also facilitated both settlement and tourism. The commercial area in Victoria Road as well as small clusters of local shops developed to serve the local community.

The commercial centre on Victoria Road developed at a similar time and retains an important group of late 19th and early 20th century commercial buildings. A The Special Character Areas Overlay – Business area applies to this part of Devonport.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point is significant for its physical and visual qualities, because it retains a significant grouping of late 19th and early 20th century houses that collectively reflect important trends in New Zealand residential architecture, together with associated patterns of subdivision and streetscapes. Devonport is strongly defined by the survival of its early housing stock which includes Victorian and Edwardian villas, transitional villas and bungalows as well as other styles of the late 19th and early 20th centuries. Devonport's housing is augmented by the presence of local shops, churches, and other commercial and community building types that supported the residential development during this same period.

The surviving stock of buildings demonstrates changing requirements and design ideas in domestic architecture in the transition change from the Victorian-Edwardian villa to the bungalow. The surviving buildings provide examples of the use and application of building materials, methods and craft skills from the late 19th and early 20th century period.

The area also demonstrates in its subdivision and layout key periods of development. Small sections located on narrow streets with no grass berms are from the initial settlement. Areas subdivided later typically featured wider streets, in which the grass berm and carriageway width varies.

Devonport and Stanley Point collectively demonstrate a coherent special character evident in the pattern of subdivisions, street layout and lot sizes, density of housing, set-backs and front gardens, fences, walls and hedges.

15.1.7.6.3. Description of physical and visual qualities

Built Form

Period of development

Devonport and Stanley Point are significant for their physical and visual qualities as they demonstrate in their built fabric a significant period of residential and associated development that occurred in this part of the North Shore in the late 19th and early 20th centuries. Most buildings that contribute to the special character values of the area were predominantly constructed between 1870 and 1940. The built fabric includes the houses and clusters of early commercial buildings, street layouts and urban form.

Scale of development

The late 19th and early 20th century houses in Devonport and Stanley Point include single and two-storey detached residences, as well as some examples of terraced houses and co-joined houses from a similar period. Houses include examples at a range of scales, from modest cottages, villas and bungalows to larger examples of these types, as well as substantial two-storey houses in a similar variety of styles. The local shops, built at a similar time, are also predominantly one and two storeys.

Form and relationship to the street

The generally regular positioning of houses on their lots, whether small or larger, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. Houses are generally located close to the front of their sites. In the earliest subdivisions, where narrow road widths of 12 to 15 metres and small lot sizes of around 300 to 500-m²metres squared are evident, setbacks range from around two to four metres, with some variation. In subdivisions from the 1880s onwards, lot sizes typically range from around 450 metres squared to sometimes more than 800-m²metres squared. Subdivisions that created moderate to larger lots allowed for more generous front gardens, with set-backs ranging from around four metres to 10 metres.

Gabled and hipped roof forms are evident throughout most of the area, associated with the Victorian and Edwardian villas, bungalows and other styles of houses present. Verandahs and porches give depth to street elevations and create transitional spaces between the public realm of the street and the private realm of the houses themselves.

Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

Garages or carports are generally not a dominant presence.

Commercial buildings are typically built up to the front boundary line and occupy the full width of their sites. Typically the purpose built commercial buildings within the **Special Character Areas Overlay – Residential :North Shore – Devonport and Stanley Point overlay area** have parapet walls concealing the roof form. However, some are houses that have been altered for a commercial use, extending the frontage out to the road boundary.

Density / Pattern of development

Although there is variation in lot sizes, houses are typically located towards the front of the property and occupy much of the width of their lots, creating a reasonably high density and pattern of development throughout much of the area. The area reflects a range in terms of the pattern of subdivision, lot sizes, lot widths, house set-backs and spacing between houses. Areas of early subdivision (prior to **circa** 1880) generally reflect a higher density with houses closely spaced and located close to the road boundary on small lots. Areas subdivided from the 1880s onwards include a range of moderate to larger lot sizes. Houses continued to be generally located towards the front boundary, and typically occupy much of the width of their sites.

Lot widths are typically narrower in the earliest areas to be subdivided, ranging from 10 to 12 metres for example in Ann Street and Domain Street. In much of the area, lot widths are around 12 to 15 metres wide, with some variation. Throughout the **Special Character Areas Overlay – Residential :North Shore – Devonport and Stanley Point overlay area**, there is generally a clear and well-articulated rhythm to the positioning of houses within subdivisions, whether they are smaller early houses on small lots or larger villas and bungalows on moderate to large lots.

The residential character contrasts with the greater enclosure created by the commercial development where it is built up to the road boundary. The area incorporates clusters of local shops, often located on corners or around intersections. The presence of corner dairies and shops among the residential development is an important pattern in the area.

Types

The **Special Character Areas Overlay – Residential :North Shore – Devonport and Stanley Point overlay area** is strongly defined by the survival of its houses dating from the late 19th and early 20th centuries, as well as examples of local shops, churches, and other **commercial and community development types** such as the former Devonport Power Station (47 Church St), and the former **Devonport** Fire Station (4-6 Calliope Road) from a similar period, in close proximity to housing.

Although not specifically included in the ~~Special Character Areas Overlay – Residential :North Shore – Devonport and Stanley Point overlay area~~, a variety of buildings and structures associated with ~~defence~~ functions remain evident in parts of Devonport. ~~These are~~ in close proximity to the residential areas and provide an important context. The commercial centre on Victoria Road developed at a similar time and retains an important group of late 19th and early 20th century commercial buildings. ~~(This is managed separately as the The Special Character Areas Overlay – Business: Devonport).~~

Visual coherence

Throughout the ~~Special Character Areas Overlay – Residential :North Shore – Devonport and Stanley Point overlay area~~ there is a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character area.

15.1.7.6.4. Architectural values

Styles

Buildings in the ~~Special Character Areas Overlay – Residential :North Shore – Devonport and Stanley Point overlay area~~ demonstrate a range of Victorian, Edwardian and early 20th century architectural styles. Within the area the age and style of housing is very consistent in some areas, while others show greater variation, as residential development occurred over a longer period.

Victorian cottages and villas, of ~~one- and two-~~storeys, represent the early period of residential development evident in parts of the ~~Special Character Areas Overlay – Residential :North Shore – Devonport and Stanley Point overlay area~~. Examples of villas from the Victorian and Edwardian period are dominant throughout the area, including modest, as well as larger and more elaborately detailed examples. They are typically single storey, although two storey villas are evident in some areas. Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative details, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a key feature of many roofs in the ~~Special Character Areas Overlay – Residential :North Shore – Devonport and Stanley Point overlay area~~.

From around 1910, transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form. Transitional villas are evident in many

streets in the ~~Special Character Areas Overlay – Residential :North Shore – Devonport and Stanley Point overlay area~~.

The development of the bungalow type around the turn of the 20th century in New Zealand was influenced by developments overseas, such as a housing type that embodied principles of the Arts and Crafts movement. By the end of the First World War World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after the First World War World War I, and are evident in parts of the Devonport and Stanley Point special character area. Influenced by popular American housing trends of the time, the typical New Zealand “Californian Bungalow” features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan layout.

By the 1930s, other housing styles such as Art Deco, Moderne and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the ~~Special Character Areas Overlay – Residential :North Shore – Devonport and Stanley Point overlay area~~. Substantial Arts and Crafts style houses are evident on some properties, particularly at Stanley Point, (which was settled later than the rest of Devonport).

Materials and Construction – Built Fabric

Timber is the predominant material used throughout the ~~Special Character Areas Overlay – Residential :North Shore – Devonport and Stanley Point overlay area~~.

Houses are typically timber-framed, weatherboard clad with timber door and window joinery. Gabled or hipped roofs are predominantly clad in corrugated iron, with some examples of slate or tiled roofs. There are some examples of dwellings constructed of brick or with a rendered finish. Brick or plastered chimneys remain a feature of many houses. Verandahs featuring decorative timber detailing are a feature of many houses.

Early commercial buildings within the ~~Special Character Areas Overlay – Residential :North Shore – Devonport and Stanley Point overlay area~~ include examples of timber and masonry construction.

15.1.7.6.5. Urban structure

Subdivision

Larger landholdings in the ~~Special Character Areas Overlay – Residential :North Shore – Devonport and Stanley Point overlay area~~ were subdivided into smaller residential sites as a series of subdivisions, of varying size, through the 19th and early 20th centuries. The early road layout took the volcanic and coastal land form into account and resulted in a reasonably varied pattern of early large allotments. The pattern of residential subdivision is therefore reasonably varied. A modified grid-layout of streets and lots is evident in parts of the area, where streets were formed as part of particular subdivisions.

Some of the early subdivisions in Devonport are evident in the narrow road widths and small lot sizes, such as Ann Street and Wynyard Streets, Burgess and Domain Streets, the north part of Church Street, St Aubyn Street, Cambria Road and Buchanan Street. In earlier subdivisions the road widths were typically 75 links (approximately 15 metres) and in some cases 50 links (approximately 10 metres).

Variations in the width of early city roads led to government intervention to achieve consistency. The Plans of Towns Regulation Act 1875 set out requirements for the minimum width of roads, which as far as possible were to be laid off in straight lines and perpendicular to each other. Subdivision plans had to be prepared by an approved engineer or surveyor.

Later subdivisions tended to include larger sections, with wider streets, laid out on a more regular pattern, where the topography and existing road patterns permitted. Generally all road widths after the 1880s were standardised to 100 links or 20.12 metres wide, with a carriage-way formed within.

There is variation in lots sizes created by different subdivisions throughout the Special Character Areas Overlay – Residential: North Shore – Devonport and Stanley Point overlay area. Some of the smaller lots created in early areas of subdivision range from around 300 to 500 m² metres squared. The lot widths in these areas are reasonably narrow at around 10 to 12 metres. In later subdivisions the lots sizes range from 500 to over 800 m² metres squared and lot widths are generally around 12 to 15 metres, with variations.

Road pattern

The early road layout was influenced by the volcanic and coastal landform, resulting in an irregular layout of early main roads. Roads formed as part of later subdivisions have established a more regular pattern of streets, typical of the late 19th and early 20th century period of subdivision. Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets.

As described above, parts of the Special Character Areas Overlay – Residential: North Shore – Devonport and Stanley Point overlay area demonstrate narrow road widths of 10 to 15 metres, which typically allowed for narrow footpaths, and no grass berms. Throughout the area, where the road reserve is the standard 20 metres wide, there is variation evident in the road carriageway, with some streets having very generous grassed berms, often incorporating street trees, or alternatively a wider road carriageway. Some of the main roads were wider, particularly the lower part of Victoria Road in Devonport.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is some variation in streetscape character in parts of the The Special Character Areas Overlay – Residential: North Shore – Devonport and

Stanley Point overlay area. Narrow streets with no grass berms or street trees have a more urban character, with houses often located close to the road boundary. In areas where the streets are wider, grass berms and street trees are often evident. Grass berms vary in width depending on the carriageway and whether roadside car parking is provided.

Throughout much of the **Special Character Areas Overlay – Residential: North Shore – Devonport and Stanley Point overlay area**, areas that developed as a part of a particular subdivision demonstrate consistency in terms of lot size, setback, spacing and rhythm of housing as well as the age and styles of housing, collectively contributing to an established streetscape character. Front yards, whether modest or deeper, are generally separated from the street with low fences, walls or planting, allowing good visibility of the houses from the street. However, there are also some examples of higher fencing or more dense planting. Properties on main roads often tend to have a higher degree of separation between the public and private realm.

Vegetation and landscape characteristics

The tree-covered and grassed slopes of **Mount Victoria/Takarunga** and North Head/**Maungarei** are prominent features of the landscape and contribute to the well-vegetated quality of the area. Trees located in a number of reserves in the area as well as within the Waitemata Golf Course make a significant contribution to the vegetated quality of Devonport. Early low-lying areas have been subsequently developed as reserves. The Waitemata Golf Course between Lake Road and Wairoa Road is built on a former swamp. In the 1870s the area was reclaimed and in 1881 the Takapuna Race Course was established on the site. The Waitemata Golf Club has been on the site since the early **twentieth 20th** century. The Devonport Domain, **was** also originally a swamp, **which** was set aside as an education reserve before being vested in the Devonport Borough Council in the 1880s as a recreation ground. It was subsequently drained and improved.

Grass berms and street trees, as well as trees and shrubs in front gardens, are a feature of much of the area. In streets close to Cheltenham Beach, and along King Edward Parade, **Pohutukawa** trees are evident as street trees, in coastal reserves, and in private gardens. Early subdivisions with narrow road widths did not allow for grassed berms or street trees and houses are often set close to the road boundary with very small front gardens.

15.1.7.7. Special Character Areas Overlay – **Residential - General:** North Shore – Northcote Point

15.1.7.7.1. Extent of area

Special Character Area Map:



Description:

The ~~Special Character Areas Overlay – Residential : North Shore – Northcote Point~~ overlay area covers the Northcote Point ~~Peninsula~~ peninsula extending inland to Onewa Road. The extent is shown on the special character area map above. The area reflects the extent of late 19th and early 20th century residential development on Northcote Point, and is one of three areas within the wider Special Character Areas Overlay – ~~Residential : North Shore – Northcote Point~~ Residential : General: North Shore. The ~~Special Character Areas Overlay – Residential : North Shore – Northcote Point~~ overlay area also incorporates some commercial buildings located on Queen Street in Northcote Point, which are located in close proximity to the surrounding housing and are considered to be an integral part of the collective special character of the area.

The landform on Northcote Point is reasonably level along the headland, falling steeply along the coastal cliff line on the east and west sides to Shoal Bay, Halls Beach and Little Shoal Bay. The land form is gently undulating north of Rodney Road and Stafford Road, and falls to a reasonably level area on the eastern side adjacent to the Northern Motorway and Shoal Bay. Northcote Point has significant landscape amenity, due to its headland landform and relationship to the harbour. Its position on a promontory provides for views towards the city and the Hauraki Gulf, Auckland Harbour Bridge, Birkenhead Point, Bayswater and Devonport.

15.1.7.7.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – Residential : North Shore – Northcote Point~~ overlay area is of significance because it is one of the earliest substantial areas of European settlement and development that occurred on the North Shore in the late 19th and early 20th centuries. It is one of the three marine suburbs established close to Auckland ~~City, the~~ (The others are Devonport/Stanley Point and Birkenhead Point). It is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains groups of Victorian and Edwardian houses together with commercial buildings from this period of development.

Subdivisions of the larger rural allotments for residential settlement in Northcote began around the 1860s and steadily progressed during the 1870s to 1900s. A wharf at Northcote Point was established in the 1850s, along with the first Northcote Hotel. Early houses, shops and a post office were established close to the wharf, and the earliest church, St John the Baptist, was consecrated in 1860 by Bishop Selwyn.

The establishment of regular ferry services and a new wharf in 1880 were important factors in the residential development of the Northcote area. A small

commercial centre developed around the intersection of Queen Street and Bartley Street, where the 1920s **Post Office** and Bridgeway Theatre were built. The construction of the Auckland Harbour Bridge in the 1950s had a significant **impact** on the Northcote Point headland. The Northern Motorway and the northern approach to the bridge were constructed along the east side of Northcote Point, replacing the beach facing Shoal Bay. The function of Queen Street in Northcote changed as ferries no longer provided the primary means of transport to and from Northcote Point.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The **Special Character Areas Overlay – Residential : North Shore – Northcote Point overlay area** is significant for its physical and visual qualities as it retains a large grouping of houses that collectively demonstrate the late 19th and early 20th century period of settlement and illustrate the urban pattern of development of the North Shore and the Northcote Point **area**.

Surviving buildings from this period in Northcote collectively demonstrate the architectural philosophy, design approach and social patterns of the time. The surviving stock of buildings demonstrates changing requirements and design ideas in domestic architecture in the change from the Victorian and Edwardian villa to the bungalow. The surviving buildings demonstrate the use and application of building materials, methods and craft skills from the late 19th and early 20th century period.

15.1.7.7.3. Description of physical and visual qualities

Built Form

Period of development

Special Character Areas Overlay – Residential : North Shore – Northcote Point The **overlay area** demonstrates in its built fabric a significant period of residential and associated development that occurred in this part of the North Shore in the late 19th and early 20th centuries. Most buildings in the special character area were constructed between 1880 and 1940. The built fabric includes the houses and clusters of early commercial buildings, street layouts and urban form.

Scale of development

The late 19th and early 20th century houses on Northcote Point are predominantly single level, detached residences, with some examples of two-storey houses. The local shops and community buildings, built at a similar time, are also predominantly single level.

Comment [A116]: Delete space

Form and relationship to the street

Houses are generally built close to the street edge and occupy much of the width of their lots, giving a reasonably dense pattern of built development. Gabled and hipped roof forms are evident throughout most of the area; these roof forms are associated with the Victorian and Edwardian villas, bungalow and other styles of houses present. Verandahs and porches give depth to street elevations and create transitional spaces between the public realm of the street and the private realm of the houses themselves. Generally, low boundary treatments including fences, hedges and walls maintain reasonably open views between the houses and the street. Garages or carports are generally located to one side and set back, and are generally not a dominant presence.

Commercial buildings are typically built up to the front boundary line and occupy the full width of their sites. Typically the purpose built commercial buildings within the special character area have parapet walls concealing the roof form. However, some are houses that have been altered for a commercial use, by extending the frontage out to the road boundary.

Density/-Pattern of development

Houses are typically located close to the road boundary and occupy much of the width of their lots, creating a reasonably high density and pattern of development throughout much of the area. The residential character contrasts with the greater enclosure created by the commercial development where it is built up to the road boundary.

Types

The ~~Special Character Areas Overlay – Residential : North Shore – Northcote Point overlay area~~ is strongly defined by the survival of houses dating from the late 19th and early 20th centuries, as well as examples of shops, churches and community buildings from a similar period in close proximity to housing.

Visual coherence

Throughout the area there is a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing, as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the area.

15.1.7.7.4. Architectural values

Styles

Buildings in the ~~Special Character Areas Overlay – Residential : North Shore – Northcote Point overlay area~~ demonstrate a range of Victorian, Edwardian and early 20th century architectural styles. The age and style of housing is very consistent in some parts of the area, while other parts show greater variation, as residential development occurred over a longer period.

Villas represent the early period of residential construction in Northcote during the Victorian and Edwardian eras. Northcote Point's villas are typical of this building type, including square-fronted examples as well as bay villas in a variety of configurations. Typical of the villa style, roofs are gabled and hipped and most commonly clad in corrugated ironsteel and door and window joinery is timber, incorporating double-hung sash windows. Decorative timber fretwork and other details were used, particularly on verandahs and gable ends. Brick chimneys remain a prominent feature of many roofs in the area.

Transitional villas began to be constructed around 1910; they retain the general form and layout of the villa, but incorporate bungalow details like exposed rafter ends, casement windows, shingles, and reduced ornamentation.

Californian bungalows were constructed in Northcote Point after World War I. Influenced by trends in America as well as England and Australia, the typical New Zealand Californian bungalow features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan layout.

Other styles such as Art Deco and English Cottage style are evident in Northcote Point, typically as a variation of the broader bungalow form. Examples of state State houses in English Cottage style are also evident in some streets.

Commercial buildings in Queen Street within the special character area reflect a variety of late 19th and early 20th century architectural styles.

Materials and Construction – Built Fabric

Late 19th and early 20th century houses on Northcote Point are typically timber-framed, weatherboard clad and decorated with timber detailing. Door and window joinery is typically timber. There are some examples of houses constructed in rendered brick. Gabled or hipped roofs are predominantly clad in corrugated iron, with some examples of clay or concrete tiled roofs. Brick or plastered chimneys remain a prominent feature of many houses. Verandahs or porches, with decorative timber detailing, are also a feature of many houses.

