

BEFORE THE INDEPENDENT HEARINGS PANEL

IN THE MATTER of the Resource Management Act 1991 (RMA)

AND

IN THE MATTER of Intensification Planning Instrument (IPI) Proposed Plan Change 78: Intensification to the Auckland Unitary Plan Operative in Part (AUP)

AND

IN THE MATTER Of Topic 001A Plan Making and Procedural/Central Government Response

AND

IN THE MATTER Of Topic 001D Plan Making and Procedural/Consultation and Engagement

AND

IN THE MATTER Of Topic 002 MDRS Response

**PRIMARY STATEMENT OF EVIDENCE OF AARON BEER
ON BEHALF OF MOUNT ST JOHN RESIDENTS GROUP INC**

HEARING TOPIC 001A: Plan Making and Procedural/Central Government Process – mandatory requirements

and

HEARING TOPIC 001D: Plan Making and Procedural/Consultation and Engagement – general

and

HEARING TOPIC 002: Medium Density Residential Standards response

Date: 13 March 2023

OVERVIEW

1. This evidence provides background reasoning in support of the Mount St John Residents Group Incorporated's submissions in relation to Hearing Topic 001A: Plan Making and Procedural/Central Government Process – Mandatory Requirements; Hearing Topic 001D: Plan Making and Procedural/Consultation and Engagement – general; and Hearing Topic 002: Medium Density Residential Standards response.

INTRODUCTION

2. My name is Aaron Spencer Beer. I am the Chairman of the Mount St John Residents Group Inc.
3. The Mount St John Residents Group Inc was formed in 1999 specifically to protect Tītīkōpuke (Mount St John) and its environs from development. We have faithfully and repeatedly defended the puke and sacrificed the opportunity of increased densification and development (which would have brought with it increased land prices) to conserve this, one of the smallest maunga in Auckland's volcanic field.

SUMMARY

4. The Mount St John Residents Group Inc contends that the current proposal for Plan Change 78 is inadequate because it does not protect Mount St John/Tītīkōpuke sufficiently. It also does not protect all maunga in the Auckland/Tāmaki Makaurau volcanic field especially where they are part of or sit adjacent to 'walkable catchments' and close to rapid transit.
5. We demonstrate in our evidence that intensification through Plan Change 78 is coming at the sacrifice of Tāmaki Makaurau's maunga, which are iconic and irreplaceable, where those maunga are within walkable catchments of rapid transit.
6. We assert that there are two key reasons for amending Plan Change 78 – essentially, these are goals which we believe the Council is obliged to give effect to in its policies:
 - 6.1 Spiritual, cultural protection of taonga tuku iho (Tītīkōpuke; and all other maunga in the Auckland/Tāmaki Makaurau volcanic field)
 - 6.2 Landscape preservation of an internationally recognised, and nationally revered topography which lends Auckland/Tāmaki Makaurau its uniqueness

7. We further assert the following mechanisms are inadequate to achieve the aforementioned goals in the current proposals for Plan Change 78:

- 7.1 Inadequate effect given to height in the areas surrounding Tītīkōpuke (and all other affected maunga)
- 7.2 Inadequate expression given to volcanic viewshafts and local viewshafts surrounding Tītīkōpuke and all other affected maunga
- 7.3 Inadequate protection given to heritage and character housing in the immediate areas adjacent to Tītīkōpuke and all affected maunga. Character housing adjacent to Auckland's maunga, due to its lower density, lower height and smaller mass, has been proven to protect (to an extensive degree) that same volcanic field.

8. Landscape Preservation

- 8.1 There has been continuous protection of maunga in the Auckland region through policies, plans and statements of regional and local councils (local government) and legislation since 1976 (almost half a century).

Arguably, these protections been gradually eroded, however – and Plan Change 78 represents further erosion of protection.

- 8.2 Protection was originally afforded because of a report published in 1976. This report was commissioned because the height, mass, bulk and positioning of The Pines Apartments close to Mount Eden caused Auckland's population to call for protection of the maunga.
- 8.3 The 1976 Report, by Mr Roy Turner of the ARA, recognised the landscape value of the maunga, including Mount St John. This report has been used repeatedly by Auckland Council (and its antecedents) previously to defend full and robust protection of the maunga – not the least on 25 May 2015 in the Statement of Primary Evidence provided on behalf of Auckland Council by Stephen Kenneth Brown before the Unitary Hearings panel on Topic 020 Volcanic Viewshafts and Height Sensitive Areas.
- 8.4 The 1976 Report is quoted in this evidence from 2015 (Appendix 1) as follows from P9 of the evidence:

'The volcanic cones are iconic features of Auckland. They give the Region its unique character and identity and set this urban area apart from other cities in the world. Their contribution to the character of the Region arises not only from their individual identities as outstanding natural features, but also 10 from their number and juxtaposition within the urban landscape. They provide islands of naturalness, of open space and of green that interact with an urban landscape which continues to change as a result of urban growth and development.'

'Many views of the cones are inextricably linked with images of Auckland. For example, Maungauika (North Head), Takarunga (Mt Victoria), Rangitoto, Motukorea (Browns Island) and Te Pane ō Mataaho (Mangere Mountain) and Maungarei (Mt Wellington) are key markers of Auckland's maritime setting. Other volcanic cones

such as Pukekaroro (Auckland Domain), Maungawhau (Mt Eden), Maungakiekie (One Tree Hill), Koheraunui (Big King of Three Kings), Ōwairaka (Mt Albert), Puketāpapa (Mt Roskill), Te Kōpuke (Mt St John), Remuwera (Mt Hobson) and Otahuhu (Mt Richmond) are physical markers and identifiers at both the regional and local level.

‘They are outstanding natural features and have a landscape value that arises from their combination of naturalness within an urban environment and their cultural associations. The volcanic cones are of international, national and regional significance. They are of particular significance to Tangata Whenua of the Region, as ancestral land and taonga, being both sites of occupation and battle. Physical occupation is reflected in the presence of complex earthworks terraces, ditches, pits and middens. They are also central to the identity of Tangata Whenua as tribal groups within the Region and are places to which Māori have a deep spiritual and cultural attachment. The volcanic cones have also become part of the valued natural and cultural heritage of the wider Auckland community. As well as views to and between the volcanic cones, views from the cones across the urban, rural and maritime landscape are part of the local and visitor experience of the Auckland Region

- 8.5 The Auckland Regional Policy Statement reinforced that the volcanoes are of international, national and regional significance.

- 8.5.1 In a section entitled ‘Auckland’s Outstanding and Regionally Significant Volcanic Features’ (Part 6.2.5) it identifies that the two most defining geographic and landscape aspects of Auckland are its coastal areas and volcanoes.

- 8.5.2 At 6.2.6 Entitled ‘Auckland’s Outstanding and Regionally Significant Volcanic Features’ the Auckland Regional Policy Statement says (P8) Appendix 2 :

‘The physical and visual integrity and values of the volcanic cones.....can be adversely affected by subdivision, use and development that directly impacts on their structure, or by inappropriate development in surrounding areas.’

‘Important views to the volcanic cones from urban Auckland and their value as outstanding natural features can also be compromised by inappropriately located, or inappropriately sized development.

‘The volcanic cones are iconic features of Auckland. They give the Region its unique character and identify and set this urban area apart from other cities in the world.

‘Their contribution to the character of the Region arises not only from their individual identities as outstanding natural features, but also from their number and juxtaposition within the urban landscape. They provide islands of naturalness, of open space and of green that interact with an urban landscape which continues to change.....’

- 8.6 Indeed the Council supported an application to UNESCO seeking to list Auckland’s volcanic cones as a ‘World Heritage site’. It currently sits on UNESCO’s tentative list as a ‘Mixed Cultural and Natural Heritage Site’.

<https://whc.unesco.org/en/tentativelists/5120/>

- 8.6.1 The UNESCO tentative listing says these volcanic cones ‘dominate the wider views of the Auckland landscape’.
- 8.6.2 The UNESCO tentative listing cites regional management and plans which protect the maunga. However, Mt St John Residents Group contends that with Plan Change 78, these plans are eroded.
- 8.7 The Resource Management Act Section 6 identifies ‘matters of national importance’ that must be protected. Specifically, Section 6 (b) describes ‘the protection of outstanding natural features and landscapes from inappropriate subdivision, use and development.’
- 8.7.1 Auckland’s volcanic field – including Tītīkōpuke/Mount St John – is identified in the RMA as an outstanding natural feature of Aotearoa, and this statutory provision over-rides the provisions of any district plan, including the Unitary Plan.
- 8.8 The vast majority of previous Auckland Council, Auckland City Council, other local council and regional local government statements, evidence and policies about the volcanic cones as well as legislation such as the RMA is characterised by three clear positions:
- The volcanic cones are at the heart of the identity of Auckland because they are one of the two most significant features of the landscape.
 - They are collectively important, not just singly important. If you degrade one, you degrade the whole field.
 - They can be degraded by subdivision and development ‘in surrounding areas.
- 8.8.1 The Mount St John Residents Group Incorporated asserts that the current proposal under Plan Change 78 to intensify urban areas within walking distance of rapid transit, that is also adjacent to one or more volcano in the Auckland volcanic field, runs contrary to almost all previous evidence, policies, plans, statements and legislation that government, local government have promulgated to protect the unique landscape of the entire volcanic field of Auckland.
- 8.8.2 Preservation of these cones from exactly what is being introduced by Plan Change 78 has been repeatedly emphasised in this evidence, policies, plans, statements and legislation.
- 8.9 On the basis of proximity to the cones, any area identified as ‘walkable catchments’ and therefore (under Plan Change 78) rezoned for greater intensity – which includes greater mass of buildings, ‘inappropriate size’ (as per the Auckland Regional Policy Statement) of buildings, and intensity of development – will severely compromise Tītīkōpuke/Mount St John and any other maunga affected in the volcanic field.
- 8.9.1 Thus, we oppose the rezoning of all areas in proximity to and surrounding Auckland’s volcanic cones, where they are within walkable catchments.

- 8.9.2 On this basis, we oppose rezoning of Market Road and Maxfield Place, immediately adjacent to Tītīkōpuke – where many sites are contiguous with the Reserve on Tītīkōpuke/Mount St John.

9.0 Height Sensitive areas and Volcanic Viewshafts

- 9.1.1 The Mount St John Residents Group strongly supports the Maunga Viewshafts and Height and Building Sensitive Areas Overlay parts of the notified version of Plan Change 78.
- 9.1.2 We support the Council's view that the height sensitive areas and volcanic viewshafts are an appropriate, sound, qualifying matter under the RMA and accordingly the Auckland Unitary Plan should be amended.
- 9.1.3 We agree with Council that localised viewshafts are protected as a qualifying matter and are of national importance under the RMA.
- 9.1.4 We assert that increased building heights and densities within the Height Sensitive area overlay and outside that overlay, which reduce the protection of Tītīkōpuke/Mount St John – and of all other maunga in the Auckland/Tāmaki Makaurau volcanic field – are in conflict with the purpose of the RMA and in conflict with previous evidence, plans, policies and statements of Auckland Council and its antecedents.
- 9.1.5 In addition, the Mount St John Residents Group Inc maintains that the Low Density Residential Zone should pertain to all residential zoned land within the Height and Building Sensitive Areas Overlay.
- 9.1.6 We submit that modifications are therefore needed to the current proposal to achieve the above, protect the maunga, including and especially its smallest maunga Tītīkōpuke/Mount St John.
- 9.1.7 As with landscape, there is a continuous heritage of advocacy by local, regional and central government to protect the visibility of maunga through height controls and viewshafts.
- 9.2 Height controls around Auckland's maunga and viewshafts have been imposed since 1976 – which coincides with the report to the Auckland Regional Authority by Roy Turner (op cit).
- 9.3 The Auckland Regional Policy Statement (Part 6.2.6 op cit, Appendix 2) states:
"Important views to the volcanic cones for urban Auckland and their value as outstanding natural features can....be compromised by inappropriately located, or inappropriately sized development".
- 9.4 Council's own evidence to the Unitary Plan Independent Hearings Panel on 25 May 2015 by planner and landscape architect Stephen Kenneth Brown (P7 Clause 7: op cit, Appendix 1) said that height controls were to

‘manage development on the slopes and margins of the cones and to protect short range views and glimpses of them’.