Early commercial buildings within the special character area on Queen Street include examples of timber and masonry construction.

15.1.7.7.5. Urban structure

Subdivision

Subdivisions of the larger rural allotments for residential settlement in Northcote began around the 1860s and steadily progressed during the 1870s to 1900s. Lot sizes vary based on the series of late 19th and early 20th century subdivisions. Some of the smaller back-to-back lots are located between Queen Street and Princes Street, north of King Street, with lot sizes ranging from around 400 to 500 m²metres squared, and lot widths of around 15 metres. Lots of varied sizes are evident along the coastal margins, ranging from some narrow lots of around 400 to 500 m²metres squared, to larger lots over 1000 m²metres squared.

Comment [A117]: No space after 500

Road pattern

The road pattern on Northcote Point is based on a modified grid, with roads developed incrementally to either side of Queen Street as part of separate subdivisions in the late 19th century. Located along the ridge, Queen Street was the earliest road on Northcote Point and served as the main road leading north from Northcote Wharf. Queen Street is a standard one chain or 20 metres wide, with dual carriageway and car parking on either side. Footpaths are located on both sides, without grassed berms. Some roads on Northcote Point are narrow, for example parts of Princes Street, Duke Street and Beach Road, where the road reserve is around 12 metres wide.

Streetscape

The streetscape in Northcote Point is characterised by a relatively dense and consistent urban residential character, with generally open views to houses from the street. Houses are located reasonably close to the road boundary, with typically modest front yards. Setbacks generally range from around four to eight metres, with some examples of houses set much closer to the street edge, particularly on Queen Street south of Duke Street. The substantial Northcote Hotel, and examples of early commercial buildings and terraced houses in this vicinity are often built to the street edge and houses are also set close to the road boundary. There are reasonably few substantial trees, but front yards generally have small shrubs giving an open vegetated character. Street trees are evident in some streets.

Parts of the area have quite a high density streetscape character, with closely spaced housing set close to the street edge, in combination with narrow road widths. This results in, allowing footpaths but no grass berms, or footpaths to one side only. This is evident in parts of Princes Street, Beach Road and Duke Street.

In other parts of the area there are grassed berms to both sides, for example in the lower part of Princes, Alma and King Streets, Alma Street and King Street. Mature street trees in Alma Street contribute to the established streetscape character. Some of the streets on Northcote Point feature a grassed swale detail, where the road is edged with a grassed strip, falling towards the gutter.

Queen Street has footpaths without grass berms. Houses are typically set close to the road boundary. Commercial buildings along Queen Street are built up to the road boundary, creating a strongly defined edge where they occur. Street trees have been planted in some locations in Queen Street, set into the footpath. A variety of front boundary treatments include typically low to medium height fences, walls and hedges, including early types or examples based on early types, contributing to an impression of an established streetscape. A concrete road surface was laid in parts of Queen Street in the 1920s and remains evident.

Comment [A118]: Delete space

Vegetation and landscape characteristics

Pohutukawa trees are a distinctive feature in the area, particularly around the coastal margin of the headland, around Te Onewa – Stokes Point and the western coastline at the southern end of Queen Street, and around Stafford Park. The avenue of mature ~~pPlane~~ trees is a distinctive feature of Alma Street. Shrubs and trees in front yards and private gardens contribute to a vegetated character.

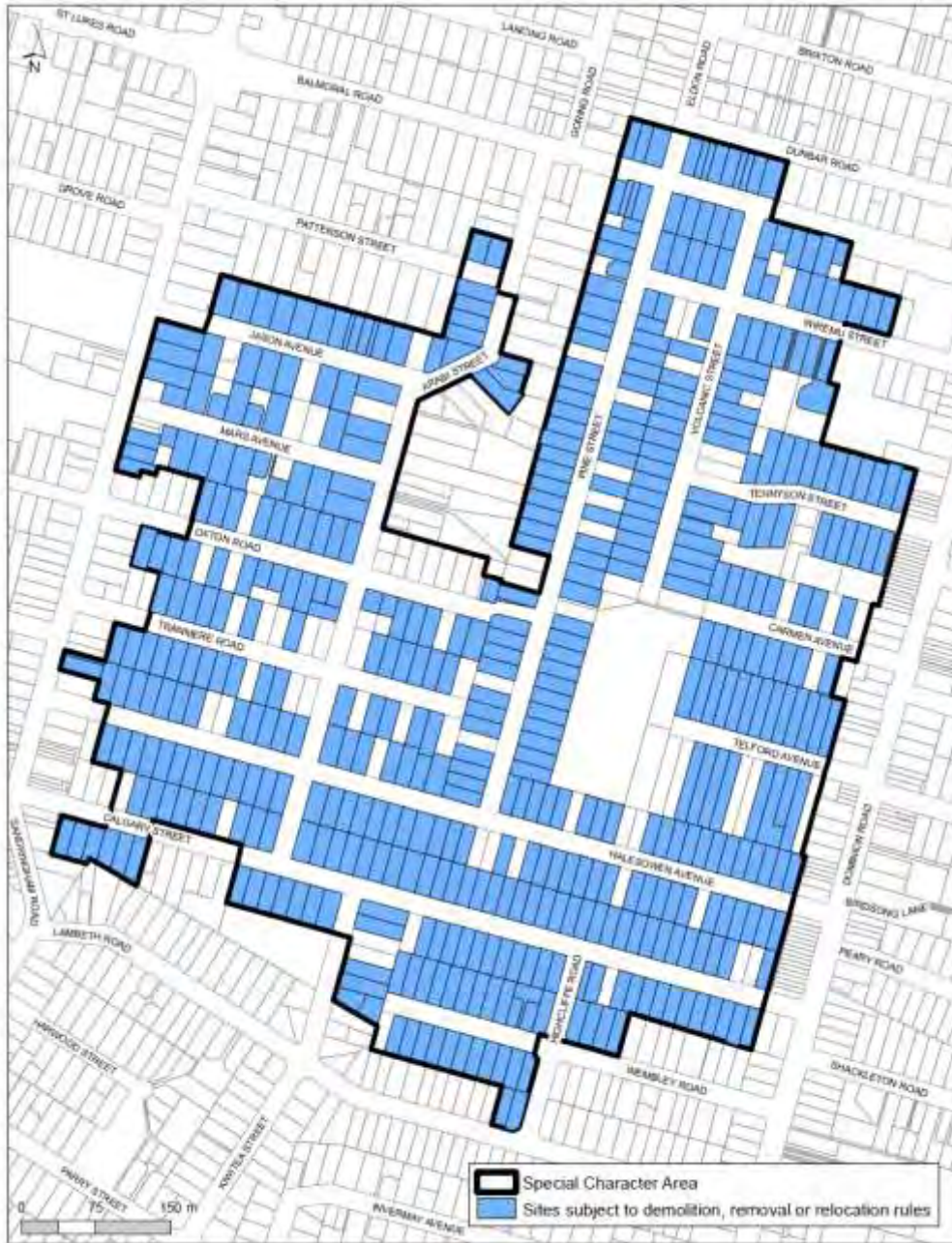
Small reserves and parks, including Stafford Park and Jean Sampson Reserve, provide open green spaces within the residential area. Te Onewa – Stokes Point Reserve is located on the southern end of the headland adjacent to, and beneath, the northern approach to the Auckland Harbour Bridge. ~~This reserve contains, with significant archaeological features, and affords outstanding views of the bridge and of other parts of Auckland City, as well as. The reserve is also a good place to experience a distinctive experience of the design and scale of the~~ Auckland Harbour Bridge.

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

Comment [A119]: Delete space

15.1.7.8.1. Extent of area

Special Character Area Map:



Description:

The ~~Special Character Areas Overlay – Residential Balmoral Tram Suburb, West~~ overlay area is a residential neighbourhood bounded by Dunbar Road, Balmoral Road, Sandringham Road, Lambeth Road and Dominion Road, as shown on the special character area map above.

Sandringham Road and Balmoral Road are major arterial routes, and form a natural edge to the area. The entire Balmoral area was influenced by the extension of the tram lines from the city centre, but the extent of the ~~Special Character Areas Overlay – Residential Balmoral Tram Suburb, West~~ overlay area encompasses part of Balmoral where a high proportion of houses were constructed from 1880 to 1940.

~~Special Character Areas Overlay – Residential Balmoral Tram Suburb, West~~ The overlay area is located in streets to the west side of Dominion Road, in an area extending towards Sandringham Road and in an area generally south of Balmoral Road on land that is comparatively flat within in the larger isthmus area. These residential streets are located on reasonably level or gently undulating land that rises gradually to the east towards Mount Eden and Three Kings to the south.

15.1.7.8.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

~~Special Character Areas Overlay – Residential Balmoral Tram Suburb, West~~ The overlay area is of significance as an example of the “tram suburb” development pattern that occurred in areas close to central Auckland. Tram suburbs were developed progressively across the Auckland area as the electric tram network expanded beyond the city centre. Rural land on the outskirts of the city was converted to residential use in a series of subdivisions as the tram made these areas readily accessible to the places of work in the city.

~~Special Character Areas Overlay – Residential Balmoral Tram Suburb, West~~ The overlay area was progressively subdivided for residential development from around 1880 to 1940 and clearly illustrates the expansion of the electric tram network and the associated residential construction boom during the inter-war period. The earliest residential subdivisions in Balmoral occurred around 1884, all fronting onto Balmoral Road, which at that time was located on the outskirts of Auckland. Housing from this period in the area primarily includes villas. The progressive subdivision of Balmoral was typical of development on the isthmus between the Victorian era and World War II, but the fact that three tram lines (the Sandringham, Dominion and Mount Eden road tram routes) terminated in the Balmoral area by 1930 was unusual. Few other neighbourhoods had this same level of connectivity or cohesion.

The distribution of architectural styles within the ~~Special Character Areas Overlay – Residential Balmoral Tram Suburb, West~~ overlay area is directly related to the southward progression of the tram lines through Balmoral. The earliest villas and transitional villas are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion ~~Roads~~, (which was the tram terminus prior to World War I). The high concentration of bungalows in the area corresponds with the extension of the tram lines ~~along~~ Sandringham Road in 1925 and Dominion Road in 1930.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

~~The overlay area~~ ~~Special Character Areas Overlay – Residential Balmoral Tram Suburb, West~~ is of significance for its physical and visual qualities as it contains a large grouping of late 19th and early 20th century houses in a range of architectural styles that collectively reflect important trends in New Zealand residential architecture. The variety and range of styles found in Balmoral (namely villas, transitional villas, and bungalows) illustrates the design principles and aesthetics from this ~~distinct~~ period of time, and demonstrates the shift from villa to bungalow as the dominant residential form.

The area also demonstrates, in its subdivision and layout, key concepts regarding the design of suburban residential areas established beyond the city centre. In line with ~~the ‘Garden Suburb’~~ design concepts, an emphasis was placed on larger section sizes that enabled private gardens, ~~and~~ generous street widths incorporating roads with grass berms.

15.1.7.8.3. Description of physical and visual qualities

Built Form

Period of development

~~The overlay area~~ ~~Special Character Areas Overlay – Residential Balmoral Tram Suburb, West~~ area is significant for the reasons described ~~above~~. It demonstrates in its physical and visual qualities a significant period of development that occurred from the 1880s to 1940. The period covers the early subdivision and villa construction at the end of the Victorian era, the arrival of the trams ~~during~~ the inter-war period, and the construction of bungalows that continued until the start of World War II. The built fabric comprises the houses, street layouts and urban form. The residential area is adjacent to and contiguous with the Special Character Areas Overlay – ~~Business-~~ Balmoral Shopping Centre area on Dominion Road.

Scale of development

Houses in the ~~overlay area~~ ~~Special Character Areas Overlay – Residential Balmoral Tram Suburb, West~~ built between the 1880s and 1940 are predominantly single detached houses on one level. There are some duplex flats

Comment [A120]: Note – extra space removed

within the area, which also are single level dwellings. The commercial buildings present in the area were built circa between 1910s and the 1930s are single- and two-storeyed, and are located on Sandringham Road.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly villas, transitional villas, and bungalows with gabled and hipped roofed forms, are clearly visible/evident. Houses are located towards the front of the sections, with a generally consistent depth to the front yard, ranging from around three metres to eight metres, and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features including fencing. Some properties have garages or carports constructed within the front or side yards.

Front boundary fences, hedges or walls are typically low and some early boundary treatments remain. Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

Density/Pattern of development

Although the overlay area Special Character Areas Overlay – Residential Balmoral Tram Suburb, West reflects a number of separate subdivisions, there is a generally consistent pattern of subdivision, lot size, lot width, house setback and spacing between houses, leading to an overall impression of consistency throughout most of the area. Lot sizes generally range from around 500-m²metres squared to 700-m²metres squared although there is some variation throughout the area. Lot widths are typically around 13 to 15 metres wide, with some variation. There is a clear and well-articulated rhythm to the positioning of houses. Houses are generally located close together, occupying much of the width of their sites.

Comment [A121]: No space after 700

Types

The overlay area Special Character Areas Overlay – Residential Balmoral Tram Suburb, West is strongly defined by the survival of its residential housing stock which includes predominantly villas, transitional villas, and bungalows.

Visual coherence

The overlay area Special Character Areas Overlay – Residential Balmoral Tram Suburb, West has a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing, as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character. Commercial buildings constructed

circabetween the 1910s toand the 1930s contribute to the overall visual coherence.

Comment [A122]: Delete space

15.1.7.8.4. Architectural values

Styles

Villas represent the first wave of construction in Balmoral during the Victorian and early Edwardian eras, and are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion, (which was where the tram terminus was located prior to World War I.) Balmoral's villas are typical of this building type, with bay windows, double-hung windows, verandahs, and decorative fretwork and ornamentation. The villa was beginning to give way to the bungalow by about 1910, and transitional villas bridge that gap. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation.

Californian bungalows proliferated in Balmoral after World War I, and are particularly concentrated in the southern half of the area (which corresponds to the extension of the tram lines in the 1920s). Influenced by popular American housing trends of the time, the typical New Zealand "Californian bungalow" features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and an informal open plan layout. By the 1930s, other styles such as Art Deco and English Cottage appeared in Balmoral, typically as a variation of the broader bungalow form.

Materials and Construction – Built fabric

The main material used for residential dwellings within the overlay areaSpecial Character Areas Overlay – Residential Balmoral Tram Suburb, West is timber, with many houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are evident. There are a small number of brick houses, some of which are plaster finished.

15.1.7.8.5. Urban structure

Subdivision

The overlay areaSpecial Character Areas Overlay – Residential Balmoral Tram Suburb, West is a series of separate subdivisions and the occasional offsets in the road alignment are often where separate subdivisions joined. The resulting subdivision pattern is an approximate grid layout, with sections of regular width and depth facing the street. Section sizes are generally consistent, ranging from around 500-m²metres squared to 700-m²metres squared, although there is some variation in lot sizes throughout the area.

The earliest subdivisions were formed in the northern part of the ~~overlay area~~ ~~Special Character Areas Overlay – Residential Balmoral Tram Suburb, West~~, close to Balmoral Road and date from circa 1884. A series of subdivisions occurred in a generally southward pattern to either side of Dominion Road reflecting the extension of the electric tram lines. The trams were located on Mount Eden Road by 1902 and extended as far as Balmoral Road by 1914, reaching the ~~overlay area~~ ~~Balmoral Tram Suburb HCA~~ by 1930. Trams were located on the northern part of Dominion Road in 1908, and extended to Balmoral in 1914 and further south by 1930. On Sandringham Road the tram line was in place by 1925, ~~and also extendeding southwards~~ through the Balmoral Tram Suburb by 1930.

Road pattern

The street layout is orthogonal with the residential streets arranged perpendicular to Dominion Road, Balmoral Road and Sandringham Road. The road layout and spacing is generally determined by the double section depth of around 30 to 40 metres and road reserve widths of around 100 links ~~(or approximately 20 metres)~~. Some changes in the alignment along the length of roads indicate the junction of different subdivisions. Road carriageways within residential streets range from around ~~6six~~ to 11 metres, with grassed berms of varying depths.

~~The rRoad~~ carriageways along the arterial roads (Balmoral, Sandringham, and Dominion ~~rRoads~~) ~~that run through the residential area~~ are wider, typically around 13 to 15 metres. Balmoral Road is two lanes wide in each direction, expanding to three or more lanes in each direction at the intersections with Dominion and Sandringham roads.

Streetscape

The streetscape of the ~~overlay area~~ ~~Special Character Areas Overlay – Residential Balmoral Tram Suburb, West~~ reflects the increased interest in town planning and ~~!Garden Suburb!~~ concepts developed around the turn of the ~~twentieth~~ 20th century, which promoted the benefits of space, sunlight, and vegetation. Suburban development ~~following this concept,~~ such as ~~that~~ ~~in~~ Balmoral was seen as offering opportunities to create healthier environments than some of Auckland's over-crowded ~~inner-city~~ neighbourhoods. Most streets in the ~~overlay area~~ ~~Special Character Areas Overlay – Residential Balmoral Tram Suburb, West~~ have mature street trees, footpaths set within generous grass berms, and relatively narrow road carriageways. Houses are set reasonably close to the street boundary, with set-backs ranging from around ~~3three~~ metres to ~~8eight~~ metres. The regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character.

Some variation in streetscape character is evident on the main arterial roads (Balmoral, Sandringham, and Dominion ~~roads~~). The road carriageway on these transit-oriented routes is wider. There are no grass berms along Dominion and

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Sandringham roads, where a wider road carriageway exists. Narrow grass berms are evident along Balmoral Road. Some higher fences, hedges or walls are evident in **these some** locations.

|

|

Comment [A123]: delete

Vegetation and landscape characteristics

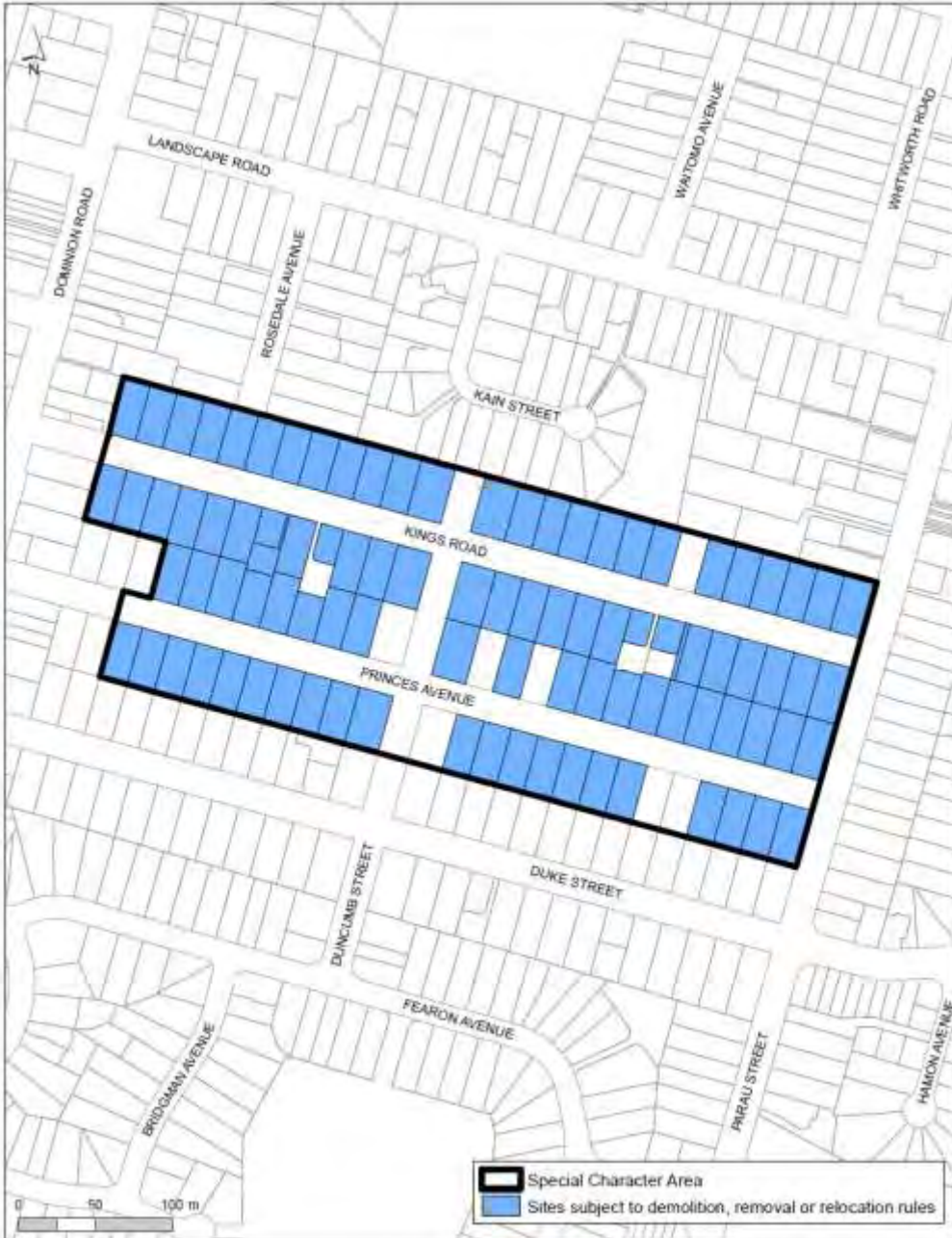
Within the Special Character Areas Overlay – Residential Balmoral Tram Suburb, West street trees in most streets, together with trees and shrubs in front yards, contribute to an impression of **the areas** as a reasonably well-vegetated area.

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

Comment [A124]: delete space

15.1.7.9.1. Extent of area

Special Character Area Map:



Description:

The ~~Special Character Areas Overlay – Residential : Kings Road and Princes Avenue~~ overlay area is located in Mount Roskill, and includes properties along both sides of Kings Road and Princes Avenue from the intersection with Parau Street to the rear of properties fronting Dominion Road. This area was subdivided in 1910 and demonstrates a coherent early 20th century residential area within the former Mount Roskill Borough. The extent of the area is shown on the special character area map above.

Located to the east side of Dominion Road, Kings Road and Princes Avenue connect Dominion Road with Parau Street. Both roads have southeast-northwest orientation, and are parallel to one another. The area rises gradually towards the east, rising more steeply towards Parau Street. ~~From Parau Street there are distant views towards the west to Mount Albert/Owairaka (Mt Albert) in the west, and to the east towards One Tree Hill/Maungakiekie (One Tree Hill) and Three Kings/Te Tātua-a-Riukiuta (Three Kings) in the east.~~

15.1.7.9.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – Residential : Kings Road and Princes Avenue~~ overlay area is of significance because it demonstrates the ongoing residential expansion across the isthmus ~~in relation to the extension of~~ the electric tram network ~~was extended~~ in the 1920s. This was a key period of residential expansion within the former Mount Roskill Borough, particularly in the area to the north of Mount Albert Road.

Subdivided in 1910, these streets form part of one of the earlier subdivisions close to Dominion Road ~~in the northern part of the former Mt Roskill Borough~~. Sections in Kings Road, Princes Avenue and Duke Street were formed as part of a subdivision described as the Town of Edendale Extension No. 8. Residential expansion during the 1920s was facilitated by government lending through State Advances loans, which encouraged the subdivision of suburban land and resulted in a rapid increase in development on the outskirts of Auckland ~~City~~. Development was also enabled with the progressive extension of the electric tram line along Dominion Road ~~to Mount Albert Road, which where it had reached Mt Albert Road~~ by 1930.

A 1932 survey plan shows that residential sites on both sides of Kings Road and Princes Avenue were fully developed by that time. Kings Road and Princes Avenue display a largely intact ~~established~~ residential character reflecting ~~the~~ this period of ~~their~~ development, with ~~some numbers of~~ transitional villas and predominantly bungalow style houses, together with examples of ~~bungalow-cottage~~ houses.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The Special Character Areas Overlay – Residential : Kings Road and Princes Avenue overlay area is significant for its physical and visual qualities because it comprises a significant grouping of inter-war styled houses constructed within a relatively short period. The houses collectively demonstrate important developments in New Zealand residential architecture; the inter-war period saw with a shift to the Californian bungalow as the predominant detached housing type.

The subdivision and street layout demonstrates the Garden Suburb development pattern that was first evident in New Zealand around the turn of the 19th and 20th centuries. Section sizes are generally larger than inner-city suburbs, enabling more generous private gardens and street widths incorporating roads with grass berms.

15.1.7.9.3. Description of physical and visual qualities

Built form

Period of development

The Special Character Areas Overlay – Residential : Kings Road and Princes Avenue overlay area demonstrates in its built fabric a significant period of development that occurred in the north part of the former Mount Roskill Borough in the 1910s to 1930s. The majority of the dwellings buildings are Californian bungalows built in the 1920s. The built fabric includes the houses, street layouts, and urban form.

Scale of development

The special character buildings are predominantly detached single-storey houses.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly bungalows with gabled and hipped roofed forms, are clearly visible. Houses are located towards the front of the sections, with a generally consistent depth to the front yard and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm.

The typically modest front yards are often landscaped with a range of planting and hard landscape features, including fencing. Generally low boundary Boundary treatments are generally low, and include including fences, hedges and walls, which maintain reasonably open views to and from houses and the street. Typically, boundary treatments include low stone or plastered masonry walls, hedges, and picket fences. Some properties have garages or carports constructed within the front or side yards in recent years.

Comment [A126]: Delete space

Density/-Pattern of development

The lots in these streets were formed as part of one 1910 subdivision, so there is a very regular pattern of subdivision, lot size, lot width, house set-back, and spacing between houses. This leads leading to an overall impression of consistency throughout the area.

Lot sizes are around 700 m²metres squared. Lot widths are typically around 18 metres wide, with little variation. The setback of houses from the road boundary is approximately six to 10 metres. There is a clear and well-articulated rhythm to the positioning of houses in the area. Houses are generally located close together, occupying much of the width of their sites.

Types

The area is strongly defined by the survival of its residential housing stock which includes predominantly bungalows, together with some examples of transitional villas, and bungalow-cottages.

Visual coherence

The Special Character Areas Overlay – Residential : Kings Road and Princes Avenue overlay area has a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, the density and rhythm in the positioning of houses, the age and style of housing as well as the scale, materials, and forms of the buildings. The combination of these attributes contributes to the visual coherence of the special character.

15.1.7.9.4. Architectural values

Styles

The predominant styles of housing are Californian bungalows with examples of transitional villas in Kings Road, along with some bungalow-cottage style houses.

Transitional villas represent the earliest house types in the area. From around the late 1910s, villas started to incorporate features that were to become most evident later in the bungalow style. Roof forms were often simplified with the use of lower pitched gables, which often contained the verandah and main roof under a single form.

Bungalows are the most common style **of house** found in Kings Road and Princes Avenue. The bungalow style developed in New Zealand around the turn of the **twentieth20th** century, reaching a peak in the 1920s and 1930s. Development of the bungalow style here was influenced by its use in England and Australia as well as California. Following **the First World War World War I**, the bungalow emerged as the most popular housing type and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Distinctive elements of the bungalow style **are**, evident in houses in Kings Road and Princes Avenue, **includinginclude** lower pitched gabled and hipped roofs with generous eaves overhangs, exposed rafter ends, shingle cladding **to elements** **such as base of projecting bay windows**, and bracketed hoods over windows.

Porches and verandahs are typically incorporated under the main roof forms of the house. Timber window joinery is typically casement **styletype**, with fanlights above. Although a wider variety of cladding materials were sometimes used on bungalows, weatherboards **were remained** the most common **cladding** and this is evident **the houses** in Kings Road and Princes Avenue.

Bungalow **-cottage**s are also evident, where simplified elements of the bungalow and English **Cottage** styles are combined. Conservative in character, bungalow-cottages have simplified forms, often with hipped roofs, and with rafters boxed in at the eaves. Bay windows were generally reduced or omitted altogether in houses of this style.

There are also examples in Kings Road and Princes Avenue of single level Moderne style houses constructed around the 1930s. These are typically built in brick or rendered brick, and have the roof concealed behind a parapet wall.

Materials and ~~construction – built fabric~~Construction – Built Fabric

Houses in Kings Road and Princes Avenue are predominantly timber-framed, clad in timber weatherboards, and with timber door and window joinery. Gabled or hipped roofs are typically corrugated **ironsteel**, with some tiled examples. Some houses are clad in brick or plastered brick, with timber door and window joinery. Chimneys are a feature of some houses. The examples of single level Moderne style houses are typically built in brick or rendered brick.

15.1.7.9.5. Urban structure

Subdivision

The area to the east **side** of Dominion Road including Kings Road, Princes Avenue and Duke Street was subdivided for residential development in 1910. The original subdivision pattern, with back-to-back lots of approximately 38 metres long between the roads, remains clearly evident.

Road pattern

The road pattern reflects the grid layout typical of the 1910 period of subdivision, with Kings Road and Princes Avenue running perpendicular to Dominion Road.

The road layout is generally determined by the double section depth of around 30 to 40 metres and road widths of around 100 links ~~or~~ (approximately 20 metres).

Streetscape

Kings Road and Princes Avenue have an established residential character, ~~created~~ contributed to by the coherent urban pattern of the 1910 grid layout subdivision, regular lot sizes, and pattern of 1910-s to 1930-s era houses, which are predominantly bungalows. The houses, which are predominantly bungalows, Houses are set reasonably close to the street boundary. The, and the regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character.

Many properties retain low walls, hedges and fences, including some early examples of boundary treatments. Where garages or carports are present, these are generally located to side or the rear of properties. While some change has occurred, including alterations to individual houses and some more intensive recent development, the streets still retain a consistent and cohesive established residential character.

Footpaths are provided on both sides of the street, set back from the road edge within generous grassed berms. The use of bluestone kerb blocks contributes to the established streetscape character.

Vegetation and landscape characteristics

Street trees in Kings Road and Princes Avenue contribute to a leafy character, in combination with planting in front gardens.

15.1.7.10. Special Character Areas Overlay – Residential | Station Road, Papatoetoe

Comment [A127]: Remove space

15.1.7.10.1. Extent of area

Special Character Area Map:



Description:

The **Special Character Areas Overlay – Residential : Station Road, Papatoetoe overlay area** is a group of railway workers' cottages located on Station Road, Papatoetoe, as shown on the special character area map above.

The extent includes a row of seven residential sections (**numbers no. 1, 5, 9, 11, 15, 17,** and 19 Station Road), bounded on the east by the railway line, on the west and south by Station Road, and on the north by a public reserve.

The **Special Character Areas Overlay – Residential : Station Road, Papatoetoe overlay area** is located on relatively flat land. **It and** is adjacent to the main trunk railway line, **and** near to the Papatoetoe railway station **building as well as and** the Papatoetoe **Town Centre town centre** (directly across the **railway tracks**).

15.1.7.10.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

The **Special Character Areas Overlay – Residential : Station Road, Papatoetoe overlay area** is of significance as an example of the housing constructed for workers employed in the administration and operation of the national railway infrastructure network developed by central government.

The seven Seven cottages were built **on the Station Road sections** under the Railway Housing Scheme. **This scheme that** was implemented across New Zealand between 1923 and 1929 to provide housing for railway workers. The scheme involved mass production of prefabricated buildings, which were manufactured in a purpose-built factory in Frankton, Hamilton. The kitset designs were devised by George Troup, **the notable engineer and architect employed by the New Zealand Railways Department from 1886 to 1925,** using his principles of standardisation. Although the scheme followed overseas examples, it was a significant first for New Zealand, and brought uniformity and rationalisation to the housing of railway workers in New Zealand. **The scheme it** provided cheap accommodation at **stable non-fluctuating** rents for railway workers and their families, and created a community ethos resulting from the 'railway settlements' **that were developed created.**

The cottages were transported via rail from the Frankton factory in **circa e.**1928 and assembled on site directly adjacent to the railway station on Station Road. As the Railway Housing Scheme was terminated and the factory closed in 1929, these cottages **are likely to** represent some of the final residences that were produced.

Station Road is one of Papatoetoe's earliest roads, originally running from the present-day Papatoetoe Central School on the corner of Great South Road **in the east** to the intersection of Portage Road **in the north west**. It was named Station

Road after the opening of the railway station in 1875; in 1930 the eastern portion was renamed St George Street. The original railway station was located on the eastern side of the line, roughly where the overbridge is now sited. The station was relocated to the north in circa 1919, and the building was substantially extended and altered, also to the design of notable Railways Department engineer and architect, George Troup, who was employed by the New Zealand Railways from 1886 to 1925.

In the 1950s, the Railway Department's housing stock reached a peak of over 6,000 houses across New Zealand. However, during the 1980s, centralisation of functions and other changes led to reductions in the rail workforce and the end of the distinctive railway communities. Thousands of houses were sold to private buyers, relocated, demolished or converted to other uses, such that most of the railway workers' settlements from the early 20th century are no longer in existence or recognisable.

It is understood the cottages appear to have been were sold around c. 1986, and with the seven sites with residences being were vested for road, while the site directly north was vested as recreation reserve. The cottage sites were later sold as private residences. The railway station itself was closed in 1987, and the building relocated to 1 St George Street in 1999 before being restored to function as a community building.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

The Station Road workers' cottages are of significance for their physical and visual qualities as a representative group of railway housing. The original siting directly adjacent to the railway line and the station, which provides a contextual setting, contributes to the overall significant association with the development of both New Zealand's rail network and the suburb of Papatoetoe itself. Their physical construction and visual character of the overlay area also provide a visual clear example of inter-war Government policy for regarding railway workers' accommodation, and the use of prefabricated housing to achieve this.

15.1.7.10.3. Description of physical and visual qualities

Built form/Form

Period of development

The houses in the Special Character Areas Overlay – Residential : Station Road, Papatoetoe overlay area's period of significance is circa 1928, the year the houses were assembled in Papatoetoe in 1928, making this time period the most significant for the area. The area's demonstrates in its physical and visual characteristics are demonstrated by a period of state-led rail workers' housing construction that was undertaken throughout New Zealand in the inter-war era for the purpose of providing accommodation for railway workers and their families.

The **Station Road** area has value as an intact group still physically and visually associated with the rail line and station building. Significant fabric includes the seven original cottages and **associated** outbuildings, boundary fences (particularly metal chain-link fencing), open grassed sections and remnant narrow paths to front doors. Street layout and urban form is significant in terms of the group of cottages being bounded on one side by the rail line and on the other by Station Road.

Comment [A128]: Delete space

Scale of development

The cottages are small, single storey dwellings, set back from the street. While some have had modest lean-to additions and outbuildings constructed, they continue to present a diminutive scale to the street, particularly in comparison to the larger houses on the western side of the street.

Form and relationship to the street

Prior to **the Troup's involvement in the design of railway houses era**, the Rail Department's practice was to site rail workers' cottages at one end of the rail line, set out to face the main rail link. In contrast, Troup's settlements were planned to locate the houses away from the noise and smoke, yet close enough for workers to be called upon. While Papatotetoe is not one of the large settlements, this small cluster is consistent with **Troup's this** design principle, situated directly adjacent to the line but facing away, with a frontage to the street.

The cottages have a consistent street setback and maintain an open aspect, with dwellings oriented to address the street. **The houses are and** set out equidistant from each other. There is minimal garden landscaping or tree cover, consistent with their original use as workers' rental accommodation. The rear of the properties is also visually open to the adjoining rail line, creating relatively high visibility to passers-by and train users, despite some fencing.

Density/~~p~~Pattern of development

The **Special Character Areas Overlay – Residential : Station Road, Papatotetoe overlay area** presents a very uniform pattern of development due to the sites being developed simultaneously as rail workers' accommodation. The sites are very similar in terms of lot size and width, dwelling size and setback, and spacing between houses that gives a strongly consistent low density development pattern. The pattern is similar to surrounding low density residential development to **the west,** and east of the Papatotetoe **Town Centre town centre.**

Comment [A129]: Extra space removed

Types

The **Special Character Areas Overlay – Residential : Station Road, Papatotetoe overlay area** is defined by the survival of its rail workers' cottages. Their continued use as private residences is consistent with their original function.

Visual coherence

The **Special Character Areas Overlay – Residential : Station Road, Papatoetoe overlay area** has a high degree of visual coherence due to the consistency of subdivision pattern and lot sizes, and **the** density, positioning, age, and style of dwellings, as well as their scale, form, and materials.

15.1.7.10.4. Architectural values

Styles

The rail workers' cottages on Station Road are a surviving example of the pre-fabricated kitset houses designed by **the New Zealand** Railways Department engineer and architect George Troup, **which that** were built across the country between 1923 and 1929. The Troup cottages were fabricated according to a small number of standardised house designs, with minor variations to provide some variety in terms of roof forms, porch designs, internal planning, and cladding details. The **Special Character Areas Overlay – Residential : Station Road, Papatoetoe overlay area** is significant in that it captures many of these minor design variations within a small group of cottages.

The cottage designs exhibit some Californian bungalow influences in their front porches, bracketed window hoods and lower pitched gable roofs. They have **a** symmetrically arranged front elevations with a central entrance porch flanked by double-hung sash windows (**no. 11 Station Road** has tripartite casements). Trellis work of different specified patterns contributes to the distinctive **railway cottage** porches, **which emphasisesing** the cottages' orientation towards the street. Timber front doors generally feature multi-paned glazing in the upper third, with two or three vertical wooden panels below. Roofs include simple hipped, gabled and Dutch gabled forms, and variously feature exposed rafter eaves and battened gable ends. Remnant chimneys (some have been removed) provide a vertical element to the modest forms. Original chain-link metal and timber fencing are important remnants of this housing type.

The dwellings are small, simple, box-like structures, all single storey and most consisting of five rooms. While the scale of mass-production and prefabrication was innovative, the architectural planning followed the generic villa model, with a central entrance hall opening into a front parlour and leading to a rear kitchen with bedrooms along the side. Sheds are located at the rear, with outhouses constructed as skillion structures off the main form.

*Materials and **construction – built fabric** Construction – Built Fabric*

The cottages are constructed from prefabricated timber components and are built on piled foundations with suspended timber floors. Typical of the period and style, roofs are clad in corrugated **steeliron** and walls in bevel-backed timber weatherboards with boxed external corners. There is some use of cementitious sheeting on gable ends, with joints covered with timber battens. Windows and doors are constructed in timber and porch roofs are generally supported on pairs of square timber posts. Fireplaces are built in brick, with their chimneys having a stucco plaster finish.

15.1.7.10.5. Urban structure

Subdivision

The Special Character Areas Overlay – Residential : Station Road, Papatoetoe overlay area includes a row of seven separate residential allotments on the north-eastern side of Station Road. The sites range from around 700 m²metres squared through to 950 m²metres squared. This variance between a quarter to one fifth-acre sections is consistent with the subdivision size of the Railway Housing Scheme plan. The subdivision pattern is consistent with surrounding residential housing directly to the west and on the eastern side of the Papatoetoe Town Centre town centre.