- 9.4.1 ‘Managing glimpses’ is a vital component of protecting views, in the opinion of Mount St John Residents Group Inc and cannot be foregone in favour of larger, wider views of the volcanic viewshafts.
- 9.5 Brown argues in his evidence (Appendix 1 – see P13, Clause 23) that the Sensitive Height areas together with viewshafts form a strategic dual management approach for the volcanoes and that the 1976 height controls envisaged were applied
‘to development on (and around) the base of each maunga’.
- 9.6 In the view of the Mount St John Residents Group, it is vital that these Height Sensitive areas continue and are rarely if ever overridden through resource consents. If they are, views and local glimpses to the maunga in the Auckland volcanic field, will be lost forever.
- 9.7 Height Sensitive areas are designed to protect local views. Increasing the bulk of what’s allowable within them will not protect local views, however, because even while the heights may be restricted, the bulk of what’s built around the maunga may also obscure views.
- 9.7.1 At Clause 42, P22, Brown’s Council evidence draws from a 2012 re-evaluation report he authored (commissioned by Council) and he comments on Height Sensitive Overlays of the then Unitary Plan proposal:
‘Retention of the array of relatively close up views to each cone from its more immediate public surrounds: these views and glimpses complement the longer distance, more strategic, regionally significant views captured by the Volcanic Viewshafts. Whereas those, very specific, views are identified one by one, the Blanket Height Sensitive areas are delineated so as to protect a myriad of local views and glimpses – typically from locations well within 1.0 km of each cone...the Height Sensitive Areas (with related controls) therefore set out to maintain individuals’ sense of connection with, and attachment to, nearby cones by ensuring they are not screened out by new development....’
- 9.7.2 At P44, Clause 89, Council evidence from Brown (Appendix 1) says that the focus of the Unitary Plan being proposed was to:
‘Prevent development from encroaching into local views and glimpses that are protected by the Height Sensitive areas. These local views/glimpses are critical to the retention of the identity that individual cones impart to surrounding suburbs and, in turn, the sense of connection and association that those living, working and recreating around the cones feel for them.’
- 9.8 **Scale and Mass:** Height Sensitive overlays conferred as part of the Unitary Plan also embraced the idea of limiting scale and mass of development within the overlay.
- 9.8.1 As Brown puts it in his 2012 evaluation report for Council (P23) which he requotes in his evidence (Appendix 1):

‘Development too close or too large (both vertically and in terms of overall scale/mass) could well disrupt the iconic profiles associated with Auckland’s volcanic field...’.....‘Consequently it is important that each Height Sensitive Area limits the scale of development so that the broad matrix of urban development on and around the apron of each one (i.e. each volcano) broadly mimics/reflects the underlying topography of the individual cone...’

- 9.8.2 Mount St John Residents Group Inc asserts that although the areas around Tītīkōpuke/Mount St John are restricted in height under Plan Change 78, intensification is permitted (up to three units/per site) within these areas.
- 9.8.3 This means the mass AND scale of developments within some parts of the height sensitive area around Tītīkōpuke/Mount St John will increase, thereby most likely – by the Council’s own previous assertion in 2015 – ‘disrupting’ the iconic profile and views of the puke.
- 9.8.4 This pattern would be repeated for any other volcanic cone in walkable catchment areas which are zoned for greater intensity, even despite being in ‘height sensitive areas’.
- 9.8.5 In this regard, it is insufficient and deeply inconsistent for the Council to argue one thing, in 2015, and argue the opposite in 2023: i.e. that scale and mass forced through greater intensity will not affect views; or that ‘development too close or too large’ to maunga, will not affect the iconic profiles of these maunga.
- 9.8.6 Mount St John Residents Group Inc asserts that this newly allowable scale and mass (albeit within a height restricted area) along Market Road, Maxfield Place, and anywhere within Stephen Brown’s 1.0km of each cone, will adversely affect the maunga.
- 9.8.7 We therefore submit that modifications are needed to the current proposal for Plan Change 78, so that **Low Density** Residential Zones should pertain to **all** residentially zoned land within the Maunga Viewshafts and Height and Building Sensitive Areas overlay (refer *Figure 1* below).

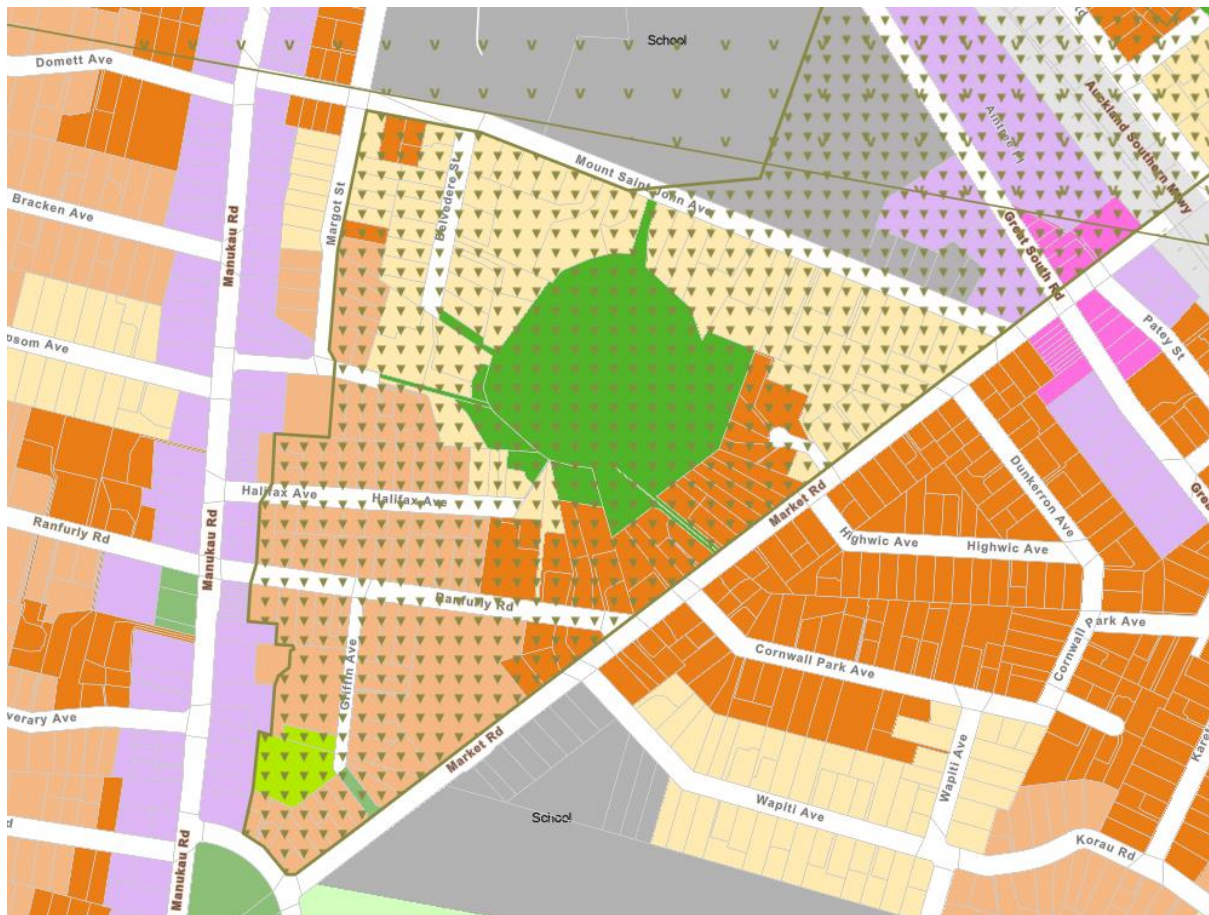


Figure 1 – Residential zones surrounding Tītīkōpuke/Mount St John with Maunga Viewshafts and Height and Building Sensitive Areas overlay (inverted triangles)

10.0 Heritage and Character Housing

- 10.1 There is ample evidence historically that lower form (one or two storey), lesser mass housing (including character housing) protects views to and from, and between, Auckland's volcanic cones. As we have shown, it is not simply height of development that matters in protecting maunga: it is scale, mass, and density.
- 10.2 Auckland Council's document: Auckland Unitary Plan, Operative in Part: Clause 20A to b5 and schedule 15 (Appendix 3) proclaims in section B5. Ngā rawa tuku iho me te āhua – Historic heritage and special character (Signed off 27 July 2021)

Ka haere te kawē rimurimu i te ara ka mako pare

Designs by man have links with nature

- 10.3 It draws the comparison between the overlay area created through special character overlays as reflecting the volcanic landforms:

'The overlay area encompasses houses located on the slopes of Mount Eden/Maungawhau, Mount Albert/Ōwairaka, Mount Hobson/Ōhinerau, and Mount St John/Tītīkōpuke/Te Kōpuke. The area also covers a tuff ring in Mount

Roskill/Puketāpapa/Pukewīwī. The underlying landscape context in the overlay area reflects volcanic landforms’. P185:

And [presumably because of the character overlay and the houses present]:

‘The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development.....’

- 10.4 Indeed planners from Auckland Council have frequently heralded the fact that character housing (be it well preserved or substantially altered) in the area of Titikōpuke /Mount St John, because of their form and rooflines, has echoed the puke in form, thereby complementing it.
- 10.5 Therefore the Mount St John Residents Group Inc supports the amendment made to Mount St John Avenue in the Special Character overlay amendment in PC 78 Special Character Residential Findings Reports Central Isthmus Part 1 (but wishes to **increase the area** as depicted in *Figure 2* below - see later evidence in Appendix 4 from Salmond Reed Architects).



Figure 2 – Assessment undertaken by Jeremy Salmond who considers the Isthmus A, B & C Special Character areas should be considered as a group. This yields the sub-area in the blue outline which complies with the Council assessment criteria and scores 5 or 6 on greater than 75% of sites. This will more robustly protect the local environ of the maunga.

- 10.5.1 We oppose submissions that challenge the identification of Special Character areas as a qualifying matter and/or those that challenge the extent of the Special Character overlay. This is because, if these arguments obtain precedence, the result will be detrimental to Auckland’s attractiveness, character, heritage and the visibility of maunga.
- 10.5.2 We support the protection of character housing in the area around Titikōpuke/Mount St John. We strongly support the special character overlay on

Mount St John Avenue, Belvedere Street, parts of Halifax Avenue (the end closest to the maunga), parts of Warborough Avenue (closest to the maunga).

- 10.5.3 We oppose rezoning of parts of Market Road, Margot Street and Maxfield Place on the grounds that Council's scoring for those areas as 'non character housing' is capricious. Our view in this is supported by the assessment of Salmond Reed architects (Appendix 4), which finds the entire area surrounding Titikōpuke/Mount St John (outlined in blue in the diagram) meets the Council's assessment for character homes that should be included.