Comment [A130]: Delete space

Road pattern

The section of Station Road where the cottages are located runs directly parallel to the railway line to the east, and the subject sites forms a single lot depth separation between road and railway. Station Road then turns due east to cross the railway tracks and enter the Papatoetoe Town Centre town centre. Station Road is two lanes wide in both directions.

Streetscape

The streetscape of the Special Character Areas Overlay – Residential : Station Road, Papatoetoe overlay area is somewhat reflective of the increased interest in town planning and 'Garden Suburb' concepts developed around the turn of the twentieth20th century, which promoted the benefits of space, sunlight, and vegetation. The street has footpaths set within grass berms, and houses are set out to actively address the street. The road has very little street planting.

The special character overlay area's regular rhythm and spacing of houses, repeated architectural forms and generally open views to and from the street mean that the row makes an important contribution to the establishment of thesome streetscape character.

Vegetation and ~~landscape characteristics~~ Landscape Characteristics

The Special Character Areas Overlay – Residential : Station Road, Papatoetoe overlay area features a few mature trees on private sections. The public reserve (known as Rotary West Park (at: 21R Station Road)) abuts the northern boundary of the area. This provides significant visual amenity to the area and also encompasses an important link by way of a pedestrian overbridge to the new railway station and town centre.

15.1.7.11. Special Character Areas Overlay – Residential – Early Links Road Links

Comment [A131]: Delete space

15.1.7.11.1. Extent of area

Special Character Area Map:



Description:

The **Special Character Areas Overlay – Residential : Early Links Road Roadoverlay area is in Onehunga and** is bounded by Forbes Street, Grey Street, Hill Street and Church Street, **Onehunga**, as shown on the special character area map above.

The boundary represents, more or less, the first land transport connections between Onehunga and Auckland. The residences built along these routes were intended to impress the passer-by and cheaper housing was relegated to lower or less visible areas. Specifically, **the area it** reflects the early layout of streets and land parcels, retaining walls and dwellings, and the original foreshore.

15.1.7.11.2. Summary of special character values

Historical:

*The area collectively reflects an important aspect, or is representative, **of, a** significant period and pattern of community development within the region or locality.*

An early trading area for Māori and Pakeha relied on all parties for success, as well as good transport links to larger markets or product sources. As wharf facilities evolved **in Onehunga**, small businesses continued to operate in Princes Street and formed a link between the newer, developing town of Onehunga, with the residences already established in this area.

The **Special Character Areas Overlay – Residential : Early Links Road Roadoverlay area** was a place of early trading and the associated dwellings were rapidly **joinedpopulated** by aspirational residents who wished to portray their mercantile successes, particularly those who worked in Queen and Princes **sStreets**. In the **twentieth20th** century recreational use of the water was encouraged, **and** tennis courts and bathing sheds were constructed along the foreshore where the very first business had formerly operated.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.

A few pre-1860 buildings **within the overlay area** link with those in Princes, Church, and Queen **sStreets**. Pohutukawa planted in the inter-war period now form a dense cover in the reserve at the base of Norman's Hill Road, under which passes the spring visible higher up above Arthur Street. Stone walls and stone kerbing are also visible in less attended places.

15.1.7.11.3. Urban structure

Subdivision and street layout

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The street layout and subdivision pattern reflect the contours of the land that governed the Fencible access routes. These are particularly reflected with the links to Queen Street by Church and Princes **sStreets**.

The stream, both where open and culverted, reiterates the land divisions in this area of 1847, and as being responsive to contours and features. The value of the stream draining to the original foreshore has been overshadowed by later developments.

15.1.7.12. Special Character Areas Overlay – Residential: Pukehana Avenue

Comment [A132]: Delete space

15.1.7.12.1. Extent of area

Special Character Area Map:

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

Description:

The Special Character Areas Overlay – Residential: Pukehana Avenue overlay area runs between Pah Road south of Greenwood's Corner, on undulating land west of One Tree Hill/Maungakiekie. The road rises gently from Pah Road with a crest approximately two thirds along its length, before falling towards the intersection of Pah Road and The Drive. To the west, the land rises towards the hill at the top of Selwyn and Landscape roads.

15.1.7.12.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of, a significant period and pattern of community development within the region or locality.

Pukehana Avenue was formed in the early 1920s, in two separate subdivisions. The first occurred around 1919 when two separate sections, Lot 5 and Lot 6, which faced onto The Drive, were subdivided into 20 sections of uniform size and configuration. Each section was 100 by 100 links (approximately 20 by 40 metres) and the road width formed at the standard 100 links wide.

Comment [A133]: Delete space

The subdivision plan shows that a house was located on Lot 6.

In 1924, the second subdivision went ahead, involving the two lots facing Pah Road being subdivided into 14 sections. The existing houses facing onto Pah Road were retained and the villa on the south-west corner remains today. The house in the north-west corner has been removed and replaced with newer post-1944 houses.

Prior to subdivision, the land was used for small farm holdings. As transport systems improved, including the extension of the tram network and the increase of private motorcars, subdivision of these farm holdings areas occurred. The tram line ran along Manukau Road via Greenwood's Corner, with a major tram depot on Manukau Road.

Comment [A134]: Delete space

An aerial photo from 1940 shows that the area had been largely built on by that time.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.

Given the main period of subdivision of the wider area during the 1910s and 1920s, bungalow style housing was the predominant types constructed in the overlay area. This reflects the main period of subdivision in the area, being 1910s and 1920s. While some change has occurred to individual houses, including alterations and some more recent development, the street still retains a consistent and cohesive established residential character.

15.1.7.12.3. Description of physical and visual qualities

Built Form

Form and relationship to the street

The typically generous setback of dwellings from the street front and their generally modest scale in relation to site size, results in an open street character. Dwellings are oriented to directly address the street, maintaining a traditional relationship between houses and the street. The street has the atmosphere of a quiet residential area. The carriageway is a single lane in each direction with provision for on-street parallel parking.

Footpaths are provided on both sides of the street, set back from the road edge within grassed berms. The use of bluestone kerb blocks contributes to the established streetscape character.

Street trees also make a significant contribution to the residential character, in combination with planting and the large trees in front gardens.

Density/-Pattern of development

The original subdivision pattern and lot size remains evident. Generally, sites are as originally formed with a road frontage of 20 metres and depth of 40 metres. Houses are located towards the front of sections facing the street, with modest setbacks. The retention of the original dwellings near the road boundary has maintained the established built character. Additions have been made predominantly within rear yards, and these are which is not readily apparent from the street.

Dwellings are generally set back from the front boundary by between about 5 to and 10 metres. Front yards are generally open.

Overall, the consistent pattern of site proportions, location of dwellings on the site, and the concentration of buildings of similar era, form and style creates a distinctive street character.

Types

The predominant styles of housing evident in the Special Character Areas Overlay – Residential : Pukehana Avenue overlay area are timber Californian bungalows, and bungalow cottages. In addition, there is a two-storey level English Cottage house with a red tiled roof and the Victorian villa, once part of the larger lot facing Pah Road remains.

15.1.7.12.4. Architectural values

The predominant styles of housing evident are timber Californian bungalows, and bungalow-cottages.

Comment [A135]: Delete space

15.1.7.12.5. Urban structure

Subdivision

Land in the area between Mount Eden Road and Manukau Road was divided into large allotments in the mid- to late-1840s. The grid layout applied to the area gave no indication of the underlying volcanic landscape.

The subdivision of the ~~Special Character Areas Overlay – Residential : Pukehana Avenue overlay area~~ from farm allotments to sections for residential development began with a few small areas of early subdivision in the late 1880s.

Subdivisions dating from the early 1900s were of these original blocks into smaller, but still large allotments. The fine grained pattern of residential subdivision in this area dates from a series of subdivisions made in the 1910s and 1920s.

Streetscape and vegetation and landscape characteristics

Many properties retain low fence types, including some early or original examples, and this together with low planting in the front yard maintaining a strong visual connection between the street and the dwellings.

There are some properties on within the street area with large mature trees, which make a significant contribution to the street character.

Where garages or carports are present, these are generally located to side or the rear of properties.

15.1.8. Special Character Areas Overlay – General – Character Statements and Maps

Comment [A136]: Delete

15.1.8.1. Special Character Areas Overlay – General – Balmoral Tram Suburb, East

Comment [A137]: Delete

15.1.8.1.1. Extent of area

Special Character Area Map:



Description:

The ~~Special Character Areas Overlay – General : Balmoral Tram Suburb, East Character Area (Balmoral Tram Suburb) overlay area~~ is a mix of residential and business sites bounded by Balmoral Road, Shackleton Road, Dominion Road and Mount Eden Road, as shown on the special character area map above. There are a small number of commercial buildings located along ~~Mount~~ Eden Roads.

Balmoral Road and Mount Eden Road are ~~also~~ major arterial routes, and form a natural edge to the special character area. The entire Balmoral area was influenced by the extension of the tram lines, but the extent of the special character area encompasses part of Balmoral where a high proportion of houses were constructed from 1880 to 1940.

The ~~Special Character Areas Overlay – General : Balmoral Tram Suburb, East overlay area~~ is located in streets to either side of ~~Mount~~ Eden Road in an area south of Balmoral Road on land that is comparatively flat within in the larger isthmus area. These primarily residential streets are located on reasonably level or gently undulating land that rises gradually to the east towards ~~Mount~~ Eden and ~~to~~ Three Kings to the south.

15.1.8.1.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative ~~of,~~ a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – General : Balmoral Tram Suburb, East overlay area~~ is of significance as an example of the “tram suburb” development pattern that occurred in areas close to central Auckland. Tram suburbs were developed progressively across the Auckland area as the electric tram network expanded beyond the city centre. Rural land on the outskirts of the city was converted to residential use in a series of subdivisions, as the tram made these areas readily accessible to the places of work in the city.

The ~~Special Character Areas Overlay – General : Balmoral Tram Suburb, East overlay area~~ was progressively subdivided for primarily residential development from around 1880 to 1940 and clearly illustrates the expansion of the electric tram network and the associated residential construction boom during the inter-war period. The earliest residential subdivisions in Balmoral occurred around 1884, all fronting onto Balmoral Road, which at that time was located on the outskirts of Auckland. Housing from this period in the area primarily includes villas. The progressive subdivision of Balmoral was typical of development on the isthmus between the Victorian era and World War II, but the fact that three tram lines (the Sandringham, Dominion and ~~Mount~~ Eden roads tram routes) terminated

in the Balmoral area by 1930 was unusual. Few other neighbourhoods had this same level of connectivity or cohesion.

The distribution of architectural styles within the special character area is directly related to the southward progression of the tram lines through Balmoral. The earliest villas and transitional villas are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion ~~rRoads~~ (which was the tram terminus prior to World War I). The high concentration of bungalows in the southern half of the area corresponds with the extension of the tram lines ~~along~~ Sandringham Road in 1925, and Dominion and Mount Eden ~~rRoads~~ in 1930. A small number of commercial buildings within the area include corner dairies and blocks of local shops located on Mount Eden Road, close to the surrounding housing. They are ~~single-~~ and ~~two-storeyed~~, in plastered brick or timber construction and reflect the range of styles used around the time they were constructed from around the 1910s to 1930s.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.

The ~~Special Character Areas Overlay – General : Balmoral Tram Suburb, Eastoverly area~~ is of significance for its physical and visual qualities as it contains a large grouping of late 19th and early 20th century houses in a range of architectural styles that collectively reflect important trends in New Zealand residential architecture. The variety and range of styles found in Balmoral (namely villas, transitional villas, and bungalows) illustrates the design principles and aesthetics from this distinct period of time, and demonstrates the shift from villa to bungalow as the dominant residential form.

There are a small number of ~~single-~~ and ~~two-storied~~ timber and plastered brick commercial buildings within the area that are consistent with the styles of architecture found during the key period of development from the 1880s to 1940. These ~~demonstrateare evidence of~~ the mix of commercial and residential building types that occurred in the tram suburbs.

The area also demonstrates in its subdivision and layout key concepts regarding the design of suburban residential areas established beyond the city centre. In line with the ~~Garden Suburb~~ design concepts, an emphasis was placed on larger section sizes that enabled private gardens, ~~and~~ generous street widths incorporating roads with grass berms.

15.1.8.1.3. Description of physical and visual qualities

Built form

Period of development

The ~~Special Character Areas Overlay – General : Balmoral Tram Suburb, Eastoverly area~~ is significant for the reasons described above. It demonstrates in its physical and visual qualities a significant period of development that

occurred from the 1880s to 1940. The period covers the early subdivision and villa construction at the end of the Victorian era, the arrival of the trams in the inter-war period, and the construction of bungalows that continued until the start of World War II. The built fabric comprises the houses, some commercial buildings, street layouts and urban form. The residential area is adjacent to and contiguous with the Special Character Areas Overlay – Business-: Balmoral Shopping Centre on Dominion Road.

Scale of development

Houses in the special character area built between the 1880s and 1940 are predominantly single detached houses on one level. There are some duplex flats within the area which also are single level dwellings. The commercial buildings present were built circabetween the 1910s to and the 1930s, and are single- and two-storeyed located on Mount Eden Road.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly villas, transitional villas, and bungalows with gabled and hipped roofed forms, are clearly evident. Houses are located towards the front of the sections, with a generally consistent depth to the front yard, ranging from around 3three metres to eight metres, and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features, including fencing. Some properties have garages or carports constructed within the front or side yards.

Front boundary fences, hedges or walls are typically low and some early boundary treatments remain. Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically, boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

The commercial buildings within the special character area are constructed to the front boundary line and occupy the full width of the site facing the street. The commercial buildings have active ground floor shopfronts, and most have verandahs overhanging the footpath.

Density-/Pattern of development

Although the Special Character Areas Overlay – General: Balmoral Tram Suburb, East overlay area reflects a number of separate subdivisions there is a generally consistent pattern of subdivision, and of lot size, lot width, house set back, and spacing between houses. This leads leading to an overall impression of consistency throughout most of the area. Lot sizes generally range from around 500-m²metres squared squared to 700-m²metres squared although there is some variation throughout the area. Lot widths are typically around 13 to 15 metres

wide, with some variation. There is a clear and well-articulated rhythm to the positioning of houses. Houses are generally located close together, occupying much of the width of their sites.

Types

The **Special Character Areas Overlay – General : Balmoral Tram Suburb, East overlay area** is strongly defined by the survival of its residential housing stock which includes predominantly villas, transitional villas, and bungalows. Commercial buildings are generally small corner shops or larger buildings that had retail premises on the ground floor and that originally had residential units located above.

Visual coherence

The **Special Character Areas Overlay – General : Balmoral Tram Suburb, East overlay area** has a high degree of visual coherence due to the general consistency of subdivision pattern and **the** lot sizes, density and rhythm in the positioning of houses, **the** age and style of housing, as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character. Commercial buildings constructed **between the 1910s to and the** 1930s contribute to the overall visual coherence.

15.1.8.1.4. Architectural values

Styles

Villas represent the first wave of construction in Balmoral during the Victorian and early Edwardian eras, and are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion **Roads**, **(**which was where the tram terminus was located prior to World War **1.**) Balmoral's villas are typical of this building type, with bay windows, double-hung windows, verandahs, and decorative fretwork and ornamentation. The villa was beginning to give way to the bungalow by about 1910, and transitional villas bridge that gap. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation.

Californian bungalows proliferated in Balmoral after World War I, and are particularly concentrated in the southern half of the area, **(**which corresponds to the extension of the tram lines in the 1920s**).** Influenced by popular American housing trends of the time, the typical New Zealand **"Californian bungalow"** features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and an informal open plan **layout**. By the 1930s, other styles such as Art Deco and English Cottage appeared in Balmoral, typically as a variation of the broader bungalow form.

Commercial buildings are either simple Victorian/Edwardian shops (often local corner dairies), or larger two-storied buildings of Stripped Classical style, which are (typically found on the main arterial roads, particularly Mount Eden Road).

Comment [A138]: Delete space

Comment [A139]: Delete space

Materials and ~~construction – built Construction – Built~~ fabric

The main material used for residential dwellings within the ~~Special Character Areas Overlay – General : Balmoral Tram Suburb, East~~ overlay area is timber with many houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are evident. There are a small number of brick houses, some of which are plaster finished. Commercial buildings within the Balmoral Tram Suburb are typically constructed in plastered brick, with examples of smaller shops constructed using timber framing, clad in weatherboards.

15.1.8.1.5. Urban structure

Subdivision

The ~~Special Character Areas Overlay – General : Balmoral Tram Suburb, East~~ overlay area is a series of separate subdivisions, and the occasional offsets in the road alignment are often demonstrate where separate subdivisions joined. The resulting subdivision pattern is an approximate grid layout, with sections of regular width and depth facing the street. Section sizes are generally consistent, ranging from around 500-~~m²metres squared~~ to 700-~~m²metres squared~~, although there is some variation in lot sizes throughout the area.

The earliest subdivisions were formed in the northern part of the special character area, close to Balmoral Road and date from circa 1884. A series of subdivisions occurred in a generally southward pattern to either side of Dominion Road, reflecting the extension of the electric tram lines. The trams were located on Mount Eden Road by 1902 and extended as far as Balmoral Road by 1914, reaching the ~~Special Character Areas Overlay – General : Balmoral Tram Suburb, East~~ overlay area by 1930. Trams were located on the northern part of Dominion Road in 1908, and had extended to Balmoral in 1914 and further south by 1930.

Road pattern

The street layout is orthogonal with the residential streets arranged perpendicular to Balmoral Road and Mount Eden Road. The road layout and spacing is generally determined by the double section depth of around 30 to 40 metres and road reserve widths of around 100 links or (approximately 20 metres). Some changes in the alignment along the length of roads indicate the junction of different subdivisions. Road carriageways within residential streets range from around ~~six~~ to 11 metres, with grassed berms of varying depths.

The road carriageways along the arterial roads (Balmoral and Mount Eden Roads) that run through the residential area are wider, typically around 13 to 15 metres. Balmoral Road is two lanes wide in each direction, expanding to three or more lanes in each direction at the intersections with Dominion and Mount Eden Roads.

Comment [A140]: Delete space

Streetscape

The streetscape of the Special Character Areas Overlay – General : Balmoral Tram Suburb, East overlay area reflects the increased interest in town planning and Garden Suburb concepts developed around the turn of the twentieth century, which promoted the benefits of space, sunlight, and vegetation. Suburban development such as that in Balmoral was seen as offering opportunities to create healthier environments than some of Auckland's overcrowded inner-city neighbourhoods. Most streets in the special character area have mature street trees, footpaths set within generous grass berms, and relatively narrow road carriageways. Houses are set reasonably close to the street boundary, with setbacks ranging from around three metres to eight metres. The regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character.

Some variation in streetscape character is evident on the main arterial roads. The road carriageway on these transit-oriented routes is wider. There are no grass berms along Mount Eden Road, where a wider road carriageway exists. Narrow grass berms are evident along Balmoral Road. Some higher fences, hedges or walls are evident in some locations. Commercial buildings along these roads are built up to the road boundary.

Vegetation and landscape characteristics

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

15.1.8.2. Special Character Areas Overlay – General: Foch Avenue and Haig Avenue

Comment [A141]: Delete space

15.1.8.2.1. Extent of area

Special Character Area Map:



Description:

The boundary of the ~~Special Character Areas Overlay – General : Foch Avenue and Haig Avenue overlay area~~ includes both sides of the entire length of Foch Avenue, and both sides of Haig Avenue from the rear boundary of sites fronting Dominion Road to the intersection with Hardley Avenue. The extent of the area is shown on the special character area map above.