11.00 Pepper Potting

- 11.1 We are concerned that some zoning on Plan Change 78 in our area includes some "pepper potting" of individual or small groups of properties zoned for intensification, amongst or adjacent to those which are not. These include properties on Mount St John Avenue and Margot Street Epsom. [e.g. 13 Mount St John Ave; 13A Mount St John Ave; 11 Mount St John Ave; 1-7 Mount St John Ave; and 68 Margot Street – all highlighted in *Figure 3* - whose zoning does not match the houses around them]
- 11.2 It is a fundamental principle of good urban planning that consistency is applied. Further, the Government's new Medium Density Residential Standards envisages that consistency – a zone that is applied contiguously to an entire district, or not (for reasons of qualifying matters).
- 11.3 In creating a standard approach to zoning (with overlays/qualifying matters) The benefits of standardisation were said by the Government to be:
- 'a standard suite of zones will prevent the creation of zones that are simply variations of others that already exist and for which an overlay or layer may be more appropriate'.* [P32: National Planning Standards – Zones and Overlays: Discussion Paper C, Published May 2017; Ministry for the Environment ISBN: 978-0-908339-91-4]
- 11.4 Zoning also must be consistent with Plan objectives. Where there is inconsistency in the same group of houses, in the same street or area, how can this be consistent?
- 11.5 Even the New Zealand Planning Institute touted the National Planning Standards as having consistency when they were introduced:
- 'Standards will provide a toolkit for Councils to improve consistency in plans, where it makes sense to do so',* the Institute said in 2017.

https://planning.org.nz/Event?Action=View&Event_id=981

On this basis, the 'pepper potting' – or small groups of houses amongst others zoned differently – must have a strong reason for being 'outliers'. We can find no such reason.

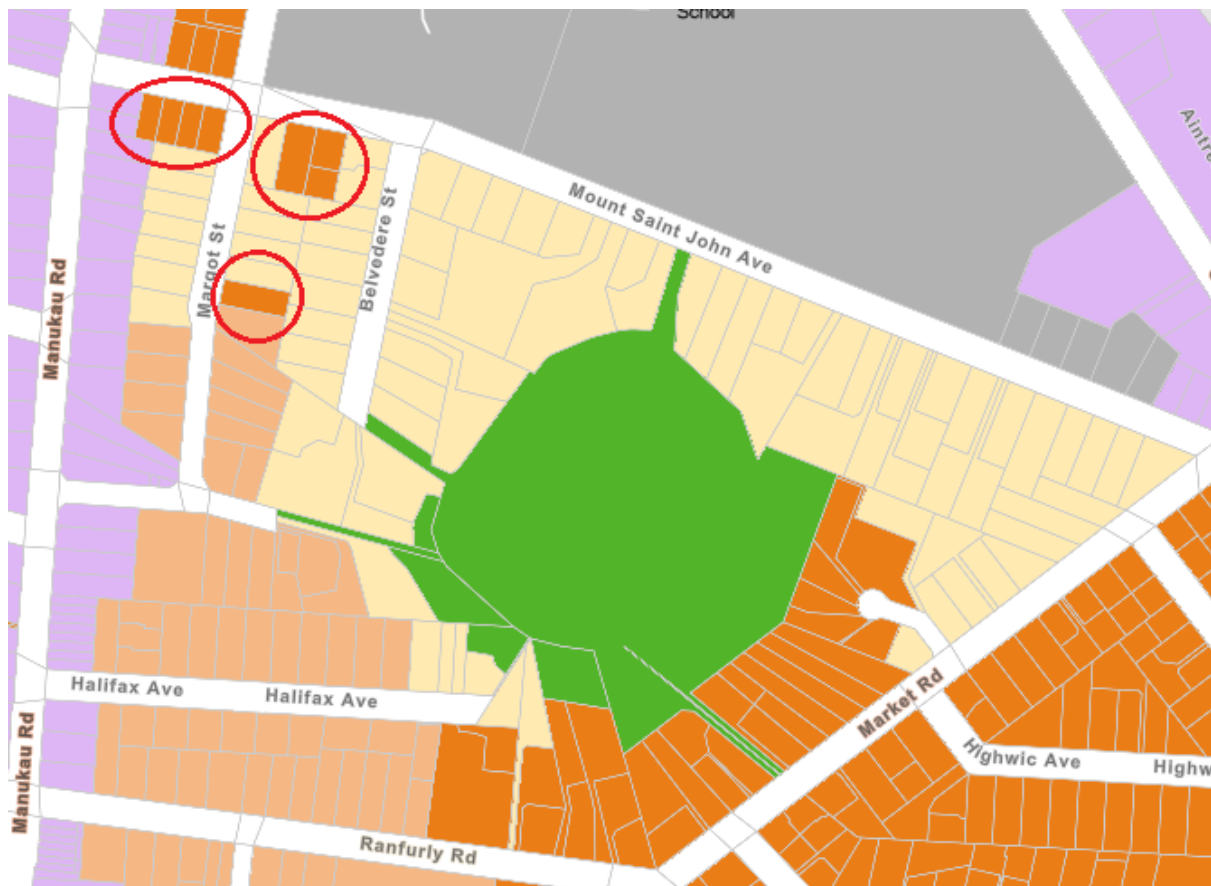


Figure 3 – “Pepper Potting” of small groups of properties adjacent to zones of significantly lower density

12.00 Cultural Value and Integrity of Tītīkōpuke (Mount St John)

- 12.1 The collective volcanic field of the isthmus of Tāmaki Makaurau is recognised and valued as a whole, and individually by iwi. When one maunga is destroyed or compromised, the whole field is.
- 12.2 Tītīkōpuke/Mount St John has joint management over it currently between Auckland Council and Tūpuna Maunga o Tāmaki Makaurau – as do many other maunga in the field. A stated aim of Tūpuna Maunga o Tāmaki Makaurau is to: “Preserve and enhance the authenticity and visual integrity of the Tūpuna Maunga so that they are markers in the landscape, and their cultural and natural features are visually apparent.”

Tūpuna Maunga o Tāmaki Makaurau also seeks to ensure that the landscape values of the volcanic field are preserved. It states it will:

1. *Recognise that the Tupuna Maunga are part of a broader volcanic field and mana whenua and local communities wish to see the maunga and volcanic field in their entirety protected and enhanced.....*
2. *....Ensure the landscape values of the individual and collective maunga are protected so that current and future generations visually identify with, relate to, and connect with the maunga...*

3.Protect the authenticity and integrity of this unique landscape feature and respect this important landscape through the progressive removal and structures that detract from the maunga.....

Its plan also states that it will:

4. Protect, maintain and improve the visibility and understanding of the natural, geological and cultural features.....

12.3 The currently proposed rezoning by Auckland Council in the height sensitive areas of the maunga (such as on Market Road) runs entirely counter to the aims of the iwi.

1. The landscape right around Mount St John/ Tītīkōpuke will not be protected; and most certainly will not be enhanced. The cumulative effects of more built structures, with greater mass, higher than currently, with the effect of advancing up the slopes and on Tītīkōpuke's lowest skirts, will be disastrous over time to the maunga largely because it is one of the smallest volcanoes in Auckland's field.
2. The visibility of the maunga will be deeply affected.

13.00 Inadequacy of Infrastructure in Epsom

13.1 The recent 27 January floods (as well as Cyclone Gabrielle) have proven 100% that the infrastructure in and around the Epsom area would not cope at all with intensification envisaged in Plan Change 78.

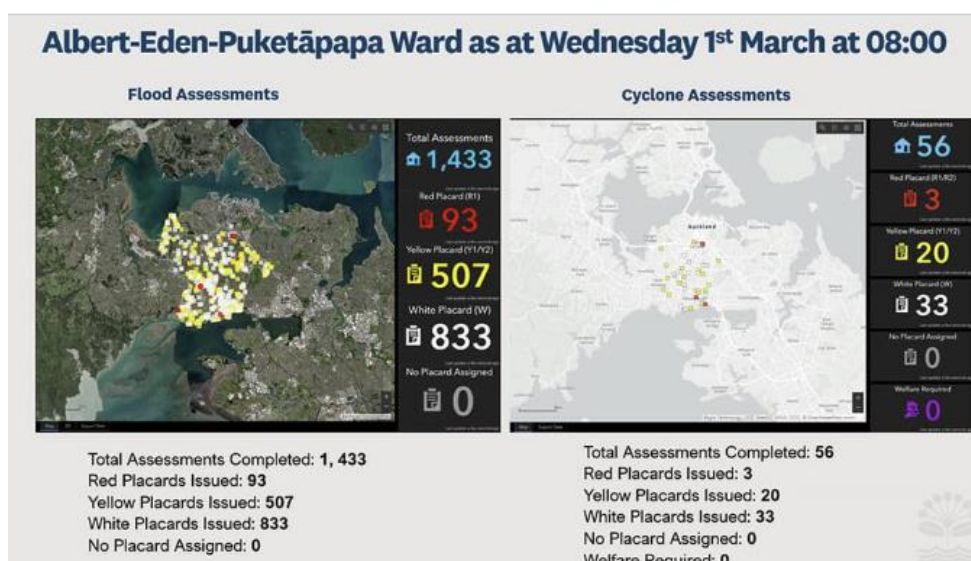
13.1.1 A recent post from Councillor Christine Fletcher's Facebook page shows the size of the issue of flooding in the area, which was arguably the most affected area in the Auckland isthmus; This chart was prepared by Council.



Christine Fletcher

March 2 at 9:10 AM · 🌐

Assessments from Albert Eden Puketāpapa for 01 March. The floods may have receded but we are still living with the consequences.



13.1.2 Indeed some of the very areas zoned for greater intensification around the maunga and beyond flooded badly due to vastly inadequate drainage.

13.1.3 These are two frames from a Facebook video shot on Manukau Road, just near to/ outside the synagogue (180 Manukau Road), showing the height of the floods on that road on 27 January 2023. All of this water drained down Manukau Road rear drives and directly onto Margot Street, where some residents' houses were inundated inside (above 1 metre), their cars and lifetime possessions lost. Some residents swam to safety.



13.1.4

This is a screenshot from Facebook of flooding on Market Road on the same day:



13.1.5

These are screenshots from a twitter feed that later went viral on YouTube, of flooding on Margot Street and in houses there on 27 January 2023.

<https://www.youtube.com/watch?v=kCouZuuuye4>



- 13.1.6 Diocesan School for Girls on Margot Street in Epsom was also affected; this New Zealand Herald story displays a photo of the junior school which was also inundated.

<https://www.nzherald.co.nz/nz/principals-incredulous-about-school-closure-communication-from-authorities/6AN2PBE7VRBABKBR34V2UANSAL/>

- 13.1.7 The houses and buildings that flooded in Epsom did so because drainage was inadequate, and catchpits were full – despite reporting of full catchpits by the residents to Council, repeatedly for months and years prior. Many of the houses that flooded have never flooded before.

Water came from Titikōpuke/Mount St John, from Mount St John Avenue, Belvedere Street, and also from streets flooded because catchpits throughout the area were so inadequate. The same thing occurred right along Manukau Road in contributory streets such as Kipling Avenue, Halifax Avenue and Bracken Avenue.

- 13.1.8 The Mount St John Residents Group Inc believes it is obvious from what happened on 27 January 2023 that any intensification in the area is simply not possible until and unless infrastructure is able to cope with such inundations – and it is clearly not able to cope with these currently, with the current housing mass, let alone with added housing intensification.