This area was subdivided in the 1920s as part of what was known as the Victory Estate subdivision, and demonstrates a coherent part of this residential area within the former ~~Mount~~ Roskill Borough. It incorporates a significant grouping of largely bungalow type houses from this period, together with a two-storey 1920s corner commercial building ~~that was~~ developed as part of the same subdivision.

Comment [A142]: Delete space

Located to the west side of Dominion Road, Foch Avenue runs between Dominion Road and Hardley Avenue and continues beyond Hardley Avenue to the Arthur Faulkner Reserve at the western end. Haig Avenue runs between Dominion Road and Hardley Avenue and continues through to Renfrew Avenue. Both roads have southeast-northwest orientation, and are parallel to one another. The area is generally level, rising gently towards Dominion Road. There are distant views along both streets to the west towards ~~Mount Albert/Owairaka (Mt Albert)~~, and along Foch Avenue to the east towards ~~Three Kings/Te Tātua-a-Riukiuta (Three Kings)~~. There are views at the western end of Foch Avenue to the reserve, ~~with which features~~ stone walls and gates flanking the entrance.

15.1.8.2.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

The ~~Special Character Areas Overlay – General : Foch Avenue and Haig Avenue overlay area~~ is of significance because it demonstrates the ongoing residential expansion across the isthmus as the electric tram network was extended. This ~~area exhibits~~ was a key period of 1920s residential expansion within the former ~~Mount~~ Roskill Borough, in the area to the north of ~~Mount~~ Albert Road. Additionally, this area is specifically associated with the development of the Victory Estate.

The extension of the tram line along Dominion Road, reaching ~~Mount~~ Albert Road in 1930, was a catalyst for subdivisions to the east and west of Dominion Road. Foch Avenue and Haig Avenue form part of a large 1920s subdivision on the west side of Dominion Road. The area from ~~Mount~~ Albert Road to Foch Avenue was subdivided for William De Luen and Isaac Hardley, who were also the developers of the Capitol ~~Cinema Theatre~~ in the Balmoral shops. The large subdivision, offering 200 sites, was known as the 'Victory Estate', and street names celebrated people and places associated with ~~the First World War~~ **World War I**.

By the 1920s, state provision of cheap mortgage credit had created a suburban housing boom. The area reflects this trend as well as the increased interest in town planning and Garden Suburb concepts in the early decades of the 20th century, which promoted the benefits of space, sunlight, and vegetation.

Within the former Mount Roskill Borough area, Foch Avenue and Haig Avenue retain a coherent established residential character, which reflects this 1920s period of subdivision and development. These streets reflect the grid layout and regular pattern of residential sections that were typical of this period, close to Dominion Road. The late-1920s block of shops on the north corner of Foch Avenue demonstrates commercial development on a Dominion Road fronting site in the Victory Estate, contemporary with the housing in the street.

Physical and visual qualities:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.

The Special Character Areas Overlay – General : Foch Avenue and Haig Avenue overlay area is of significance for its physical and visual qualities, as it comprises a significant grouping of inter-war styled houses and flats, together with a small number of commercial buildings, all constructed within a relatively short period.

The houses demonstrate important developments in New Zealand residential architecture, as they show the shift to the Californian bungalow as the predominant detached housing type. The Moderne style flats and Stripped Classical commercial buildings are examples of changing tastes evident in architectural design after the First World War World War I.

The subdivision and street layout demonstrates the Garden Suburb development pattern that was first evident around the turn of the 19th and 20th centuries. Section sizes are generally larger than inner-city suburbs, enabling private gardens, and generous street widths incorporate roads with grass berms.

15.1.8.2.3. Description of physical and visual qualities

Built Form

Period of development

The Special Character Areas Overlay – General : Foch Avenue and Haig Avenue overlay area demonstrates in its built fabric a significant period of development that occurred in the north part of the former Mount Roskill Borough in the 1920s. The Victory Estate was subdivided by DeLuen and Hardley in 1923, and the buildings were constructed soon after. The built fabric includes the houses, corner commercial building, street layouts, and urban form.

Scale of development

The buildings in the Special Character Areas Overlay – General : Foch Avenue and Haig Avenue overlay area are predominantly detached, single-level houses.

There are some duplex and co-joined flats within the area, which also are single level dwellings. The commercial building present at the corner of Foch Avenue is two-storeyed, and anchors the area.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly bungalows with gabled and hipped roofed forms, are clearly visible. Houses are located towards the front of the sections, with a generally consistent depth to the front yard and offset to the side boundary. Some examples of duplex and co-joined flats are located closer to the road boundary. These types typically have the roof form concealed behind parapet walls.

The regular positioning of houses on their lots contributes to the consistent pattern of residential form in the area. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features, including fencing.

Generally, low boundary treatments including fences, hedges and walls, maintain reasonably open views to and from houses and the street. Typically, boundary treatments include picket fences with a range of gate and post types, as well as hedges.

Some properties have garages or carports more recently constructed within the front or side yards.

The two-storey building at the north corner of Foch Avenue is built up to the road boundary, defining this corner.

Density/Pattern of development

The lots in these streets were formed as part of a single 1920s subdivision, so there is an extremely uniform pattern of subdivision, lot size, lot width, house set-back, and spacing between houses, leading to an overall impression of consistency throughout the area. Lot sizes are around 840 m² metres squared. Lot widths are typically around 18 metres wide, with little variation. The set back of houses from the road boundary is approximately eight to 10 metres. There is a clear and well-articulated rhythm to the positioning of houses in the area. Houses are generally located close together, occupying much of the width of their sites.

Types

The area is strongly defined by the survival of its residential housing stock which includes predominantly bungalows, together with some examples of transitional villas, bungalow-cottages and Moderne style flats. The commercial building at the corner of Foch Avenue reflects the mix of residential and neighbourhood-serving commercial building types that developed along Dominion Road in the early decades of the 20th century.

Visual coherence

The ~~Special Character Areas Overlay – General : Foch Avenue and Haig Avenue overlay area~~ has a high degree of visual coherence due in large part to the fact ~~that~~ it was developed as a single subdivision during a relatively short period. This has resulted in the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing, as well as the scale, materials and forms generally evident throughout the area. The combination of these attributes contributes to the visual coherence of the special character.

15.1.8.2.4. Architectural values

Styles

As this is a 1920s subdivision, bungalow style housing (specifically Californian bungalows) is the predominant type evident in these streets. There are also examples of transitional villas, bungalow-cottages and Moderne style flats.

The bungalow style developed in New Zealand around the turn of the ~~twentieth~~20th century, reaching a peak in the 1920s and 1930s. Development of the bungalow style here was influenced by its use in England and Australia, as well as California. Following ~~the First World War~~ World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Distinctive elements of the bungalow style evident in houses in Foch Avenue and Haig Avenue include: lower pitched gabled and hipped roofs with generous eaves overhangs; exposed rafter ends; shingle cladding to elements such as the base of projecting bay windows; and bracketed hoods over windows. Porches and verandahs are typically incorporated under the main roof-forms of the house. Projecting bay windows were popular and bungalows incorporated a change in window joinery from the double hung sash popular in villas, to casement types, with fanlights above. Although a wider variety of cladding materials were used on bungalows, weatherboards were still the most common and this is evident in Foch Avenue and Haig Avenue.

There are also examples in Foch Avenue and Haig Avenue of single level Moderne style duplexes and co-joined flats constructed around the 1930s. These are typically built in brick or rendered brick, and have the roof form concealed behind a parapet wall. Curved corners and other streamlined decorative elements, such as plastered horizontal bands, are evident in the examples in Foch Avenue and Haig Avenue.

Comment [A143]: delete space

The two-storeyed commercial building on the north corner of Foch Avenue, at the intersection with Dominion Road, is designed in a Stripped Classical style. It defines the corner of the street and is a local landmark, making Foch Avenue recognizable along Dominion Road.

Materials and ~~construction – built fabric~~Construction – Built Fabric

Houses in Foch Avenue and Haig Avenue are typically single level, and predominantly timber-framed, clad in timber weatherboards, and with timber door

and window joinery. Gabled or hipped roofs are typically clad in corrugated iron, with some examples clad with tiles. There are some examples of houses clad in brick or plastered brick, also with timber door and window joinery. Chimneys are a feature of some houses. The examples of single level Moderne style duplexes and co-joined flats are typically built in brick or rendered brick. The two-level building at the north corner of Foch Avenue is constructed of rendered brick with timber joinery.

15.1.8.2.5. Urban structure

Subdivision

The street layout in the area reflects the grid layout of the 1920s Victory Estate subdivision. The original subdivision pattern ~~of~~with back-to-back lots between the two parallel roads remains evident. Lot sizes were around 840 ~~m² metres squared~~ and around 18 metres wide. A few properties have had a second dwelling constructed to the rear of the original house. However, the retention of the original dwellings near the road boundary has maintained the established character, with infill housing not readily apparent from the street.

Road pattern

The road pattern is orthogonal with Foch Avenue and Haig Avenue running perpendicular to Dominion Road. The road layout is generally determined by the double section depth of around 45 metres and road widths of around 100 links ~~(or~~ approximately 20 metres).

Streetscape

Foch Avenue and Haig Avenue are quiet residential streets. Houses are set reasonably close to the street boundary, and the regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character. The roads incorporate footpaths set within generous grass berms, and relatively narrow ~~width~~ carriageways. The use of bluestone kerb blocks contributes to the established character. Street trees, together with plantings in front gardens, contribute to the character of these streets.

Bluestone walls and gates at the entrance to the Arthur Faulkner Reserve at the western end of Foch Avenue also contribute to the established streetscape character. The reserve itself plays an important role in supporting the character of the area.

Vegetation and landscape characteristics

Mature street trees including ~~golden totara~~Golden Totara in Foch Avenue and a more varied range in Haig Avenue contribute to a leafy character, in combination with plantings in front gardens.

15.1.8.3. Special Character Areas Overlay – General: Hill Park

Comment [A144]: delete space

15.1.8.3.1. Extent of area

Special Character Area Map:

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

Comment [A145]: delete space

Description:

The boundary of the **Special Character Areas Overlay – General: Hill Park overlay area** reflect the original subdivision by the Nathan family in the mid-20th century and immediately adjoining streets of the same character.

15.1.8.3.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

Special Character Areas Overlay – General: Hill Park The overlay area has value as an area of mid-20th century suburban residential development. Houses were generally constructed from the late 1950's to 1970's following the creation of a garden subdivision around significant stands of native forest. This area also has a number of older buildings, two of which are heritage listed. The original subdivision pattern remains largely intact and is centred around a series of reserves.

Comment [A146]: By HNZ?

Physical and visual attributes:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.

Special Character Areas Overlay – General: Hill Park The overlay area has value for its aesthetic and physical attributes. The primary characteristics are lower housing density combined with period housing and an abundance of trees. Houses are set back from the street, with front yards highly landscaped with little or no fencing. Hill Park has significant stands of native bush providing a backdrop to houses.

Located next to the southern motorway, Hill Park's elevated hill-top landform has a strong visual presence in the wider area/greater region.

15.1.8.3.3. Architectural values

Styles

The key characteristics of the **Special Character Areas Overlay – General: Hill Park overlay area** include international style modernist houses, mid-20th century brick and tile bungalows, Arts and Crafts influenced houses, and English Cottage style houses and bungalows with The area features large open front yards and

Schedule 15 Special Character Schedule, Statements and Maps

setbacks, large lots, wide roads, low densities of buildings, and an abundance of trees.

15.1.8.4. Special Character Areas Overlay – General: Puhoi

Comment [A147]: Delete space

15.1.8.4.1. Extent of area

Special Character Area Map:

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

Comment [A148]: Delete space

Description:

Puhoi is a small settlement approximately 43 kilometres north of Auckland City. The town developed near the Puhoi River along Puhoi Road, and is located near the intersection with State Highway 1.

15.1.8.4.2. Summary of special character values

Historical:

The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.

Bohemian immigrants arrived at Puhoi in 1863, settling there under the terms of the 1858 Auckland Waste Lands Act 1858. It was the first of There were three distinct phases of immigration to Puhoi, the second in 1866, and the third in 1873. The Puhoi River provided the only means of early access. Bridge building and road forming in the area from 1869, improved communications between the settlement and nearby areas. The period from From 1871 to 1876 was a period of considerable growth in the township, including the establishment of a hotel. By 1873, Nikau whares had been transformed into barns for storing produce and equipment. The settlers' houses were made mainly from rough-hewn palings with shingled roofs. A post office was established by 1874, and by 1887 where a telephone was installed in the post office, linking Puhoi with Waiwera by 1887.

The first school was set up in 1872, the Puhoi Road Board first met in 1873, and the first store opened for business in 1876.

Comment [A149]: Make anew para

The Puhoi Catholic Church Church of St Peter and St Paul complex was completed in 1882. By 1923, the parish included Silverdale, Waiwera, Leigh, Matakana, Port Albert and Wellsford. The Puhoi Museum is housed in the former Convent School, built in 1923.

The Puhoi Valley Cheese Factory opened in 1883.

The Puhoi Cemetery was opened for public burials from 1892, and the Town Hall was built in 1900. The township became linked with State Highway 1 in 1958 by the formation of a mile of sealed road. In 1975, a number of residential blocks at the township were offered for sale, despite local opposition.

Physical and visual attributes:

The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.

Typical pattern of subdivision, lot size

The ~~Special Character Areas Overlay—General : Puhoi~~overlay area is generally characterised by ribbon development along the main roads. Lot sizes and shapes are greatly varied.

The settlement includes a number of scheduled historic heritage ~~places~~buildings located along Puhoi Road, including early residences, the Puhoi Museum, Church of St Peter and St Paul, the Centennial Hall, Puhoi Library, Puhoi General Store, and the Puhoi Hotel and stables.

Setback, density, grain (size, spacing and rhythm of street front buildings), streetscape, vegetation or landscape features.

The ~~Special Character Areas Overlay—General : Puhoi~~overlay area has a rural village character with buildings located in varied positions and orientations, generally facing the main road. The Puhoi River is visible running adjacent to the east side of Puhoi Road near the intersection with Krippner Road, and northwards along to the bend in Ahuroa Road. The settlement is located in a valley with hills to the east of the river and to the west.

Puhoi Road has the character of a rural road, typically with no footpaths and grassed edges without a kerb and channel. There are limited sections where foot paths and paved parking areas are provided near the Church of St Peter and St Paul, and extending past the intersection with Saleyards Road.

The pattern of subdivision along Puhoi Road and Ahuroa Road is varied, with a mix of section widths and sizes. The position of houses and other buildings along Puhoi Road also varies, with some buildings located close to the road edge such as the Library, General Store and the Church, while others are set back.

Comment [A150]: Delete space

Memo

Date 1 June 2017

To: Phill Reid, Manager - Planning, Auckland-wide
From: Sisira Jayasinghe, Planner, Planning Central & South

Subject: **Plan Modification: Clause 20A Amendment to Chapter K Designations, Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of Auckland Council's delegations register August 2013.

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are requested to a provision of the Auckland Unitary Plan.

Rule or Section of Unitary Plan	Chapter K
Subject Site (if applicable)	The list and addresses of the subject Auckland Council designations with mapping errors is attached.
Legal Description (if applicable)	N/A Physical address given.
Nature of change	Some AUP(OP) maps of specific designations in the Wynyard Quarter have been found to be incorrect. Accordingly, Auckland Council's Designations 505, 506, 507, 508, 509, 511, 512, and 554 need correcting as minor mapping errors that could be corrected through Schedule 1 Clause 16A/20 process.
Effect of change	The request to correct designation mapping was discussed with the GIS Team (Shelley) and confirmation to proceed with the corrections of mapping errors was received.
Changes required to be made	No track changes are required.

Prepared by: Sisira Jayasinghe
Planner,
Planning Central & South

Approved by: Phill Reid,
Manager
Planning, Auckland-wide

Signature:

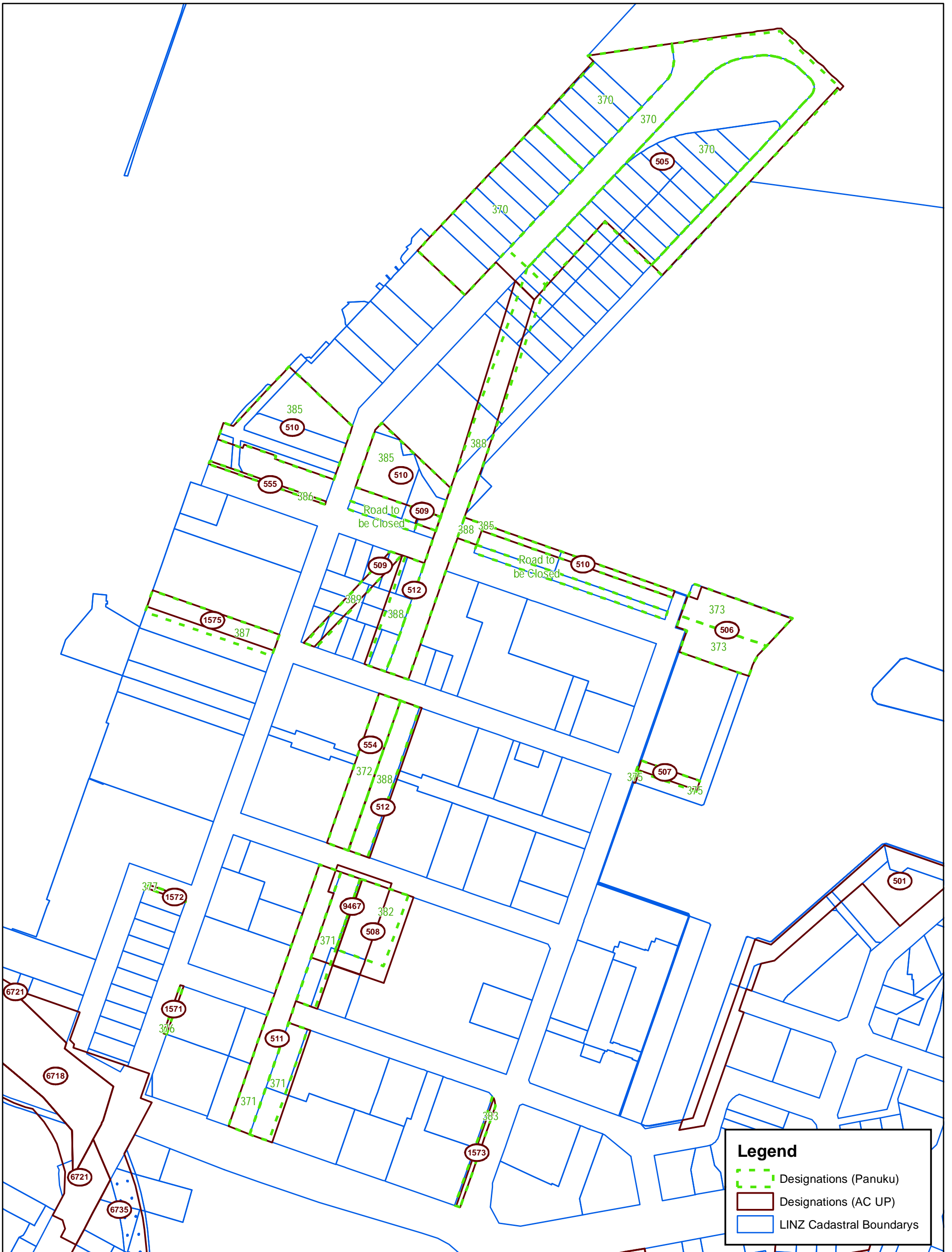


Signature:



List of Auckland Council's Designations - Wynyard Quarter

Designation Number	Purpose	Requiring Authority	Location
505	Public open space	Auckland Council	58-130 Hamer Street and 92-150 Brigham Street, Auckland central
506	Road and public open Space – Gateway Plaza	Auckland Council	141-177 Halsey Street, Auckland Central
507	Road and Public Space	Auckland Council	164-188 Madden Street, Auckland central
508	Public Open Space	Auckland Council	31-79 Dalry Street, Auckland Central
509	Public Open Space	Auckland Council	49-63 Jellicoe Street, Auckland Central
511	Public Open Space / Road	Auckland Council	141-171 Pakenham Street West, 31-79 Dalry Street, 38-58 Gaunt Street and 155-167 Fanshawe Street, Auckland Central
512	Public Open Space / Road	Auckland Council	141-171 Pakenham Street West, 37-55 Madden Street and 8-56 Brigham Street, Auckland Central.
554	Road	Auckland Council	141 – 171 Pakenham Street, Central Auckland



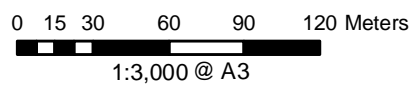
UNITARY PLAN OPERATIVE IN PART Wynyard Quarter Designations

Legend

- Designations (Panuku)
- Designations (AC UP)
- LINZ Cadastral Boundaries

This map/plan is illustrative only and all information should be independently verified on site before taking any action. Copyright Auckland Waterfront Development Agency Ltd (AWDAL). Land Parcel Boundary information from LINZ (Crown Copyright Reserved). Whilst due care has been taken, AWDAL gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information. Height datum: Auckland 1946.