BEFORE THE AUCKLAND UNITARY PLAN INDEPENDENT
HEARINGS PANEL

IN THE MATTER of the Resource Management Act 1991 and
the Local Government (Auckland
Transitional Provisions) Act 2010

AND

IN THE MATTER of Topic 020 Volcanic Viewshafts and
Height Sensitive Areas

AND

IN THE MATTER of the submissions and further submissions
set out in the Parties and Issues Report

**STATEMENT OF PRIMARY EVIDENCE OF STEPHEN KENNETH BROWN ON
BEHALF OF AUCKLAND COUNCIL**

25 MAY 2015

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APPENDIX A: 2013 Report - Review of Viewshafts

APPENDIX B: 2013 Review Report - Viewshaft B6

APPENDIX C: 2012 Report - Review of Height Sensitive Areas

APPENDIX D: Evaluation of Six Viewshafts - A08, E10, E11, T01, W12 & W26

SUMMARY

1. Hearing Topic 020 covers (amongst other matters) district plan provisions of the Proposed Auckland Unitary Plan (PAUP) relating to volcanic viewshafts (viewshafts) and height sensitive areas (HSAs).
2. A number of submissions support the PAUP viewshafts and HSA mapping and provisions. However, the submission from The Warehouse seeks deletion of the viewshaft controls in their entirety, while many submissions, such as those from Housing NZ Corporation (HNZ), oppose the mapped viewshafts and HSAs because of their impact on individual properties and areas of potential development. In a related vein, many submissions seek a relaxation of the proposed Volcanic Viewshaft and HSA rules. Mr Peter Reaburn (also appearing for Auckland Council) explains the nature of many of the key submissions in his statement.
3. In line with the application made by HNZ, the evidence for this topic focuses on both proposed district plan provisions, and the significance of the individual viewshafts subject to submissions together with the HSA mapping. Procedural Minute No.12, from the Chairman of the Independent Hearings Panel, indicates that the viewshafts to be addressed in this respect shall comprise a sample of six that are currently found in the PAUP, so that the veracity of all of the proposed viewshafts can be tested in an indicative fashion. As a result, much of this statement addresses the core values of the viewshafts and the importance of them, both individually and collectively, in relation to Auckland's natural heritage, landscape character and identity. I conclude that all of the viewshafts in accord with the IHP Minute this sample addressed are 'regionally significant'.
4. Finally, I address some of the key issues that pertain to management and protection of the cones via the viewshafts and Height Sensitive Areas. I conclude that the proposed (revised as a result of mediation) are both appropriate and necessary. They are also aligned with the objectives and policies already proposed for the PAUP within Chapter 4.3.2 of the RPS, although both the review of those provisions and related submissions have resulted in some amendments

to the proposed viewshaft and HSA rules that are set out in Attachment B to Mr Reaburn's evidence. He discusses these matters in some detail.

INTRODUCTION

5. My name is Stephen Kenneth Brown. I am giving evidence in these proceedings on behalf of the Auckland Council (**Council**). I hold a Bachelor of Town Planning degree and a post-graduate Diploma of Landscape Architecture. I am a Fellow and past president of the New Zealand Institute of Landscape Architects, an Affiliate Member of the New Zealand Planning Institute, and have practised as a landscape architect for 32 years.
6. During that period, the great majority of my professional practice has focussed on landscape assessment and planning. This has included evaluating the landscape effects associated with a wide variety of coastal development projects, including those of:
 - Various Waitemata Harbour crossing options in 2002/3 (for OPUS and NZTA);
 - the current Waterview Connection upgrade of S16 and the North-western Motorway (for Transit NZ);
 - the Sandspit Marina proposal (for Auckland Council);
 - the ALPURT B2 Waiwera River crossing on SH1 (for the Auckland Regional Council);
 - the proposed Weiti River bridge and highway (for the Auckland Regional Council);
 - the Southdown Power Station (Mercury Energy / Transalta);
 - the Papamoa Gateway Project (for Tauranga City Council);
 - the Marsden Point port development (for Northport); and
 - a number of marina proposals in the early 1990s for the Americas Cup Planning Authority.
7. More strategically, I have undertaken and participated in many landscape assessments aimed at identifying landscape values at the district and regional levels. Of relevance to the current application, I have twice undertaken landscape

assessments of the Auckland Region (in 1982-4 and 2002-13), and – among others – have also been responsible for studies of:

- the West Coast Region - Buller / Grey / Westland Districts: Landscape & Natural Character (2012);
- Buller District: Landscape & Natural Character (2010/2011) – for Meridian Energy Ltd in relation to the Mokihinui River appeals;
- the Waikato Region: peer review of Outstanding Natural Landscapes (2011/12);
- The Auckland Region: Outstanding Natural Features – Geological / Geomorphological (2012);
- the Auckland Region: Amenity Values (2012);
- the Auckland Region: Natural Character (2010 & 2012/13);
- the Auckland Region: Landscape (2001-8);
- Otorohanga District (2009/10);
- the Horizons (Manawatu Wanganui) Region: Landscape – for Mighty River Power in relation to the Turitea Wind Farm application (2009/10);
- the Thames Coromandel District: Landscape and Natural Character (2006-12);
- the Kawhia and Aotea Harbour catchments: Landscape (2006);
- the Mahia Peninsula and Wairoa District: Landscape (2003);
- Waitakere City's Northern Strategic Growth Area Study: Landscape (2000);
- North Shore City: Landscape (1997-2000);
- Eastern Manukau City: Landscape (1995);
- Auckland's urban coastlines: Landscape (1995);
- Whangarei District: Landscape (1994 & 2005);
- the Far North District: Landscape (1994/5);
- Waiheke Island: Landscape (1988);
- the Auckland Region: Landscape (1982-4).

8. In 2006 I was also part of a team under the 'umbrella' of Urbis Ltd that was awarded the (UK) Landscape Institute's Strategic Planning Award for the "Landscape Value Mapping Study of Hong Kong". My contribution included development of an assessment method and evaluation criteria that were employed in that study.

9. For these proceedings, I have been engaged by Auckland Council (**the Council**) to present evidence in relation to the identification of Auckland's volcanic viewshafts and Height Sensitive Areas – as part of Topic 20. I also appear in support of the proposed PAUP provisions, which set out to protect both the viewshafts and Height Sensitive Areas.
10. I also previously appeared at the RPS hearing in relation to Topic 010, which addressed the RPS and matters relating to Volcanic Viewshafts and Height Sensitive Areas. I was part of the Council team that addressed all Natural Heritage values, objectives and policies at that stage, and am now again providing expert evidence on behalf of the team.

CODE OF CONDUCT

11. I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2014 and that I agree to comply with it. I confirm that I have considered all the material facts that I am aware of that might alter or detract from the opinions that I express, and that this evidence is within my area of expertise, except where I state that I am relying on the evidence of another person.

SCOPE

12. My statement addresses the following matters:
 - **Context & History:** the significance of Auckland's volcanic cone field and views of the individual maunga at the regional level, together with the importance of more localised views and connections with them for the Region's communities. This section of my statement necessarily retraces some of the 'ground' previously covered in my statement on Chapter B4.3.2, including a snapshot of the history of viewshaft and HSA protection across the Auckland Region.
 - **Viewshaft Selection:** the selection / identification of viewshafts from 1976 (and the inception of the viewshafts and related controls) through to PC8 and

PM339 has revolved around whether or not individual viewshafts are 'regionally significant' – with reference to a range of assessment criteria. These criteria are discussed and then tested employing sample of six viewshafts, as per the IHP's Procedural Minute No.12.

- **Height Sensitive Areas:** since 1976, blanket height controls have been imposed to manage development on the slopes and margins of the cones, and to protect short range views and glimpses of them. This part of my evidence briefly explains the 2012 re-evaluation of, and update to, those areas where such limitations are imposed.
- **Provisions:** the objectives, policies and – more specifically – the rules framework that affords protection for both identified viewshafts and the flanks / margins of individual cones (via the HSAs) is discussed.

CONTEXT & THE HISTORY OF VIEWSHAFT PROTECTION

Context

13. Together with Auckland's three harbours – the Waitemata, Manukau and Kaipara – its cone field is unquestionably the Region's most distinctive and iconic feature. Once comprising close to 60 cones and craters, this field has been eroded over the last 160 years by quarrying and urban development to the point where just nine maunga – Mt Eden / Maungawhau, Mt Hobson / Ohinerangi, Mt Saint John / Te Kopuke, One Tree Hill / Maungakiekie, Mt Wellington / Maungarei, Mt Albert / Owairaka, Mt Roskill / Puketapapa, and (more peripherally) Mangere Mountain – now provide exemplars of a volcanic resource that was once both much more prominent and pervasive than is now the case.
14. Ferdinand Von Hochstetter's 1859 map of the volcanic features across the Auckland Isthmus (overleaf) and its surrounds provides a graphic reminder of the heritage that Auckland both retains and has irrevocably lost.



(Map prepared by Dr. Ferdinand von Hochstetter, 1859)

15. Yet, the cones are far more than just a nostalgic focus for Pakeha recollections of Auckland as it once was. The following are excerpts from a slide show prepared by Westmere Primary School pupils in 2014 that explores the Maori meanings associated with many of Auckland's volcanic features and their Maori names (website: <http://www.slideshare.net/westmereschool/maori-names-of-volcanoes-in-auckland>):

“The Domain / Pukekawa: *Pukekawa means ‘hill of bitter memories’ in the Maori language, and likely refers to various hard-fought battles between the Ngapuhi and Ngati Whatua iwi.*

Mt Albert / Owairaka: *means belonging to Wairaka. She is known as one of the beautiful daughters of Toroa, chief of the Ngati Awa tribe. Wairaka is known throughout New Zealand because of her bravery. She is known as a strong leader of her people.*

Mt Roskill / Puketapapa: *known as the flat-topped mountain in Maori. It was the site of a pa.*

Mt Eden / Mangawhau: *means the mountain of the whau tree in Maori.*

Mt Wellington / Maungarei: *means ‘Watchful Mountain’ or the ‘Mountain of Reipae’ – a Tainui ancestress who travelled to Northland in the form of a bird.*

One Tree Hill / Maungakiekie: *the Maori name Maungakiekie means “mountain of the kiekie vine”.*

Three Kings / Te Tatua a Riukiuta: *Three Kings known as Te Tatua a Riukiuta in Maori. Means the girdle or belt of Riukiuta. Perhaps the most complex volcano in the Auckland volcanic field, consisting of five significant scoria cones.*

Lake Pupuke: *Pupuke means overflowing lake in Maori.*

Orakei Basin: *Orakei means the place of adorning.”*

16. These simple précis provide a tangible sense of connection with both a history and perceptions that extend well beyond the very Europeanised terms of reference that most of us have grown up with. Indeed, the multiple values of the cone field have long been recognised and are clearly referenced in the current ARPS description of the maunga (Part 6.2.6):

“The volcanic cones are iconic features of Auckland. They give the Region its unique character and identity and set this urban area apart from other cities in the world.

Their contribution to the character of the Region arises not only from their individual identities as outstanding natural features, but also

from their number and juxtaposition within the urban landscape. They provide islands of naturalness, of open space and of green that interact with an urban landscape which continues to change as a result of urban growth and development.

Many views of the cones are inextricably linked with images of Auckland. For example, Maungauika (North Head), Takarunga (Mt Victoria), Rangitoto, Motukorea (Browns Island) and Te Pane O Mataaho (Mangere Mountain) and Maungarei (Mt Wellington) are key markers of Auckland's maritime setting. Other volcanic cones such as Pukekaroro (Auckland Domain), Maungawhau (Mt Eden), Maungakiekie (One Tree Hill), Koheraunui (Big King of Three Kings), Owairaka (Mt Albert), Puketapapa (Mt Roskill), Te Kopuke (Mt St John), Remuwera (Mt Hobson) and Otahuhu (Mt Richmond) are physical markers and identifiers at both the regional and local level. They are outstanding natural features and have a landscape value that arises from their combination of naturalness within an urban environment and their cultural associations.

The volcanic cones are of international, national and regional significance. They are of particular significance to Tangata Whenua of the Region, as ancestral land and taonga, being both sites of occupation and battle. Physical occupation is reflected in the presence of complex earthworks terraces, ditches, pits and middens. They are also central to the identity of Tangata Whenua as tribal groups within the Region and are places to which Maori have a deep spiritual and cultural attachment.

The volcanic cones have also become part of the valued natural and cultural heritage of the wider Auckland community. As well as views to and between the volcanic cones, views from the cones across the urban, rural and maritime landscape are part of the local and visitor experience of the Auckland Region"

17. However, Part 6.2.6 also highlights the key issue that underpins the proposed ARPS provisions:

"The physical and visual integrity and values of the volcanic cones and other regionally significant features, can be adversely affected

by subdivision, use and development that directly impacts on their structure, or by inappropriate development in surrounding areas.

Important views to the volcanic cones from urban Auckland and their values as outstanding natural features [with reference to section 6(b) of the RMA] can also be compromised by inappropriately located, or inappropriately sized development.”

18. Continuing in this statutory vein, I also note that Mr Reburn has referenced two landmark appeal decisions that directly pertain to the protection of individual maunga and views of them (Reburn: paragraph 5.3):

“A landmark decision of the then Town and Country Planning Appeal Board in 1973 found that Mt Eden was of such value that views to and from the mountain should be protected. The Board criticised the Council for not carrying out its duty to protect the visual integrity of Mt Eden. Subsequently, volcanic cone viewshafts were first incorporated into Auckland’s statutory plans in 1976. They appeared in the Auckland Regional Planning Scheme in 1988 and were carried over into the ARPS which was made operative in 1999. A significant decision of the then Planning Tribunal in 1992 refused consent for the Sky Tower proposal in Khyber Pass, partly on the basis that it intruded into a defined viewshaft (E10) and would not protect the view of the landform.”

19. Moreover, the importance of Auckland’s volcanic field is clearly reflected in current efforts to achieve World Heritage status for the cones. On 7 June 2012 the Crown settled historical land claims by 13 iwi and hapu within the Auckland area by ceding ownership of 14 maunga to the Tamaki Collective¹. At the ceremony celebrating this resolution, the Director-General, Mr Chris Finlayson, on behalf of the Crown, stated that:

“This will be the first time Auckland’s iconic volcanic cones will have had an integrated management plan, which will benefit the people of Auckland, and build on the work already done in investigating the

¹ The **Tāmaki Collective / Ngā Mana Whenua o Tāmaki Makaurau** comprises: Ngāi Tai ki Tāmaki, Ngāti Maru, Ngāti Pāoa, Ngāti Tamaoho, Ngāti Tamaterā, Ngāti Te Ata, Ngāti Whanaunga, Ngāti Whātua o Kaipara, Ngāti Whātua Ōrākei, Te Ākitai Waiohua, Te Kawerau ā Maki, Te Patukirikiri, Te Rūnanga o Ngāti Whātua.

possibility of the maunga being designated a UNESCO World Heritage site,”

20. This statement appeared to build on previous initiatives by the Department of Conservation, and on 16 April 2014 Auckland Council, Central Government and the Tamaki Collective agreed to prepare a heritage assessment and strategic case ahead of finalising a bid for World Heritage status for the cone field. A target date of 2020 was set for achieving this status for at least some of the maunga. A preliminary budget of \$75,000 was also allocated for the initial assessment, although I cannot specify, what – if any – progress has been made towards achieving the goals indicated.

History of Viewshaft Protection

21. As stated in my evidence on Chapter B4.3.2, my association with Auckland's volcanic maunga began in the early 1980s. The first assessment of views to Auckland's cones was completed in December 1976 (**1976 report**), with Mr Roy Turner of the (then) Auckland Regional Authority given the mantle of 'chief sightline protector' at that time. At page 9 of the 1976 report the following was stated about the cones:

“Geologically the Auckland volcanic field is unique, firstly because of the very large number of individual cones set in so small an area, and secondly, for the small size of the individual cones. Scientific interest lies in the variety of features rather than particular individuals as specimens. They are miniature editions of examples that can be seen elsewhere, whilst frequently possessing quite complex structures. Their physical uniqueness has long been known. Dr F. van Hochstetter of Vienna in visiting New Zealand in 1858 concisely stated the situation.

... The Isthmus of Auckland is one of the most remarkable volcanic districts on the earth”

“The remarkable extinct volcanoes on the Isthmus of Auckland are unique in their kind, both with respect to their number, and the peculiar shape of their cones and craters and their streams of lava.

In a circumference of only 10 miles from Auckland I had to note down no less than 63 points of eruption.”

Archaeologically, Auckland’s cones are a direct link with the past, all of them being the clearly marked sites of extensive Maori habitation and defensive positions.

Aesthetically they impart character to the terrain, acting as landmarks, green buffers and passive recreation areas. They are also one of the main landscape features that give Auckland its distinctive character. On the Auckland landscape they are visually dominant and it is the preservation of this visual dominance that is the object and concern of this report. It is therefore important not just that they are preserved physically but also that their visual character and the contribution they make to the urban landscape is protected for the benefit of succeeding generations.”

22. Even so, the initial 1976 report’s identification of cones ignored:
 - Island cones and volcanic features surrounded by rural land – like Browns Island, Rangitoto and Elletts Mountain;
 - Lower lying features, such as Taylors Hill, the Auckland Domain, Lake Pupuke and Pukaki Lagoon; and
 - Other ‘lesser’ features, like Duders Mountain, Albert Park and Pukeiti.
23. Although the 1976 report discussed the selection of individual viewshafts, it did not provide any guidance about the criteria to be employed in selecting individual viewshafts. On the other hand, it did make the important distinction between long range, more strategic views, of individual maunga – to be addressed via the actual viewshafts – and more short range views and glimpses of each cone – that would be better addressed through blanket height controls applied to development on (and around) the base of each maunga. This dual management approach has continued through successive regional planning schemes and policy statements documents since the late 1970s.
24. In 1996, the ARC commissioned LA4 (of which I was a director at the time) to re-evaluate the viewshafts, with a view to possibly amending and deleting some

existing viewshafts, but also adding new ones, as appropriate. That work involved a thorough review of both the existing viewshafts (identified in 1976) and exploration of potential new viewshafts. In particular, there was a growing realisation that the island maunga could not rely on their water surrounds alone for long term protection. This process resulted in a wide ranging series of recommendations, covering:

- **New viewshafts:** especially those to Rangitoto and Browns Island, most of which were subsequently incorporated in Change 8 to the Auckland Regional Policy Statement, then PM339;
- **Modification of existing viewshafts:** in response to changes in their surrounding environs – again largely adopted in Change 8 and PM339; and
- **Deletion of a number of viewshafts:** for a variety of reasons – which was not generally supported at the political level, with many of these recommendations not carried through to Change 8, although some have since been adopted as part of PM339.

25. Importantly, the LA4 report broached the issue of criteria for the identification of viewshafts at two levels. At pages 6-10 of the LA4 report it initially focused on the significance of the individual cones, before – in turn – addressing – the significance of potential viewpoints / origin points and their sense of connection with Auckland's cones, both individually and cumulatively. This process, and related viewpoint selection criteria, are addressed later in my statement where they are explored in some detail.

26. Re-evaluation of the existing viewshafts employing these criteria led to most of the recommended alterations to, and proposed deletions of, existing viewshafts in the LA4 report. Application of the same criteria to new potential viewshafts resulted in the final LA4 report resulted in wide-ranging changes being proposed to the viewshaft regime established in 1976. I have summarised those changes as follows (overleaf):

Viewshafts of National Significance:

One Tree Hill:

Retention of:	O1, O5, O6, O7, O8, O9, 12
Amendments to:	O2, O4
Deletion of:	O3 (Southern Motorway)
New Viewshafts:	O10 (Merton Rd), O11 (SH20), O12 (Hillsborough Rd), O13 (Mt Smart), O14 Gt South Rd

Rangitoto:

New Viewshafts:	T1 (Auck. Museum), T2 (Tamaki Rd), T3 (harbour bridge), T4 (East Coast Rd), T5 (upper Onewa Rd), T6 (lower Onewa Rd), T7 (SH1 Newmarket Viaduct), T8 (St Heliers Bay Rd), T9 (Bucklands Beach Rd),
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Mt Eden:

Retention of:	E1, E2, E4, E9, E10, E12, E13, E14
Amendments to:	E3, E11
Deletion of:	E5 (Mt Albert Rd / Akarana Ave), E6 (Alberton House), E7 (Sandringham Rd), E15 Mt Saint John Rd)
New Viewshafts:	E8 (King Edward parade), E16 (Eden Park), E17 (harbour bridge), E18 (Mt Eden Rd), E19 (SH1 Spaghetti Junction), E20 (Karangahape Rd & Newton Rd intersection), E12 Alexandra Park)

Viewshafts of Regional Significance:

Mt Hobson:

Retention of:	H1, H4, H5
Amendments to:	H2, H3
Deletion of:	N/A
New Viewshafts:	H6 (Tamaki Drive), H7 (Alexandra Park)

Mt Wellington:

Retention of:	W1, W2, W4, W5, W8, W19,
Amendments to:	W11, W12, W18
Deletion of:	W3 (Panmure Highway), W6 (Waipuna Rd), W7 (Ireland Rd), W9 (Queens Rd), W10 (Pilkington Ave), W13 (West Tamaki Rd), W14 (line Rd), W15 (Line Rd), W16 (Line Rd), W17 (Apirana Ave / St Heliers Rd)
New Viewshafts:	W20 (Alexandra Park), W21 (College Rd), W23 Lagoon Dr), W24 (South-eastern Arterial), W25 (Tamaki Station Rd), W26 Pakuranga Highway)

Mangere Mountain:

Deletion of:	M1 (Walmsey Rd / Hall Ave), M2 (Bader Drive), M3 (Kirkbridge Rd)
New Viewshafts:	M4 (SH20), M5 (SH20), M6 (SH20)

Mt Victoria:

Retention of: V1, V2, V3
Deletion of: N/A
New Viewshafts: HV4 (Auck. Museum), V5 (Tamaki Dr), V6 (Northern Motorway)

North Head:

Deletion of: N/A
New Viewshafts: N1 (Auck. Museum), N2 (Tamaki Dr)

Mt Albert:

Retention of: A2, A7, A9, A10
Amendments to: A1
Deletion of: A3 (Boundary Rd), A4 (Walmsey Park), A5 (May Rd), A6 (Sandringham Rd), A8 (Mt Albert Rd)*, A11 (Fowlds Park)
New Viewshafts: A12 (Western Springs Stadium), A13 (Northwestern Motorway)

Mt Roskill:

Retention of: R2
Deletion of: R1 (Sandringham Rd)