Date: Wednesday, 3 May 2017 2:35:23 p.m.
 User: Foxr
 File Name: PDA_Unitary_Plan_Recommendation_P.mxd
 Published Name: PDA_WQ_UP_Designation_Differences_20170504.pdf



**Panuku
Development
Auckland**

An Auckland Council Organisation

Memo

Date 24 May 2017

To: Phill Reid, Auckland-wide Manager
From: Sisira Jayasinghe, Planner, Planning Central & South

Subject: **Plan Modification: Clause 20A Amendment to Chapter K Designations, Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of Auckland Council's delegations register August 2013.

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are requested to a provision of the Auckland Unitary Plan.

Rule or Section of Unitary Plan	Chapter K – Auckland Transport Designations 1573 and 1575
Subject Site (if applicable)	Designation 1573 – (109 Fanshawe Street, Auckland Central) Designation 1575 – (164 – 188 Beaumont Street, Auckland central)
Legal Description (if applicable)	N/A. Physical addresses are given above.
Nature of change	Some of the AUP(OP) maps of the Auckland Transport Designations in the Wynyard Quarter have been found to be incorrect. Designations 1573 and 1575 are found to have minor mapping errors that need to be corrected through Schedule 1 Clause 20A process.
Effect of change	The request to correct designation mapping was discussed with the GIS Team (Shelley) and confirmation to proceed with the corrections of mapping error was received. Auckland too transport confirmed the need to correct the maps.
Changes required to be made	No track changes are required.

Prepared by: Sisira Jayasinghe
Planner,
Planning Central & South

Approved by: Phill Reid
Manager
Planning, Auckland-wide

Signature:

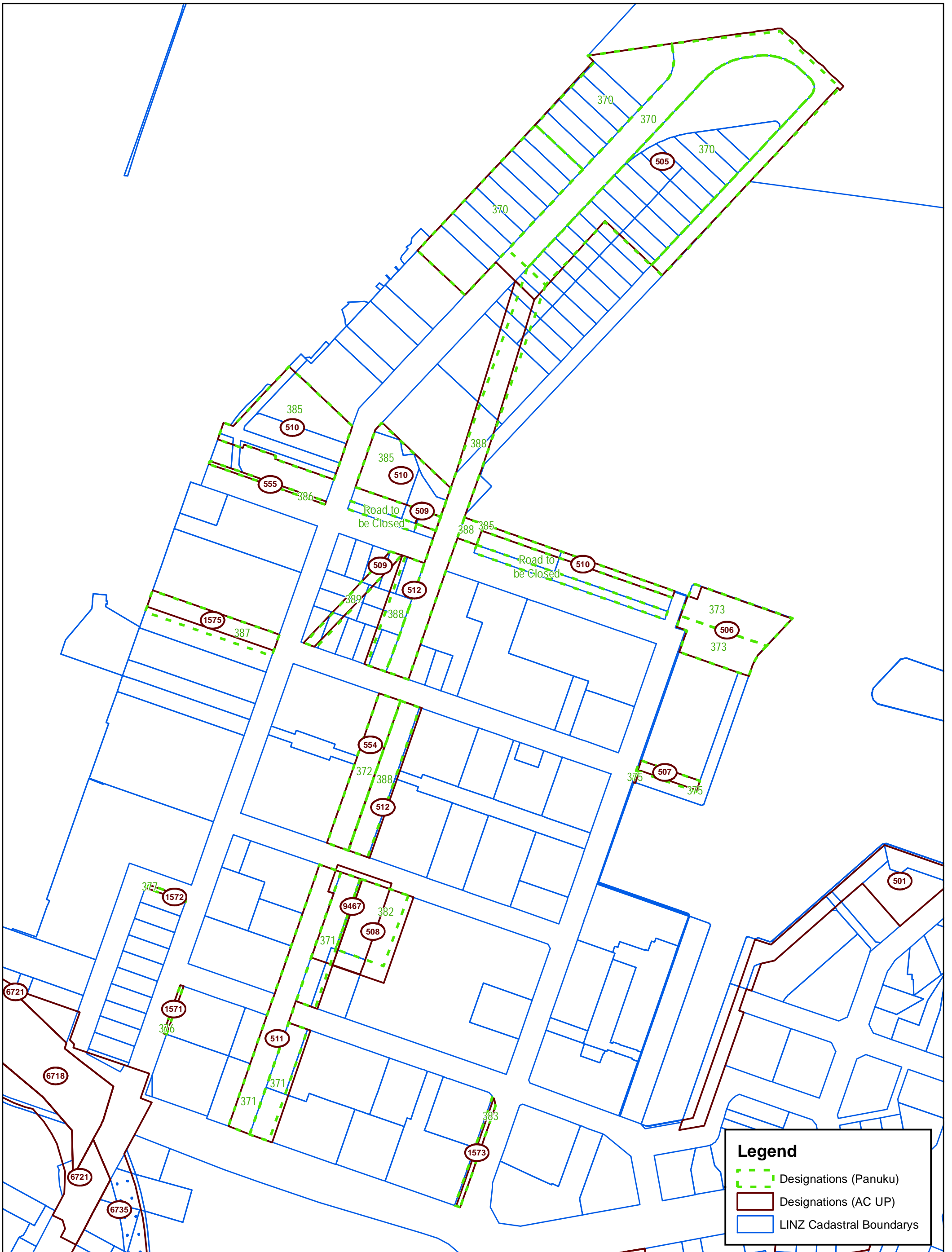


Signature:





Designations Wynyard Quarter



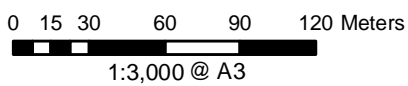
UNITARY PLAN OPERATIVE IN PART Wynyard Quarter Designations

Legend

- Designations (Panuku)
- Designations (AC UP)
- LINZ Cadastral Boundaries

This map/plan is illustrative only and all information should be independently verified on site before taking any action. Copyright Auckland Waterfront Development Agency Ltd (AWDAL). Land Parcel Boundary information from LINZ (Crown Copyright Reserved). Whilst due care has been taken, AWDAL gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information. Height datum: Auckland 1946.

Date: Wednesday, 3 May 2017 2:35:23 p.m.
 User: Foxr
 File Name: PDA_Unitary_Plan_Recommendation_P.mxd
 Published Name: PDA_WQ_UP_Designation_Differences_20170504.pdf



Memo

Date 08/06/2017

To: Phill Reid, Auckland-wide Manager
 From: Vrinda Moghe, Principal Planner – Central/South

Subject: **Plan Modification: Clause 20A Amendment to Chapter K Designations, Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of Auckland Council's delegations register August 2013.

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are requested to a provision of the Auckland Unitary Plan.

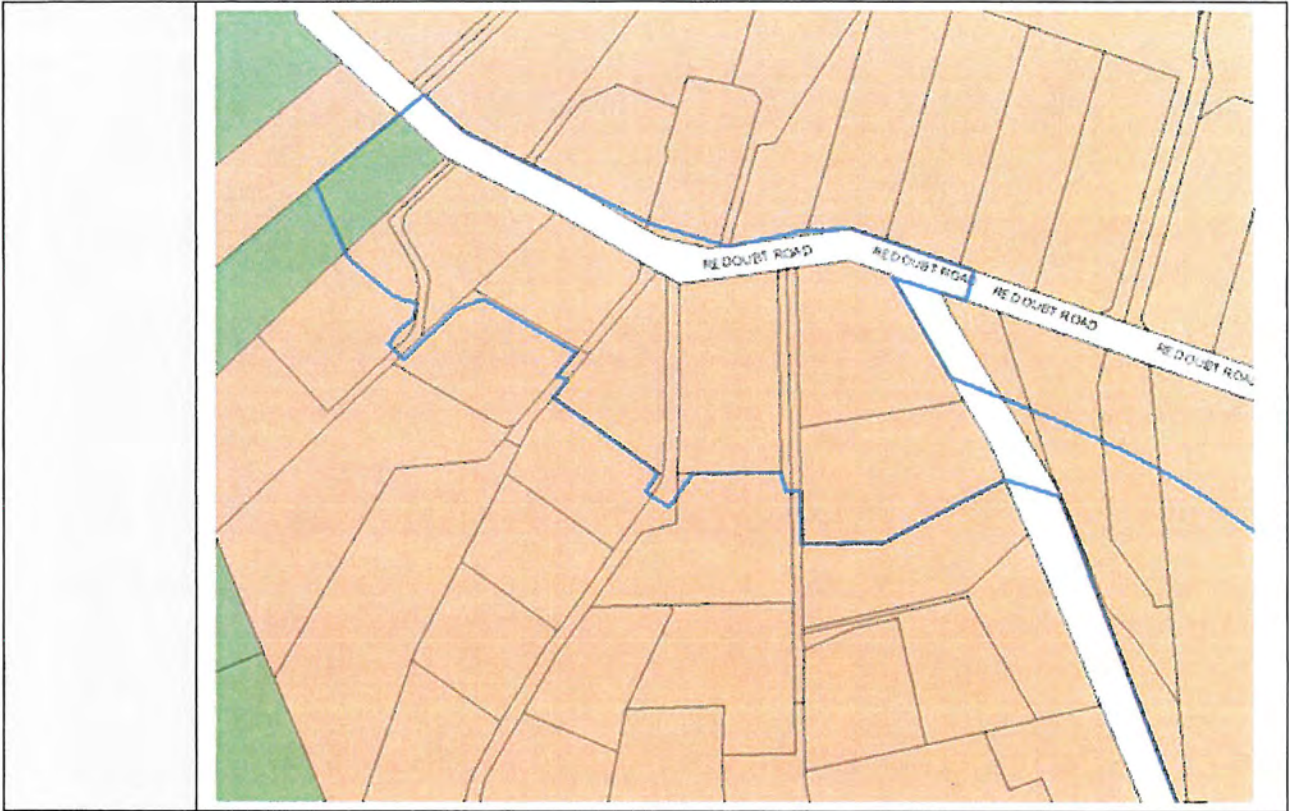
Rule or Section of Unitary Plan	Chapter K – Auckland Transport Designation 1836 (Mill Road-Redoubt Road Corridor Project)
Subject Site (if applicable)	N/A
Legal Description (if applicable)	<ul style="list-style-type: none"> • 347 Redoubt Road, Manukau Central LOT 4 DP 69950 • 345 Redoubt Road, Manukau Central LOT 5 DP 69950 • 337 Redoubt Road, Manukau Central LOT 2 DP 69950 • 339 Redoubt Road, Manukau Central LOT 1 DP 171783 & 1/2 SHARE LOT 3 DP 156287 • 333 Redoubt Road, Manukau Central LOT 1 DP 69950 • 329 Redoubt Road, Manukau Central LOT 1 DP 197998 • 321 Redoubt Road, Manukau Central LOT 1 DP 102795 & 1/4 SHARE LOT 5 DP 102795 • 317 Redoubt Road, Manukau Central LOT 1 DP 168323 • 315 Redoubt Road, Manukau Central LOT 2 DP 168323 • 315A Redoubt Road, Manukau Central LOT 3 DP 168323
Nature of change	Auckland Transport has included in their designation for the Mill Road-Redoubt Road Corridor Project a number of properties. The Auckland Unitary Plan Operative in part viewer has incorrectly shown some properties without this designation.
Effect of change	The Court has advised that the test in determining whether a correction is authorised by Clause 20A is: does the amendment affect (prejudicially or beneficially) the rights of some members of the public, or is it neutral? In this case, the proposed change is considered to be neutral.
Changes required to be made	<p>Changes are needed in the GIS maps as well as to the Property (overview) section of the GEOMAPS as follows:</p> <ol style="list-style-type: none"> 1. Add designation 1836 to the site at 347 Redoubt Road, Manukau Central, Auckland in the GIS viewer 2. Add designation 1836 to the site at 345 Redoubt Road, Manukau Central, Auckland in the GIS viewer 3. Add designation 1836 to part of the site at 337 Redoubt Road, Manukau Central, Auckland in the GIS viewer

4. Add designation 1836 to part of the site at 339 Redoubt Road, Manukau Central, Auckland in the GIS viewer
5. Add designation 1836 to the site at 333 Redoubt Road, Manukau Central, Auckland in the GIS viewer
6. Add designation 1836 to the site at 329 Redoubt Road, Manukau Central, Auckland in the GIS viewer
7. Add designation 1836 to the site at 321 Redoubt Road, Manukau Central, Auckland in the GIS viewer
8. Add designation 1836 to the site at 317 Redoubt Road, Manukau Central, Auckland in the GIS viewer
9. Add designation 1836 to part of the site at 315 Redoubt Road, Manukau Central, Auckland in the GIS viewer
10. Add designation 1836 to part of the site at 315A Redoubt Road, Manukau Central, Auckland in the GIS viewer
11. Add reference to designation 1836 in the Property Summary section under "Results" Tab for the above properties

The image below shows the incorrect boundary:




The image below shows the correct boundary:



Prepared by: Vrinda Moghe
Principal Planner, Central/South

Approved by: Phill Reid
Manager Planning, Auckland-wide

Signature: 

Signature: 

Memo

Date 22 May 2017

To: Phill Reid, Auckland-wide Manager
From: Sisira Jayasinghe, Planner, Planning Central & South

Subject: **Plan Modification: Clause 20A Amendment to Chapter K Designations, Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of Auckland Council's delegations register August 2013.

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are requested to a provision of the Auckland Unitary Plan.

Rule or Section of Unitary Plan	Chapter K
Subject Site (if applicable)	These corrections relate to following Designations. Designation 2666 – Chorus New Zealand Limited Designation 2667 – Chorus New Zealand Limited
Legal Description (if applicable)	Physical addresses of Designations are given below: Designation 2666 – 43 Greenhithe Road, Greenhithe Designation 2667 – 161 Forrest Hill Road, Forst Hill
Nature of change	Attachment 1 in both Designations 2666 and 2667 provides two parts, Figure 7.3 and Figure 7.4 which are redundant as these were not referenced in the Condition 7c Height in relation to boundary. Condition 7c is self-explanatory without the inclusion of these diagrams given in the Attachment 1.
Effect of change	The proposed change is considered to be neutral. This helps eliminate confusion over the contents contained in the condition.
Changes required to be made	Following changes are needed to correct the text. 1. Under the Attachments, include / strike through words Attachment 1 <u>No attachments</u> 2. Delete the diagrams Figure 7.3 Recession Plane indicator and Figure 7.4 Recession Plane Cross Section.

Prepared by: Sisira Jayasinghe
Planner,
Planning Central & South

Approved by: Phil Reid
Manager
Planning, Auckland-wide

Signature:



Signature:



2666 Greenhithe Telecommunications Site

Designation Number	2666
Requiring Authority	Chorus New Zealand Ltd
Location	43 Greenhithe Road, Greenhithe
Rollover Designation	Yes
Legacy Reference	Designation 205, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Telecommunication and radiocommunication and ancillary purposes.

Conditions

Masts and Antennas

1. Any new mast and any antennas (mounted on a mast or building) shall not exceed 11m above ground level (excluding any lightning rod).
2. Any new mast and associated antennas must not project beyond a 45 degree recession plane measured from a point 2.5m vertically above ground level along any side and rear boundary where the adjoining sites have a residential zoning. Any new mast and associated antennas shall not exceed a diameter of 1m for those parts of the equipment exceeding 8m in height above ground level.
3. Antennas mounted on the roof of buildings shall not extend more than 3m above the point of attachment provided they comply with Condition 1, and must not project beyond a 45 degree recession plane measured from a point 2.5m vertically above ground level along any side and rear boundary where the adjoining sites have a residential zoning.
4. The total number of masts for use by the Requiring Authority shall not exceed 1 (one).
5. The total number of antennas on buildings for use by the Requiring Authority shall not exceed 8 (eight), excluding any Global Positioning System (GPS) Antenna.
6. All antennas and support structures shall be painted or supplied in a recessive colour or supplied in a material that will weather to a dull finish (e.g. galvanised steel brackets and antenna components), excluding any Global Positioning System (GPS) Antenna.

Buildings

7. Any building, excluding masts, exhaust flues, antennas and air conditioning equipment shall be contained within the following building envelope:
 - a. Maximum Height – 8m
 - b. Minimum front yard – 3m
 - c. Height in relation to boundary - Buildings must not project beyond a 45 degree recession plane measured from a point 2.5m vertically above ground level along any side and rear boundary where the adjoining sites have a residential zoning.Except this shall not restrict any maintenance and upgrading of any existing building where it already infringes this condition, provided there is no additional exceedance of the standards within this condition.

Outline Plans

8. An Outline Plan of Works shall, in addition to the information required under s176A of the Act, include plans to illustrate the design and appearance of any buildings, structures, antennas and noise-generating equipment, landscaping/screening of boundaries directly adjoining residential

of travel on public roads or road closure or traffic management is required.

17. Engine alternators shall not be operated for the purpose of 'load shedding' during the hours of 10pm to 7am on any day.

Radiofrequency Fields

18. Any equipment transmitting radiofrequency energy shall comply with the exposure levels stated in New Zealand Standard NZS2772.1:1999 or any successor standard as required for by the National Environmental Standards for Telecommunications Facilities at any place where the public has reasonable access.

Advice Note

1. Compliance with the terms and conditions of the designation does not preclude the requirement to obtain consent under other relevant legislation such as the Historic Places Act 1993 – which may require an application for an Authority to destroy, damage or modify an archaeological site.

Attachments

No attachments.

2667 Forrest Hill Telecommunications Site

Designation Number	2667
Requiring Authority	Chorus New Zealand Ltd
Location	161 Forrest Hill Road
Rollover Designation	Yes
Legacy Reference	Designation 204, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Telecommunication and radiocommunication and ancillary purposes.

Conditions

Masts and Antennas

1. Any new mast and any antennas (mounted on a mast) shall not exceed 15m above ground level (excluding any lightning rod).