* Not in the same location as in the PC8 / PM339 mapping of the viewshafts

Review of the Volcanic Viewshafts 2001-5

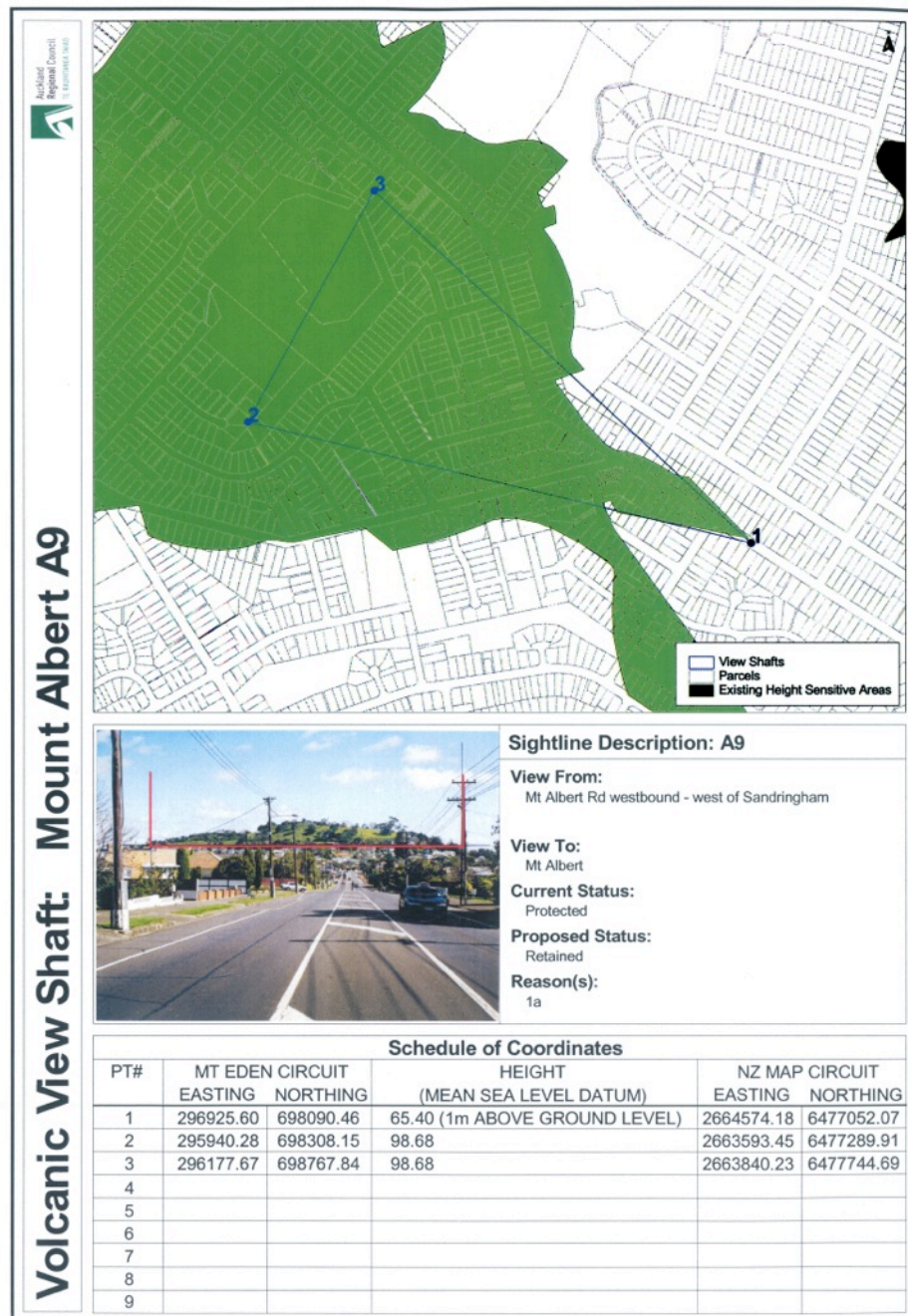
27. In 2001 I was requested to join a multi-disciplinary team looking at the volcanic viewshafts again. Roy Turner convened the team, which comprised himself and me as ARC representatives, George Farrant and Alan Kirk from ACC, and other territorial council representatives – as appropriate – when addressing the likes of Mount Victoria and Mangere Mountain outside the Isthmus. George Farrant had also proposed that the method of sightline delineation be updated, employing surveyed ‘base planes’ and ‘side planes’ to establish the true alignment and elevation (relative to ground levels) of each sightline. Once these planes were recorded it was anticipated that surveyors would be able to establish if new development proposals were going to encroach on each sightline.
28. The process of looking at each sightline involved combined team visits to origin ‘points’, and photography of each view. Based on the discussions held in the course of each site visit, I then drew lines on the sightline photos, which approximated the agreed ‘baseline’ (ie. bottom) for each sightline, then its outer

limits (ie. sides) – as shown below for Sightline E9, from the Auckland Domain to Mount Eden.



29. Subject to further discussion and agreement with team members, the surveyed boundaries for each sightline were then listed and mapped – as per the following example for Sightline A9 to Mt Albert (overleaf). This process endorsed many of the changes promoted in the LA4 report – though not all, with the viewshafts originating in stadiums a major ‘bone of contention’. From 2002 to 2005 a series of briefing reports were issued to the ARC and local authorities that addressed matters such as the implications of the Mangere Viewshafts M4, M5 and M6 for some 30 properties east and south of that maunga, together with the impacts of proposed Browns Island Viewshafts B5 and B6 on Musick Point, Rogers Park and residential properties in their vicinity. At the same time, Harrison Grierson worked with Auckland City Council to finalise its surveying of all proposed viewshafts, and I believe that this was completed in 2010.
30. The 87 viewshafts finally agreed were subsequently incorporated in that part of Change 8 to the Auckland Regional Policy Statement (“ARPS”), which addressed **Volcanic Features and Viewshafts**. They were then adopted for PM339, which is the subject of the current appeals and, for the most part, endorsed by the decisions in relation to that Plan Change. As stated at paragraph 6.1 of the PM339 decision, this has resulted in 28 new viewshafts being added to the

Isthmus Section of the Auckland District Plan, 5 being deleted, and amendments to the boundaries of many other existing viewshafts. However, “new” is a relative term in the respect of these changes, as the majority of alterations were first proposed at the completion of 2001-5 ‘joint councils’ viewshaft review in 2005.



31. Of note, the time required to implement the viewshaft controls has led to the erosion of some key views, most notably that from the Newmarket Viaduct (Viewshaft T7) of Rangitoto, North Head and the inner Hauraki Gulf. That key

view is now largely obscured by new buildings around Broadway, the Newmarket railway station and the lower end of Remuera Rd, resulting in its deletion (as part of the PM339 decision) before it had actually become operative.

Other Recent Amendments

32. Furthermore, many 'current' sightlines remain that have been affected in other ways by development in their vicinity. As a result, I was asked by Auckland Council to review a number of the draft PAUP viewshafts in 2013. In my report, of 17 June 2013 (Appendix A), I reiterated that the following viewshafts had been recommended for deletion in 1996:

Volcanic Cones:	Sightlines Recommended for Deletion:
One Tree Hill	O3: Southern Motorway
Mount Eden	E5: Mt Albert Rd / Akarana Ave E6: Alberton (historic residence) E15: Mount St John Ave
Mount Hobson	No Proposed Deletions
Mount Wellington	W3: Panmure Highway W6: Waipuna Rd W7: Ireland Rd / Bill McKinlay Park W9: Queens Rd / Panmure Centre W13: West Tamaki Rd / Sacred Heart College
Mount Albert	A3: Boundary Rd / Lynfield College A5: May Rd / Mt Roskill War Memorial Park A6: Sandringham Ave / Edendale Reserve A8: Mt Albert Rd A11: Fowlds Park
Mount Roskill	R1: Sandringham Rd / Owairaka Park
The Big King	K1: Mt Eden Rd K2: Mt Eden Rd

33. Of these, I highlighted 11 viewshafts that remained of concern in 2013:

- A5: May Rd to Mt Albert
- A6: Sandringham Rd to Mt Albert
- E5: Mt Albert Rd to Mt Eden
- E15: Mt St John Rd to Mt Eden
- K1: Mt Eden Rd to The Big King
- K2: Mt Eden Rd to The Big King
- R1: Sandringham Rd to Mt Roskill
- T7: Newmarket Viaduct (SH1) to Rangitoto
- W7: Ireland Rd to Mt Wellington through / over Bill McKinlay Park
- W10: Pilkington Ave to Mt Wellington
- W13: West Tamaki Rd to Mt Wellington

34. In 2013 I was also asked by Auckland Council to undertake a further review of Sightline B6, from McLeans Rd – near McLeans College in West Tamaki – to Browns Island. Taking into account the significance of both the vantage point and view of Browns Island, my report of 26 November 2013 concluded that: *“B6 is considered to be consistent with the other viewshafts identified for protection across Auckland’s Isthmus and metropolitan area.”* (Appendix B).
35. In March of this year (2015) I was also asked by Auckland Council to reconsider my findings in relation to Viewshaft W13. This particular viewshaft is constrained by the desire to accommodate ‘reasonable use’ (up to two stories high) within a residential property at 42 Leybourne Circle – in the foreground of views from West Tamaki Rd and Reserve – but, on balance, I consider that it still qualifies as a regionally significant view, if only just. In fact, I address this viewshaft in more detail when looking at the values of individual viewshafts later in my statement.
36. In addition, the PM339 decisions were released on 27 August 2014. These have resulted in amendments to a number of viewshafts:

Viewshaft T7: deletion of this viewshaft capturing the view from the Newmarket Viaduct to Rangitoto, North Head and Mt Victoria (together with the Waitemata Harbour) because of significant encroachment into that viewshaft during the period it has taken for it to become operative (as previously indicated).

Viewshaft W15: affording a view of Mt Wellington from Line Rd has been reduced in status from that of a Volcanic Viewshaft to a Locally Significant View. I endorse this change: it is consistent with the recommendations of both the 1996/7 LA4 Viewshaft Review and the 2001-5 viewshaft study. It also marries with the PC8 amendments proposed in relation to the original (1976) viewshafts.

Viewshaft A13: providing an introductory view of Mt Albert from the Te Atatu junction of the North-western Motorway has shifted slightly with realignment of that intersection's lanes in the course of the current Waterview Connection Project.

The Proposed Auckland Unitary Plan

37. Since May 2013 I have also been engaged by Auckland Council to assist with implementation of the Volcanic Viewshafts and responses to submissions on the notified PAUP. Prior to notification of the PAUP (on 30 September 2013), I attended a public meeting on 13 May 2013 with submitters, including the Auckland Volcanic Cones Society Inc, at which options for protection of the viewshafts were extensively discussed and debated. Among other matters, this meeting addressed the activity status associated with contraventions of the viewshafts and HSA limits.
38. Since that meeting, I have also been involved with the further review of specific submissions, and on 3 December 2014 I appeared in support of the currently proposed RPS objectives and policies (Chapter B4.3.2), which underpin the proposed viewshaft rules.
39. Finally, on 15 April (2015), I attended Auckland Council's Unitary Plan Hearing Committee meeting, at which my recommendations in relation to the deletion of 10 viewshafts were tabled. After discussion about this matter, my recommendations were adopted by the Committee, effectively removing the viewshafts listed at paragraph 33 (above) from the PAUP, with the exception of Viewshaft W13.
40. At this point I also need make it clear that even though the Plan Modification 339 process has run parallel with that of the PAUP, I have not been involved with that

process or provided any input to it, other than via the reports and recommendations already outlined. Another independent panel has reached the PM339 decisions and I have had regard to their findings, but they have not altered and influenced my opinions about Auckland's cone field and individual viewshafts or the HSAs.

HEIGHT SENSITIVE AREAS

41. The second limb of the 1976 report and related controls pertained to height limits for development on and immediately around Auckland's individual maunga. Those height limits originally comprised a mixture of areas subject to controls with either a 7.3m or 9.0m height limit – the metric equivalents of height limits for residential development originally established using imperial measurements. As Mr Reaburn explains in his planning evidence, areas subject to these limits are referred to in the Auckland Council District Plan (Isthmus Section) as both "Height Sensitive Areas" in the planning maps, and "special height limits" in the text (e.g. at rule 5C.7.6.5).
42. In 2012 I was also asked by Auckland Council to re-evaluate the areas subject to such controls. As a result, I produced a draft report dated 18 December 2012 (the **2012 study** – Appendix C), which reviewed the existing height sensitive areas and the rationale for identification of such areas. As stated at the beginning of that report, it focused on two key issues (pp. 1 & 2):

"Retention of the array of relatively close-up views to each cone from its more immediate public surrounds: These views and glimpses complement the longer distance, more strategic, regionally significant views captured by the Volcanic Viewshafts. Whereas those, very specific, views are identified one-by-one, the Blanket Height Sensitive Areas are delineated so as to protect a myriad of local views and glimpses – typically from locations well within 1.0km of each cone – that are important in terms of local catchments' identity and sense of place. The cones of the Auckland Volcanic field are critical to perception of the Auckland landscape, and the Height Sensitive Areas (with related controls) therefore set out to maintain individual community's sense of connection with, and attachment to,

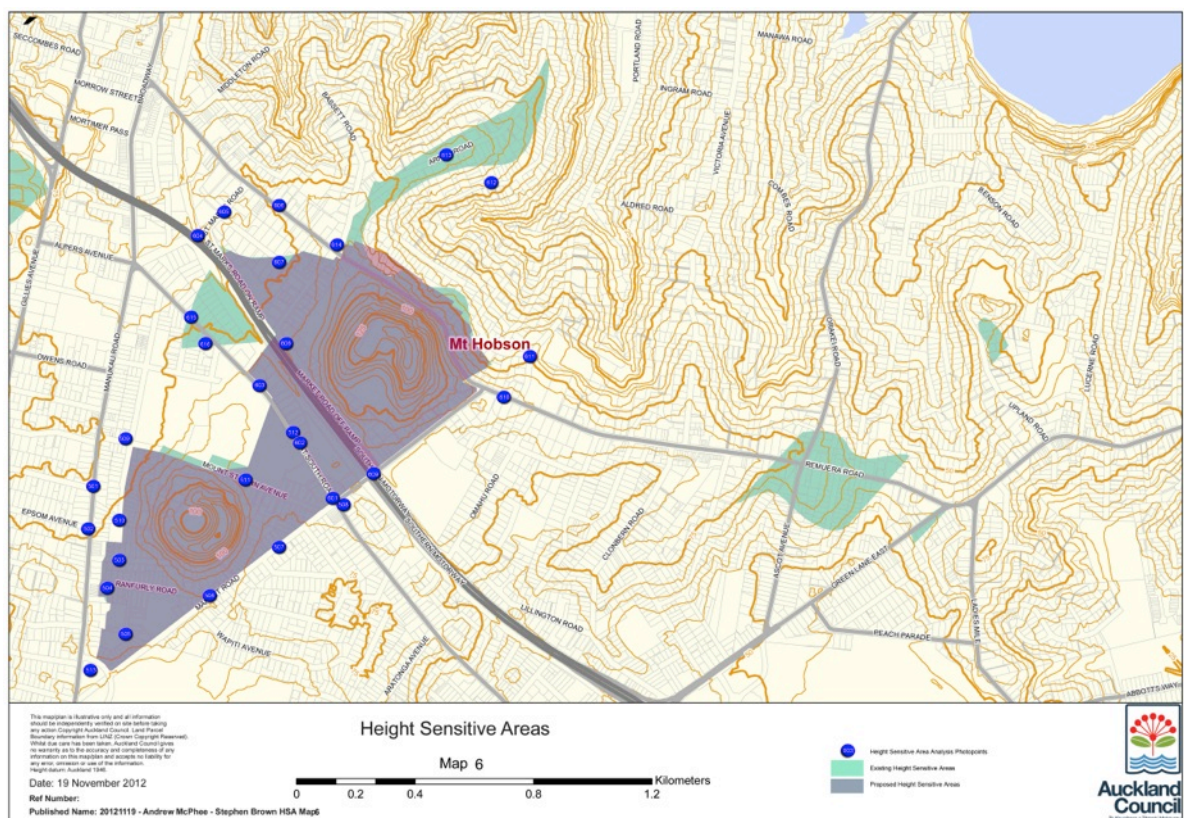
nearby cones by ensuring that they are not screened out by new development. In identifying areas / catchments within which such views are significant, the emphasis is therefore upon areas shared by the local community: roads, parks, reserves, village / commercial centres and places where recreational activities occur. No emphasis is, by contrast, placed on views from private locations, such as residential properties.

Protection of each volcanic cone's profile and distinctive landform: *The cones retain value and make an important contribution to Auckland's landscape because they each have a profile that is fundamentally volcanic and cone-like. Development on, or too close to, each cone, or too large (both vertically and in terms of overall scale / mass) could well disrupt the iconic profiles associated with Auckland's volcanic field, as has happened in the past, eg with The Pines apartment development next to Mt Eden. Consequently, it is important that each Height Sensitive Area limits the scale of development so that the broad matrix of urban development on and around the apron of each cone broadly mimics / reflects the underlying topography of the individual cone. Each Height Sensitive Area should be sufficiently extensive that it maintains a continuity of built forms that, in turn, help to retain the distinctive volcanic profile of each cone and their differentiation from surrounding ridges and other landforms of lesser value. "*

43. The 2012 Study addressed height sensitive areas around the following cones:

- Mount Victoria & North Head
- Mount Albert
- Mount Roskill
- The Big King
- Mount Eden
- Mount Saint John
- Mount Hobson
- One Tree Hill
- Mount Wellington
- Mangere Mountain

44. It resulted in a series of maps addressing the individual maunga that incorporated recommended changes to the extent of the Height Sensitive Areas. For example, the following map addressing Mount Hobson, shows areas of green where it is suggested that existing (1976) areas of height sensitivity (including viewshafts, as these were not differentiated from height sensitive areas alone in the 1976 mapping) be removed; purple areas where the proposed and existing HSAs correlate with one another; and pink areas where the proposed HSAs would extend beyond their existing coverage (the blue dots are Photopoints that assisted with my analysis):



45. Currently, the operative district plan and PAUP both still show the HSAs that were first delineated in 1976; I would hope that, in conjunction with more recent mapping of the updated cone viewshafts, these 'height management' areas might also be updated in the not too distant future. Regardless, the existing HSAs continue to protect a multitude of localised views and glimpses that remain so central to public perceptions of Auckland's individual cones. In my opinion, they therefore remain central to protection of the wider city's character and identity.

VIEWSHAFT SELECTION

46. The review of viewshafts in 2001-3 (followed by another two years of review, surveying and reports to the ARC and territorial authorities through to 2005) revolved around whether or not individual maunga, and views of them, were considered to be 'regional significant'. This core issue was explored using criteria largely drawn from LA4's 1996/7 reports (pages 6-10):

"..... Cones that are the subject of viewing and therefore of sightlines should first of all 'be a significant part of the Auckland scene'. This requires that they have sufficient character to leave a clear impression upon viewers' minds, and that they are large enough to command attention from some distance, or that their location makes them a natural focus of attention. They should be recognisable as cones and should not just appear to be prominent ridgelines or similar.

This review has revealed that the cones identified in the 1976 study as those "whose visual protection depends on building height controls" can be subdivided into two groups of cones meriting protection of sightlines and one group whose sightlines do not merit protection.

Cones of National Significance

The cones included in the 1976 study for which top priority is merited are One Tree Hill and Mt. Eden. To these should be added Rangitoto, the focal feature of much of the North Shore and the Eastern Suburbs. Rangitoto was excluded from the 1976 study on the grounds that the most significant sightlines to it are across the sea, and so are not at risk from development. That study considered the views that might be at risk to be of only local significance. However, this review has revealed a number that are just as significant as many of the views to other cones that were included in the 1976 study.

These three cones merit the status of national icons.....

Cones of Regional Significance

The next level of priority should be extended to Mt. Wellington, Mangere Mountain, Mt. Hobson, Mt. Victoria, North Head, Mt. Albert, Mt. Roskill, Mt. St. John, as well as Browns Island and Puketutu Island.

Each of the mainland cones has significance extending throughout its respective suburb, as well as for travellers on the regional roads through these suburbs. They are also viewed from the other cones and vantage points, often together as a sprinkling of volcanoes through the urban area. Often, their significance as groups of features is as great as their role as individual features

In addition, the two island cones of Browns Island (68m) and Puketutu Island (65m) merit inclusion as being regionally significant, even though neither has had any regionally significant long distance sightlines recorded to them. The reason for their inclusion is their special status of volcanoes that are completely surrounded by water, which are seen as features by all who venture onto and who look across the waters around them. Their marine settings ensure that views to them are not compromised by foreground or middle ground development and their history is such that the cones themselves have not been built over.

Cones of Local Significance

Mt. Richmond and the Big King were included in the 1976 study as regionally significant, but this review has found little reason for that status.

The 1976 study did not identify any regionally significant views to Mt. Richmond (48m), and considered that its regional significance came only from its location close to the Great South Road and nearby Portage Road.

The Big King (139m) has been seriously affected over past decades by a combination of quarrying, the encroachment of housing, and the imposition of the water reservoir on its summit. From most vantage points it appears to be little more than an exaggerated ridgeline or knoll in the landscape (the possible exception to this being in views

from the Hillsborough ridge area) and that part of the summit which is visible above surrounding houses is clad in a motley assortment of vegetation that does little for the cone's appearance.

Consequently, it is felt that the Big King does not have sufficient impact or character, nor a large enough viewing catchment, to warrant protection through regional policies. It is a local feature and should be dealt with as such. This means that the blanket height controls around it should be deleted and the protection of the cone should become a matter to be decided by the local authority.

Accordingly, it is recommended that these two cones be removed from the list of regionally significant cones.

47. In addition, each viewpoint was assessed in terms of values associated with the individual vantage point and the way in which it's revealed the individual cone (pages 9-11 of the LA4 report):

"This review proposes that the significance of each view be re-assessed not only in relation to the significance of each cone, but also to the significance of the viewpoint, and to the ease with which viewers can see the cone from the viewpoint.

Furthermore, in certain views the value of the whole scene is greater than the sum of the parts: while North Head or Mt. Victoria taken in isolation may have only sub-regional significance, where they are seen together with Rangitoto and the sparkling waters of the Hauraki Gulf the significance of the view is lifted.

Each viewpoint - the origin point for each sightline - should convey the view to an audience that is regional in nature. This means that each viewpoint should either be a thoroughfare or a congregation point for a significant part of the regional community. Such points include main roads and intersections, and major recreational/cultural venues. There is a case to include secondary schools, hospitals and regional shopping centres. However, local roads, the corner block of shops and local community halls do not meet this requirement.

The vast majority of the viewpoints are on city roads. views from State Highways have national significance; those from Urban

Routes are regionally significant; while those from local streets may have regional significance but are more usually only of local importance.