2. Any new mast and associated antennas must not project beyond a 45 degree recession plane measured from a point 2.5m vertically above ground level along any side and rear boundary where the adjoining sites have a residential zoning. Any new mast and associated antennas shall not exceed a diameter of 1m for those parts of the equipment exceeding 8m in height above ground level.

3. Antennas mounted on the roof of buildings shall not extend more than 3m above the point of attachment provided they comply with Condition 1, and must not project beyond a 45 degree recession plane measured from a point 2.5m vertically above ground level along any side and rear boundary where the adjoining sites have a residential zoning.

4. The total number of masts for use by the Requiring Authority shall not exceed 1 (one).

5. The total number of antennas on buildings for use by the Requiring Authority shall not exceed 8 (eight), excluding any Global Positioning System (GPS) Antenna.

6. All antennas and support structures shall be painted or supplied in a recessive colour or supplied in a material that will weather to a dull finish (e.g. galvanised steel brackets and antenna components), excluding any Global Positioning System (GPS) Antenna.

Buildings

7. Any building, excluding masts, exhaust flues, antennas and air conditioning equipment shall be contained within the following building envelope:

a. Maximum Height – 8m

b. Minimum front yard – 3m

c. Height in relation to boundary - Buildings must not project beyond a 45 degree recession plane measured from a point 2.5m vertically above ground level along any side and rear boundary where the adjoining sites have a residential zoning.

Except this shall not restrict the maintenance and upgrading of any existing building where it already infringes this condition provided there is no additional exceedance of the standards within this condition.

Outline Plans

8. That an Outline Plan of works shall not be required for:

a. Any internal building works (excluding equipment generating external noise); and

Radiofrequency Fields

17. Any equipment transmitting radiofrequency energy shall comply with the exposure levels stated in New Zealand Standard NZS2772.1:1999 or any successor standard as required for by the National Environmental Standards for Telecommunications Facilities at any place where the public has reasonable access.

Vehicle Access

18. Vehicle access to the site shall be restricted to the existing vehicle crossing provided from Forrest Hill Road located adjacent to the northern boundary, existing as of 28 August 2013, unless otherwise agreed by Auckland Transport.

Advice Note

1. Compliance with the terms and conditions of the designation does not preclude the requirement to obtain consent under other relevant legislation such as the Historic Places Act 1993 – which may require an application for an Authority to destroy, damage or modify an archaeological site.

Attachments

No attachments.

Memo

Date 26 May 2017

To: Phill Reid, Auckland-wide Manager
 From: Sisira Jayasinghe, Planner, Planning Central & South

Subject: **Plan Modification: Clause 20A Amendment to Chapter K Designations, Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of Auckland Council's delegations register August 2013.

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are requested to a provision of the Auckland Unitary Plan.

Rule or Section of Unitary Plan	Chapter K
Subject Site (if applicable)	This correction relates to Designation 2668 – Chorus New Zealand Limited
Legal Description (if applicable)	Physical address of Designation is 364 and 366 Glenvar Road, Torbay.
Nature of change	Location of the Designation is incorrectly given as "356 Glenvar Road, Torbay" in the text, however, GEOMAPS correctly show the Designation 2668 at 364 and 366 Glenvar Road, Torbay.
Effect of change	The proposed change is considered to be neutral. This helps eliminate confusion in finding the Designation on GEOMAPS.
Changes required to be made	Following change is needed to correct the text. Location 356 <u>364 and 366</u> Glenvar Road, Torbay

Prepared by: Sisira Jayasinghe
 Planner,
 Planning Central & South

Approved by: Phil Reid
 Manager
 Planning, Auckland-wide

Signature: 

Signature: 

2668 Torbay Telecommunications Site

Designation Number	2668
Requiring Authority	Chorus New Zealand Ltd
Location	364 and 366 Glenvar Road, Torbay
Rollover Designation	Yes
Legacy Reference	Designation 195, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Telecommunication and radiocommunication and ancillary purposes.

Conditions

Towers, Masts and Antennas

1. Any new tower or mast shall not exceed the height of the telecommunications tower existing at 28 August 2013.
2. Any new dish antennas (mounted on a tower or mast) with a diameter greater than 600mm shall not exceed 22m above ground level.
3. The total number of towers or masts on the site shall not exceed 1. For the avoidance of doubt this is the total number on the site, irrespective of the operator.
4. Antennas mounted on the roof of buildings shall not extend more than 3m above the maximum height of the roof at the point of attachment, and must not project beyond a 45 degree recession plane measured from a point 2.5m vertically above ground level along any side and rear boundary where the adjoining sites have a residential zoning.
5. All antennas and support structures shall be painted or supplied in a recessive colour or supplied in a material that will weather to a dull finish (e.g. galvanised steel brackets and antenna components), excluding any Global Positioning System (GPS) Antenna.

Buildings

6. Any building, excluding masts, exhaust flues, antennas and air conditioning equipment shall be contained within the following building envelope:
 - a. Maximum Height – 8m
 - b. Minimum Front yard – 3m
 - c. Height in relation to boundary - Buildings must not project beyond a 45 degree recession plane measured from a point 2.5m vertically above ground level along any side and rear boundary where the adjoining sites have a residential zoning.Except this shall not restrict any maintenance and upgrading of any existing building where it already infringes this condition, provided there is no additional exceedance of the standards within this condition.

Outline Plans

7. That an Outline Plan of works shall not be required for:
 - a. Any internal building works (excluding equipment generating external noise); and
 - b. General site maintenance and repair work, or boundary fencing otherwise permitted by the District Plan.

Noise

8. Any new noise generating equipment (excluding any engine alternator required for emergency back-up power generation) shall not exceed the following noise limits:

a. At the boundary of any adjacent residential zoned property:

7am – 10pm on any day: Leq 50 dB(A)

10pm – 7am on any day: Leq 40 dB(A)

9. Any new noise generating equipment (excluding any engine alternator required for emergency backup power generation) shall not cumulatively, in combination with any other noise generating equipment on the site, result in any increase in existing noise levels received at any other property boundary where the noise levels in Condition 8 are exceeded.

10. For any changes or additions to the engine alternators on the site, where the noise from all engine alternators exceeds the noise limits in Condition 8, an outline plan shall be required which demonstrates how the equipment and any mitigation is the best practicable option (BPO) to ensure that noise levels do not exceed a reasonable level.

11. The requiring authority shall adopt the best practicable option to ensure emission of noise from its designated site does not exceed a reasonable level.

12. The first outline plan of works following confirmation of this designation involving the replacement or addition of any equipment generating external noise (other than engine alternators) shall be accompanied by an Acoustic Report prepared by a suitably qualified person. The Acoustic Report shall include a noise measurement survey of the site undertaken to replicate typical maximum operating conditions of the noise generating equipment during the day time and night time. The report shall include an assessment of whether or not the proposed works will enable those works to meet a reasonable level of noise as required by condition 11 of this designation. Any subsequent outline plan of works involving the replacement or addition of any equipment generating external noise shall include sufficient detail to confirm compliance with conditions 8 and 9.

13. A communication plan shall be prepared for the site and shall include:

a. A procedure to ensure that all contractors and staff working at the site are aware of designation conditions.

b. Instructions to all those entering the buildings regarding actions required to respect residential neighbours; parking, talking outside, music, avoiding doors banging etc.

c. A procedure to advise immediate neighbours of any proposed capital works that will generate external noise or require any external work outside normal working hours of 7am to 6pm Monday to Friday (incl).

14. The hours of operation for routine external maintenance and upgrade works (excluding emergency or urgent works, or internal works within buildings), and routine testing and maintenance of engine alternators, shall be between the hours of 7am-6pm Monday to Friday. For the avoidance of doubt, this condition shall not prevent the delivery and installation of large equipment items outside of these hours where transport of such items is subject to restrictions on time of travel on public roads or road closure or traffic management is required.

15. Engine alternators shall not be operated for the purpose of 'load shedding' during the hours of 10pm to 7am on any day.

Radiofrequency Fields

16. Any equipment transmitting radiofrequency energy shall comply with the exposure levels stated in

New Zealand Standard NZS2772.1:1999 or any successor standard as required for by the National Environmental Standards for Telecommunications Facilities at any place where the public has reasonable access.

Traffic

17. Vehicle access to the site shall be restricted to the existing vehicle crossing provided from the existing shared vehicle crossing provided from Fitzwilliam Drive, existing as of 28 August 2013, unless otherwise agreed by Auckland Transport.

Advice Note

1. Compliance with the terms and conditions of the designation does not preclude the requirement to obtain consent under other relevant legislation such as the Historic Places Act 1993 – which may require an application for an Authority to destroy, damage or modify an archaeological site.

Attachments

No attachments.

Memo

Date 2 June 2017

To: Phill Reid, Auckland-wide Manager
 From: Sisira Jayasinghe, Planner, Planning Central & South

Subject: **Plan Modification: Clause 20A Amendment to Chapter K Designations, Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of Auckland Council's delegations register August 2013.

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are requested to a provision of the Auckland Unitary Plan.

Rule or Section of Unitary Plan	Chapter K – NZTA Designation 6735 (State Highway 1 - Victoria Park Tunnel)
Subject Site (if applicable)	Property bounded by Union Street, Cook Street and the State Highway 1.
Legal Description (if applicable)	Gazetted site. On file under PM78 Central Area.
Nature of change	The Disignation 6735 is currently sitting over the site (106 Cook Street, Auckland Central) bounded by Sam Wrigley Street, Cook Street and Union Street in GEOMAPS. This is not correct. The Designation should be on the site bounded by Union Street, Cook Street and the State Highway 1. This is a minor mapping error that needs to be corrected through Schedule 1 Clause 20A process.
Effect of change	The request to correct designation mapping was made by NZTA. The proposed change would locate the Designation correctly. The error is an internal administrative one originates from legacy council maps.
Changes required to be made	Shift the designation to the site bounded by Union Street, Cook Street and the State Highway 1. No track changes are required.

Prepared by: Sisira Jayasinghe
 Planner,
 Planning Central & South

Approved by: Phill Reid
 Manager
 Planning, Auckland-wide

Signature: 

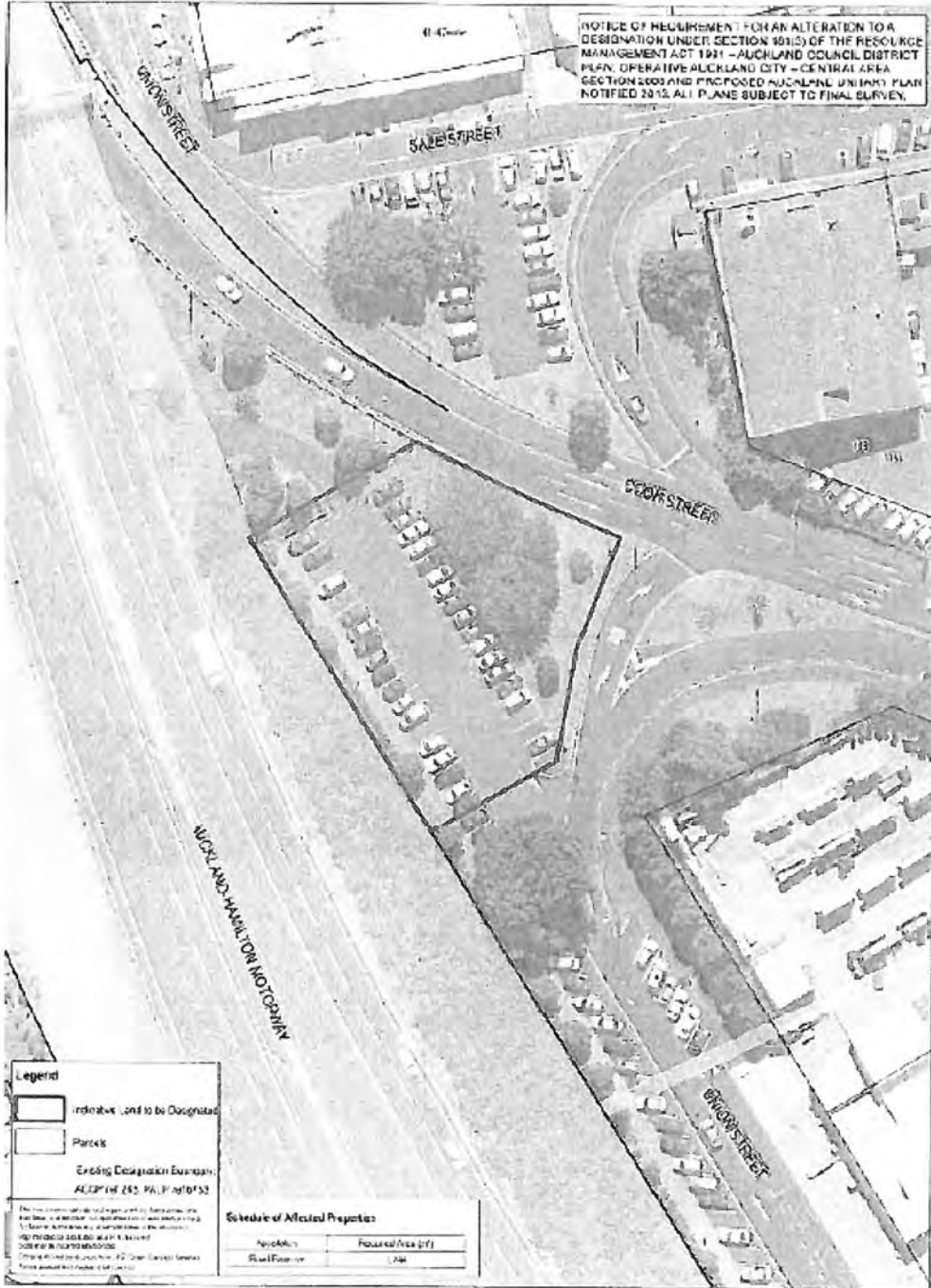
Signature: 

Image below shows incorrect site designated as 6735 – please remove designation from the site below



Image below shows the correct site for designation 6735

NOTICE OF REQUIREMENT FOR AN ALTERATION TO A DESIGNATION UNDER SECTION 223(2) OF THE RESOURCE MANAGEMENT ACT 1991 - AUCKLAND COUNCIL DISTRICT PLAN, OPERATIVE AUCKLAND CITY - CENTRAL AREA SECTION 2003 AND PROPOSED AUCKLAND UNITARY PLAN NOTIFIED 2012 AL1 PLAN SUBJECT TO FINAL SURVEY.



Legend

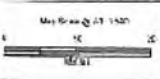
- Indentive Land to be Designated
- Parks

Existing Designation Extension:
AL1/2011/255, PA, P, and R133

This plan is a preliminary plan and is subject to change without notice. It is not intended to be used as a legal document. It is intended to provide a general overview of the proposed changes. It is not intended to be used as a legal document. It is intended to provide a general overview of the proposed changes.

Schedule of Affected Properties

Address	Parcel Area (sqm)
1234 Main Street	1,200
5678 Main Street	2,500



Area	sqm	sqft	Acres	ha	sqm
Total	3,700	40,000	0.85	3.7	3,700

Land Requirement Plan
Land to be Designated "Response Unit"

Drawn by: Transport Agency (Auckland)
Project: Transport Agency

Created by: **Beca**
Drawing No: 2011-001

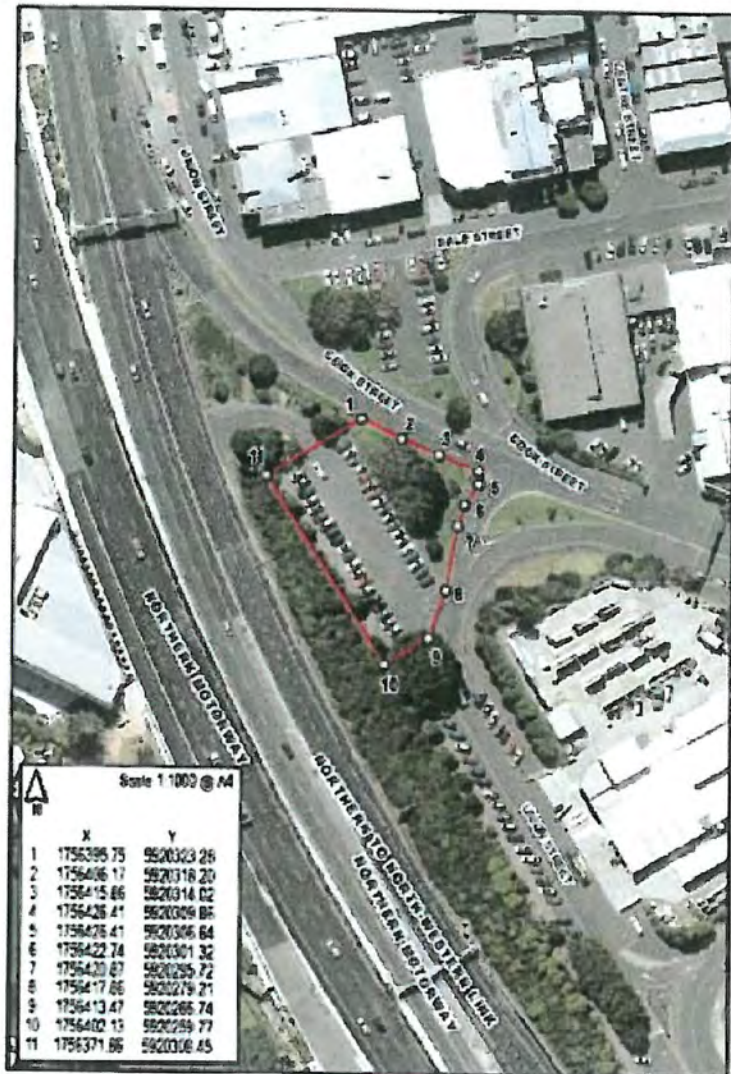


Figure 3: Aerial photo with the NoR site indicated



Designations 6735

Memo

Date 26 May 2017

To: Phill Reid, Auckland-wide Manager
 From: Sisira Jayasinghe, Planner, Planning Central & South

Subject: **Plan Modification: Clause 20A Amendment to Chapter K Designations, Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of Auckland Council's delegations register August 2013.

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are requested to a provision of the Auckland Unitary Plan.

Rule or Section of Unitary Plan	Chapter K
Subject Site (if applicable)	This correction relates to Designation 7549 – Spark New Zealand Trading Limited
Legal Description (if applicable)	Physical address of Designation is 364 and 366 Glenvar Road, Torbay.
Nature of change	Location of the Designation is incorrectly given as “356 Glenvar Road, Torbay” in the text, however, GEOMAPS correctly show the Designation 7549 at 364 and 366 Glenvar Road, Torbay.
Effect of change	The proposed change is considered to be neutral. This helps eliminate confusion in finding the Designation on GEOMAPS.
Changes required to be made	Following change is needed to correct the text. Location 356 <u>364</u> and <u>366</u> Glenvar Road, Torbay

Prepared by: Sisira Jayasinghe
 Planner,
 Planning Central & South

Approved by: Phil Reid
 Manager
 Planning, Auckland-wide

Signature:



Signature:



7549 Torbay Telecommunication Site

Designation Number	7549*
Requiring Authority	Spark New Zealand Trading Ltd
Location	364 and 366 Glenvar Road, Torbay
Rollover Designation	Yes
Legacy Reference	Designation 196, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

* Indicates this is a secondary designation. Chorus New Zealand Ltd has the primary designation on the site pursuant to section 69XJ(3) of the Telecommunications Act 2001. See also: New Zealand Gazette No 180, 23 November 2011, pages 5223-5226.

Purpose

Telecommunication and radiocommunication and ancillary purposes.

Conditions

Towers, Masts and Antennas

1. Any new tower or mast shall not exceed the height of the telecommunications tower existing at 28 August 2013.
2. Any new dish antennas (mounted on a tower or mast) with a diameter greater than 600mm shall not exceed 22m above ground level.
3. The total number of towers or masts on the site shall not exceed 1. For the avoidance of doubt this is the total number on the site, irrespective of the operator.
4. Antennas mounted on the roof of buildings shall not extend more than 3m above the maximum height of the roof at the point of attachment, and must not project beyond a 45 degree recession plane measured from a point 2.5m vertically above ground level along any side and rear boundary where the adjoining sites have a residential zoning. This control applies where antennas are mounted above the roof line (will not apply to antennas mounted against the building fascia and not extending above the roof line).
5. All antennas and support structures shall be painted or supplied in a recessive colour or supplied in a material that will weather to a dull finish (e.g. galvanised steel brackets and antenna components), excluding any Global Positioning System (GPS) Antenna.

Buildings

6. Any building, excluding masts, exhaust flues, antennas and air conditioning equipment shall be contained within the following building envelope:
 - a. Maximum Height – 8m
 - b. Minimum Front yard – 3m
 - c. Height in relation to boundary – buildings must not project beyond a 45 degree recession plane measured from a point 2.5m vertically above ground level along any side and rear boundary where the adjoining sites have a residential zoning.

Except this shall not restrict the maintenance and upgrading of any existing building where it already infringes this condition provided there is no additional exceedance of the standards within this condition.

Outline Plans

7. That an Outline Plan of works shall not be required for:

- a. Any internal building works (excluding equipment generating external noise); and
- b. General site maintenance and repair work, or boundary fencing otherwise permitted by the Unitary Plan.

Noise

8. Any new noise generating equipment (excluding any engine alternator required for emergency back-up power generation) shall not exceed the following noise limits:

- a. At the boundary of any adjacent residential zoned property:

7am – 10pm on any day: Leq 50 dB(A)

10pm – 7am on any day: Leq 40 dB(A)

9. Any new noise generating equipment (excluding any engine alternator required for emergency backup power generation) shall not cumulatively, in combination with any other noise generating equipment on the site, result in any increase in existing noise levels received at any other property boundary where the noise levels in Condition 8 are exceeded.

10. For any changes or additions to the engine alternators on the site, where the noise from all engine alternators exceeds the noise limits in Condition 8, an outline plan shall be required which demonstrates how the equipment and any mitigation is the best practicable option (BPO) to ensure that noise levels do not exceed a reasonable level.

11. The requiring authority shall adopt the best practicable option to ensure emission of noise from its designated site does not exceed a reasonable level.

12. The first outline plan of works following confirmation of this designation involving the replacement or addition of any equipment generating external noise (other than engine alternators) shall be accompanied by an Acoustic Report prepared by a suitably qualified person. The Acoustic Report shall include a noise measurement survey of the site undertaken to replicate typical maximum operating conditions of the noise generating equipment during the day time and night time. The report shall include an assessment of whether or not the proposed works will enable those works to meet a reasonable level of noise as required by condition 11 of this designation. Any subsequent outline plan of works involving the replacement or addition of any equipment generating external noise shall include sufficient detail to confirm compliance with conditions 8 and 9.

13. A communication plan shall be prepared for the site and shall include:

- a. A procedure to ensure that all contractors and staff working at the site are aware of designation conditions.
- b. Instructions to all those entering the buildings regarding actions required to respect residential neighbours; parking, talking outside, music, avoiding doors banging etc.
- c. A procedure to advise immediate neighbours of any proposed capital works that will generate external noise or require any external work outside normal working hours of 7am to 6pm Monday to Friday (incl).

14. The hours of operation for routine external maintenance and upgrade works (excluding

emergency or urgent works, or internal works within buildings), and routine testing and maintenance of engine alternators, shall be between the hours of 7am-6pm Monday to Friday.

For the avoidance of doubt, this condition shall not prevent the delivery and installation of large equipment items outside of these hours where transport of such items is subject to restrictions on time of travel on public roads or road closure or traffic management is required.

15. Engine alternators shall not be operated for the purpose of 'load shedding' during the hours of 10pm to 7am on any day.

Radiofrequency Fields

16. Any equipment transmitting radiofrequency energy shall comply with the exposure levels stated in New Zealand Standard NZS2772.1:1999 or any successor standard as required for by the National Environmental Standards for Telecommunications Facilities at any place where the public has reasonable access.

Traffic

17. Vehicle access to the site shall be restricted to the existing vehicle crossing provided from the existing shared vehicle crossing provided from Fitzwilliam Drive, existing as of 28 August 2013, unless otherwise agreed by Auckland Transport.

Advice Note

1. Compliance with the terms and conditions of the designation does not preclude the requirement to obtain consent under other relevant legislation such as the Heritage New Zealand Pouhere Taonga Act 2014 – which may require an application for an Authority to destroy, damage or modify an archaeological site.

Attachments

No attachments

MEMORANDUM



TO Phil Reid, Manager – Planning, Auckland-wide

FROM Sisira Jayasinghe, Planner – Planning Central & South

DATE 4 May 2017

SUBJECT Correction Auckland Unitary Plan pursuant to Clause 20A,
First Schedule, Resource Management Act 1991

This memorandum concerns an error in the Auckland Unitary Plan. The error is proposed to be corrected by amendment of the relevant text and maps in GEOMAPS.

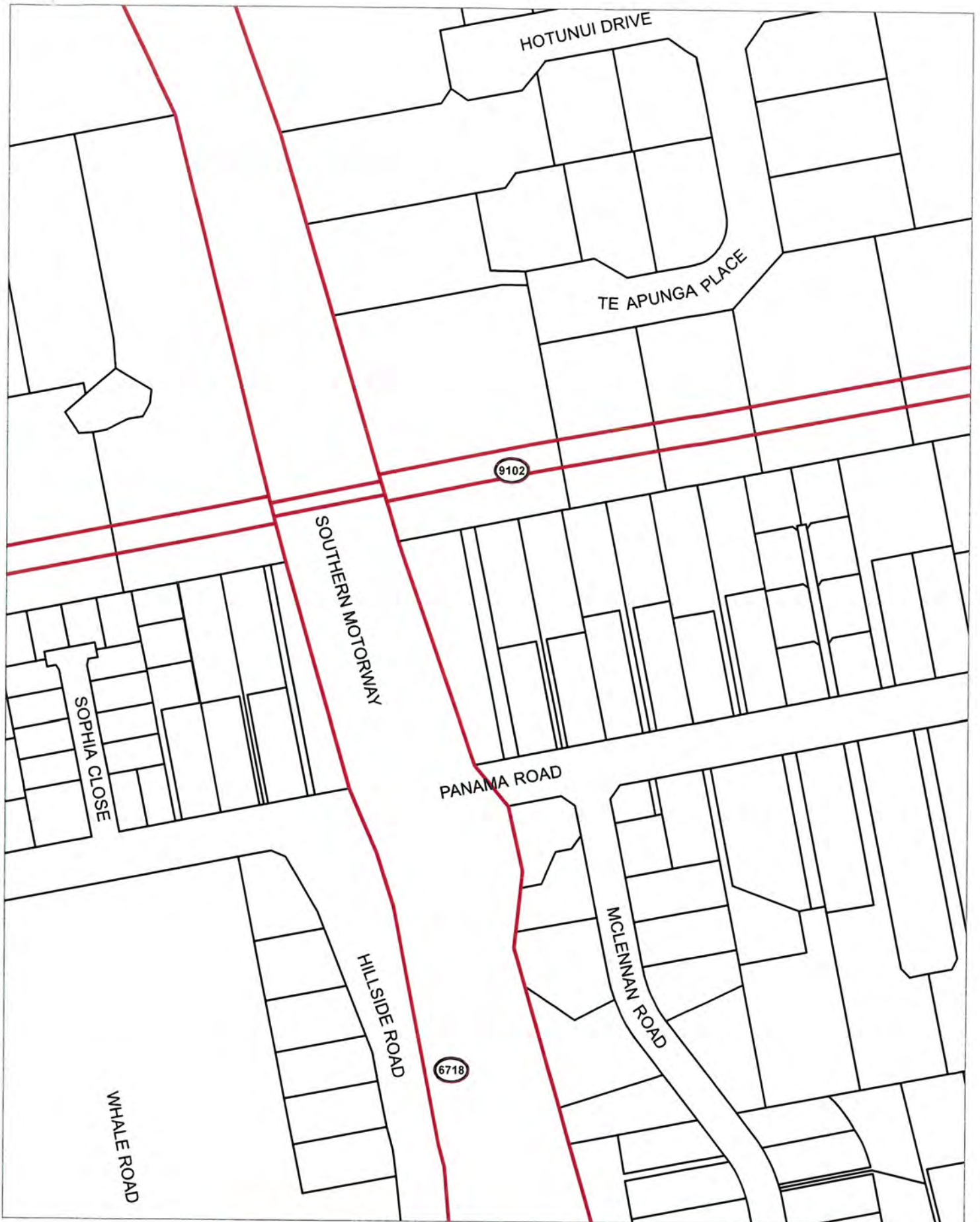
Rule or Section of Plan	Designation Schedule – Transpower New Zealand Ltd.
Subject Site (if applicable):	128 Panama Road, Mount Wellington, Auckland 1062
Legal Description (if applicable):	LOTS PT 69 – 70 DP 10490
Relevant Unitary Plan Text:	Designation 8502
Nature of Error:	Transpower New Zealand Limited owns the property at 128 Panama Road, Mt Wellington. There is an electrical transmission tower located on this site. This site is not a part of the Designation 8502 Pakuranga to Penrose Transmission Lines. This property is not located within the electrical transmission corridor of the Pakutanga – Penrose Transmission Lines which has the Designation ID 8502. However the GEOMAPS shows this property as part of the Designation 8502.
Effect of change is neutral:	The Court has advised that the test in determining whether a correction is authorised by Clause 20A is: does the amendment affect (prejudicially or beneficially) the rights of some members of the public, or is it neutral? In this case, the proposed change is considered to be neutral.
Changes required to be made	Changes are needed in the GIS maps as well as to the Property (overview) section of the GEOMAPS as follows: 1. Remove the Designation 8502 from the site at 128 Panama Road, Mt Wellington, Auckland in the GEOMAPS. 2. Remove the reference to Designation 8502 in the Property Summary section under “Results” Tab. 3. No changes are needed in the pdf of the Designation – Transpower New Zealand Ltd as there is no reference to this property under Designation 8502.

Prepared by: Sisira Jayasinghe
Planner, Planning Central South

Approved by: Phil Reid
Manager - Planning, Auckland-wide

Signature:

Signature:



Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map-plan and accepts no liability for any error, omission or use of the information.

Date: 30/05/2017

**Designation 8502
removed from 128 Panama Mount Wellington**



Memo

Date 26 April 2017

To: Phill Reid, Auckland-wide Manager
 From: Bronnie Styles

Subject: **Plan Modification: Clause 20A Amendment to Chapter K Designations, Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of Auckland Council's delegations register August 2013.

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are requested to a provision of the Auckland Unitary Plan.

Rule or Section of Unitary Plan	Chapter K Designations
Subject Site (if applicable)	Designation 9411 Carlaw Park Grit Chamber, 20 Park Road (Auckland Domain) Grafton
Legal Description (if applicable)	
Nature of change	Due to an administration error Watercare Designation 9411 Carlaw Park Grit Chamber text was not included in the Proposed Auckland Unitary Plan or the Auckland Unitary Plan Operative in part. Designation 9411 was mapped in the Proposed Auckland Unitary Plan and Auckland Unitary Plan Operative in part.
Effect of change	N/A
Changes required to be made	Inclusion of text for Watercare designation 9411 Carlaw Park Grit Chamber

Prepared by: Celia Davison
 Manager Planning -
 Central/South

Approved by: Phill Reid
 Manager Planning -
 Auckland Wide




Signature:

Signature:

9411 Carlaw Park Grit Chamber

Designation Number	9411
Requiring Authority	Watercare Services Ltd
Location	20 Park Road (Auckland Domain), Grafton
Rollover Designation	Yes
Legacy Reference	Designation C09-49, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Wastewater purposes - pump station and associated structures.

Conditions

No conditions.

Attachments

No attachments.

Memo

Date 8 June 2017

To: Phill Reid, Auckland-wide Manager
 From: Sisira Jayasinghe

Subject: **Plan Modification: Clause 20A Amendment to Chapter K Designations, Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of Auckland Council's delegations register August 2013.

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are requested to a provision of the Auckland Unitary Plan.

Rule or Section of Unitary Plan	Chapter K – Designations
Subject Site (if applicable)	Designations Chorus 2640 Three Kings Telecommunications Site Minister of Police 5700 Auckland Central Police Station 5701 Avondale Police Station 5702 Balmoral Police Station 5703 Clendon Community Policing Centre 5704 Henderson Police Station 5705 Mangere Police Station 5706 Manukau Police Station 5707 Manuwera Police Station 5708 Massey Community Policing Centre 5709 New Lynn Police Station 5710 Northern Region Police Headquarters 5711 Otara Police Station 5712 Papatoetoe Police Station 5713 Te Atatu Community Policing Centre 5714 Albany Police Station 5715 Auckland Dog Base 5716 Regional Information and Communication Service Centre 5717 Browns Bay Police Station 5718 Glen Innes Police Station 5719 Glenfield Community Policing Centre 5720 Helensville Police Station 5721 Kumeu Police Station 5722 Mount Roskill Community Policing Centre 5723 Newmarket Police Station 5724 Onehunga Police Station 5725 Orewa Police Station 5726 Otahuhu Police Station 5727 Papakura Police Station 5728 Police and Emergency Services Broadcast Tower

	<p>5729 Police Telecommunications Workshop 5730 Ponsonby Police Station 5731 Pukekohe Police Station 5732 South Motorway Base 5733 Takapuna Police Station 5734 Waiuku Police Station 5735 Warkworth Police Station 5736 Wellsford Police Station 5737 Whangaparoa Community Policing Centre 5738 Motorway Policing Centre</p> <p>New Zealand Transport Agency 6716 State Highway 20 – Manukau City Centre to Wiri 6720 State Highway 1 – Newmarket 6721 State Highway – Victoria Park Tunnel 6757 State Highway – North Shore Busway</p> <p>Auckland Transport North West Schedule Designation 1437, 1467, 1468</p>
Legal Description (if applicable)	Correction to AUPOIP pursuant to Clause 20A, First Schedule of the RMA
Nature of change	Minor Text errors to the designation texts as requested by the requiring authorities.
Effect of change	The proposed change is considered to be neutral. This helps eliminate confusion over the contents in the condition.
Changes required to be made	Minor text corrections as per attached schedule.

Prepared by: Sisira Jaysinghe
Planner

Approved by: Phill Reid
Manager
Auckland-wide

Signature:



Signature:



Identified by Requiring Authority	Requiring Authority	Designation Number	Designation Name	Text errors showing corrections by strike through and underline
Yes	Chorus New Zealand Ltd	2640	Three Kings Telecommunications Site	<p>Road widening designation 1643</p> <p>2. Any new building or structure located within designation 1643 will require prior written approval from Auckland Transport as the Requiring Authority for designation 1643.</p> <p>3. 2. Any new building or permanent structure located within the designation referenced as 1643 will be required to follow the relevant process under the RMA, including obtaining approval from the Auckland Transport as Requiring Authority for the designation 1643. This restriction shall not apply if the road widening is uplifted or taken.</p>
Yes	Minister of Police	5700	Auckland Central Police Station	<p>Rollover Designation No <u>Yes</u></p> <p>Conditions</p> <p>The public work authorised by the designation is the construction, undertaking, establishment, management, operation, alteration and maintenance of a policing facility and every use of the land for police and ancillary purposes as detailed in the Policing Act 2008 and subsequent updates.</p> <p>Conditions</p> <p><u>No conditions</u></p>
Yes	Minister of Police	5701	Avondale Police Station	Rollover Designation No <u>Yes</u>
Yes	Minister of Police	5702	Balmoral Police Station	Rollover Designation No <u>Yes</u>
Yes	Minister of Police	5703	Clendon Community Policing Centre	Rollover Designation No <u>Yes</u>
Yes	Minister of Police	5704	Henderson Police Station	Rollover Designation No <u>Yes</u>
Yes	Minister of Police	5705	Mangere Police Station	Rollover Designation No <u>Yes</u>
Yes	Minister of Police	5706	Manukau Police Station	Rollover Designation No <u>Yes</u>
Yes	Minister of Police	5707	Manuwera Police Station	Rollover Designation No <u>Yes</u>
Yes	Minister of Police	5708	Massey Community Policing Centre	Rollover Designation No <u>Yes</u>
Yes	Minister of Police	5709	New Lynn Police Station	<p>Rollover Designation No <u>Yes</u></p> <p>Location 415-421 Great South Road, Henderson-3092 Great North Road, New Lynn</p>

Yes	Minister of Police	5710	Northern Region Police Headquarters	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5711	Otara Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5712	Papatoetoe Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5713	Te Atatu Community Policing Centre	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5714	Albany Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5715	Auckland Dog Base	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5716	Regional Information and Communication Service Centre	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5717	Browns Bay Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5718	Glen Innes Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5719	Glenfield Community Policing Centre	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5720	Helensville Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5721	Kumeu Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5722	Mount Roskill Community Policing Centre	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5723	Newmarket Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5724	Onehunga Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5725	Orewa Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5726	Otahuhu Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5727	Papakura Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5728	Police and Emergency Services Broadcast Tower	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5729	Police Telecommunications Workshop	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5730	Ponsonby Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5731	Pukekohe Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5732	South Motorway Base	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5733	Takapuna Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5734	Waiuku Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5735	Warkworth Police Station	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5736	Wellsford Police Station	<u>5737-Wellford Police Station</u> <u>5736 Wellsford Police Station</u>
Yes	Minister of Police	5737	Whangapara Community Policing Centre	Rollover Designation <u>Ne</u> <u>Yes</u>
Yes	Minister of Police	5738	Motorway Policing Centre	Rollover Designation <u>Ne</u> <u>Yes</u>

Yes	New Zealand Transport Agency	6716	State Highway 20 - Manukau City Centre to Wiri	5. w. Further consultation with <u>Manukau City Council Auckland Council</u> regarding planting in the vicinity of the rail alignment;
Yes	New Zealand Transport Agency	6720	State Highway 1 - Newmarket	Piers located within the local road reserve will be minimized and will require the prior written approval of the <u>Auckland City Council</u> .
Yes	New Zealand Transport Agency	6721	State Highway 1 - Victoria Park Tunnel	2.2. 2. Any outline plan(s) required by section 176A of the Resource Management Act 1991 (RMA) in relation to the works in the location(s), have been submitted to the <u>Auckland City Council</u> .
Yes	New Zealand Transport Agency	6757	State Highway 1 - North Shore Busway	11.6 The location and extent of each stage of the site works will be identified and the <u>North Shore City Council Auckland Council</u> advised of the construction timetable.
Yes	Auckland Transport	1437	North West Schedule	13437 Transport corridor Hobsonville Road, Hobsonville
Yes	Auckland Transport	1467	North West Schedule	1467 Road widening <u>Fred Taylor Drive, Massey/Whenuapai - Hobsonville Road</u>
Yes	Auckland Transport	1468	North West Schedule	1468 Road widening <u>Hobsonville Road, Hobsonville - State Highway 16 (Westgate to Whenuapai)</u>