Each viewpoint and its surroundings needs to be reasonably conducive to creating a good impression of the cone in view; which is not to imply that contrast with a built foreground or middle ground is inappropriate, nor that the element of time and the potential for change in any given scene should be ignored. But the other components of a view should not be visually degraded to the extent that they significantly affect perception of the cone.

In the case of viewpoints from roads, it is preferable if the sightline is not off-set too greatly from the main axis of the road corridor, as drivers' attention is unlikely to wander too greatly from the road channel and a very large proportion of trips involve drivers by themselves. However, a number of factors can mitigate this:

- i) the visual prominence of a cone, eg. Mangere Mountain from the Onehunga bridge on State Highway 20;*
- ii) the passenger's perspective - which must be taken into account, along with that of visitors to the city who may well be coach passengers; and*
- iii) the influence of foreground elements in a view which can lure the eye towards a cone that provides an important backdrop, such as the views south over Hobson Bay and east over the Tamaki estuary.*

As travellers are moving along most roads at some speed, their vehicles move some distance while they perceive the views. Hence if a view is to register on the viewers' consciousness, it needs to be seen from a viewing window, rather than as a snap-shot from one static position. For this reason, it is necessary to extend the viewpoints of sightlines that are at an angle to the direction of travel for some distance along the roadways."

48. The last point made above had important repercussions for the recommendations in relation to individual viewshafts, giving rise to an increase in the number of linear viewshafts 'stretched out' along key viewing corridors (eg. along parts of

Tamaki Drive relative to views of Mount Hobson and Rangitoto), not just the static, single-location, origin points that predominated in the 1976 report. Two other important 'riders' are also included in this section of the report:

"Where a potential sightline traverses land zoned for any form of urban development - such as housing, offices, shops, and factories - it should only be selected if there is sufficient clearance between the base of the sightline and ground level to allow for two storey development at the most (up to approximately 9.0 metres) on the affected land. Otherwise the territorial local authorities may well find themselves in the position of having to purchase land where development is effectively prohibited by view protection controls.

Furthermore, where views cross foreground land that is road reserve or that is managed for recreation or reserve purposes, the managers of these areas need to be made aware of the importance of managing their estate, its existing and future buildings, and its vegetation, in a way that preserves the views."

49. In addition, considerable emphasis was placed on the degree to which each viewshaft – present or proposed – would continue to accommodate a 'reasonable level of use' within private properties close to the origin point. This was not a criterion that pertained to the values of the view on offer or the significance of the vantage point being considered, but it was generally agreed that two residential storeys of development should be accommodated under or next to individual viewshafts. In some case, this led to viewshafts with slightly tilted or stepped base lines, and this resulted in amendments to many viewshafts that sought to avoid or work around a Permitted Baseline level of development on affected properties.
50. Putting this preliminary matter to one side, the following factors have dictated the identification of the 'regionally significant' viewshafts (overleaf):

1. Significance of the Individual Maunga:
<ul style="list-style-type: none"> Physical stature: elevation, scale, profile Intactness: topography, vegetation cover, land use cover / elements Social Value & Status: reserves / art / literature Cultural / Tangata Whenua Values: pa sites / remnants / commemorative elements
2. Cumulative Values:
<ul style="list-style-type: none"> Visual connection with other volcanic cones (of similar or higher significance): Mt Eden, Mt Wellington, One Tree Hill, Mt Hobson, Mt St John, Mt Albert, Mt Roskill, Mangere Mountain Visual Connection with other volcanic features of the Auckland Isthmus: Hobson Bay, Orakei Basin
3. Significance of Origin Point:
<ul style="list-style-type: none"> Road Hierarchy: Strategic Routes (nationally important) / Regional Arterial Route (regionally important) Areas of Public Congregation: parks & reserves / open spaces / beaches / promenades / sports fields / walkways & cycleways / commercial centres / community centres
4. Visual Interaction /Engagement:
<ul style="list-style-type: none"> Orientation of View Elevation / Slope / Aspect Proximity to Cone Clarity of Expression & Demarcation of Cone Relative To Surrounding Terrain / Development (including visual 'breathing space' around the cone) Visual Catchment Relative To Other Origin Points (Uniqueness / Representativeness) 'Gateway' Values (introduction to Isthmus cone field)

51. In my opinion, these criteria or selection parameters – focusing on the 'regional significance' threshold remain pertinent today, although the focus on roads might well be broadened to accommodate other major transport corridors – specifically those related to rail use as public transport usage rapidly escalates. Overall, they are as relevant to the selection of viewshafts now as when first proposed some 18 years ago. However, it is important for me to emphasise that the evaluation of proposed viewshafts resulted in them being determined either being considered 'regionally significant' or not – in or out in a very 'black and white' fashion. There

was no relegating of viewshafts that didn't quite make the cut to a lower level, although this has ultimately been the case for one viewshaft – W15 – as a result of the PM339 decisions.

52. I am aware that HNZ favours a more hierarchical approach to viewshaft selection / identification, with some views being relegated to 'local' or 'district' level viewshafts, with a commensurate change to the activity status of future development proposals that infringe the viewshafts. However, this was not contemplated in 1976, 1996/7 or 2001-5.

Viewshaft Trial Evaluations

53. In order to test these criteria and the selection of past viewshafts, Procedural Minute No.12, from the Chairman of the Independent Hearings Panel, indicates that the six viewshafts to be described and analysed in a way that meaningfully addresses whether or not they are 'regionally significant'. The six viewshafts proposed areas follows:

A08: Mt Albert / Owairaka viewed from Mt Albert Rd

E10: Mt Eden / Maungawhau viewed from the Northern Motorway / SH1

E11: Mt Eden / Maungawhau (with Mt Hobson) viewed from Tamaki Drive

T01: Rangitoto / Te Rangi-i-Tongi-a-Tamatekapua viewed from the front steps of the War Memorial Museum

W12: Mt Wellington / Maungarei viewed from Bucklands Beach

W26: Mt Wellington / Maungarei (with Mt Hobson, Mt Eden / One Tree Hill) viewed from Pakuranga Rd

54. Appendix D contains the evaluation worksheets for these viewshafts, which evaluate each viewshafts against the criteria described at paragraph 50, while Annexures 1 to 8 contain larger A3 photographs of the views that are obtained from each origin point. In the case of Viewpoints W12 (Bucklands Beach) and E11

(Tamaki Drive) I have also included panoramic photos that display the wider landscape setting and context within which the maunga are set, including other cones with which there is a sense of connection or linkage. Both of these viewshafts also have linear 'origin points', rather than a single vantage point, and the views captured for these viewshafts are from positions centrally located within these linear vantage points. For example, E11 stretches from the intersection with Ngapipi Rd to near the Auckland Outdoor Boating Club house off Tamaki Drive, and the photos taken for this viewshaft were taken from just west of the Ngapipi Rd bridge.

Key Values

55. My review of the 6 viewshafts subject to Procedural Minute 12 reveals that they each display a complex mixture of values, which are particular to each view and its landscape setting. Beginning with areas of commonality, all 6 viewshafts focus on cones that have been consistently identified as being either regionally or nationally significant. They all contribute very significantly to Auckland's identity and sense of place – its '*genius loci*' to borrow a phrase employed by Clinton Bird in his evidence on the PM339 appeals – and enhance awareness of the cone field amid Auckland's complex mosaic of urban development.
56. Furthermore, all of the origin points, except for those pertaining to T01 and W12, are located on Regional Arterial Routes and accommodate very sizeable audiences, including motorist commuters, more general road users, cyclists and pedestrians. However, from this point onwards, the maunga and views of them are perhaps more notable for their differences than areas of overlap. I will summarise these in relation to the criteria categories already described.

Significance of The Maunga

57. The views of Mt Eden (E10), Rangitoto (To1), Mt Albert (A08) and, to a certain extent, Mt Wellington viewed from both Pakuranga Rd (W26) and Bucklands Beach (W12) emphasise the importance of each cone as a specific, individual, entity. In relation to all of these viewshafts, the maunga is important in its own right, making a powerful, and – particularly in the case of Rangitoto – a quite idiosyncratic, statement about the historic march of volcanic activity across central Auckland. Indeed, it might be argued that the frisson of danger implicit in the

presence of the cones is an important part of Auckland's identity and 'soul'. In each instance, the cone is a highly significant landmark that leaves an indelible imprint on the skyline and its surrounds, although the degree of visual presence varies from view to view, as I will explain shortly.

58. Of Auckland's Isthmus cones, Mt Wellington perhaps makes the boldest statement, with its clearly etched profile, layered terracing across open slopes and exposed explosion crater (especially visible to the north) contrasting in a highly expressive way with its residential, commercial, light industrial and institutional setting. On the other hand, Mt Eden is closely linked with Auckland's CBD, providing a backdrop that eloquently articulates the interplay between the City's natural features and man-made development. It touches a very real nerve in relation to the City's identity and values: of commerce intermingling with life style and of a metropolis than is still largely defined by its relationship with geomorphological features that well and truly outdate the advent of human occupation.
59. By contrast, Mt Albert is the least visually prominent and 'spectacular' of the Isthmus maunga, but it remains the cornerstone for much of the identity of traditional working class and middle suburban precincts that stretch from Western Springs and St Lukes to Owairaka, Lynfield and the margins of Blockhouse Bay. Although clearly diminished, in a physical sense, by past quarrying for railway ballast, it therefore remains a landmark of significance to a sizeable part of west Auckland and, in conjunction with SH16 (North-western Motorway) and New North Rd, it offers an important point of introduction or 'gateway' to the wider Isthmus cone field.
60. Contrasting with all of these maunga, Rangitoto sits amid the waters of the inner Hauraki Gulf, at its junction with the outer Waitemata Harbour: a supremely iconic statement that nearly all Aucklanders can surely relate to. Both physically and visually, it is the most imposing, dramatic and 'natural' of Auckland's cones. It is highly important as a symbol of Auckland, as a source of aesthetic inspiration and appeal, and as a tourist destination. It is a reminder of Auckland's natural heritage in ways that extends well beyond volcanic remnants, but it also remains both the centrepiece of Auckland's maritime environment and a remarkable feature, which connects that environment with the City's volcanic heritage and landscape.

Cumulative Values

61. Importantly, the views of Mt Eden obtained from Tamaki Drive (E11) reveal that particular cone twinned with Mt Hobson, while One Tree Hill ‘pops’ in and out of view more sporadically – with the spire of the Logan Campbell monument drawing one’s eye to this more distant landmark. Tamaki Drive is part of an important route that – in conjunction with Kepa Rd, Ngapipi Rd and Shore Rd – provides exposure to a sequence of volcanic cones and features: Mt Wellington, Orakei Basin, Mt Hobson, Mt Eden and even One Tree Hill. It emphasises the clustering of features east to south of Auckland’s CBD and the role of Mt Eden and Mt Hobson (especially) as centrepieces of Auckland’s volcanic landscape.
62. Viewshaft W26, looking from Pakuranga Rd towards the central Isthmus offers a highly significant panorama that features Mt Wellington as its visual ‘anchor’, but around which are located Mt Hobson, Mt Eden and One Tree Hill. The complex patina of features that comprise most of Auckland’s volcanic cone field are spread out before the motoring public, with the elongated, lower lying ridges that underpin much of eastern Auckland’s metropolitan area providing a foundation for this sequence of clearly articulated maunga. Few other views can match the way in which the field is revealed – almost in its entirety.
63. To a degree, Viewshaft W12, from Bucklands Beach, also reinforces this sense of engagement with the wider cone field by revealing a distant One Tree Hill silhouetted against the western horizon beyond Mt Wellington. Yet, Mt Wellington’s clearly articulated and expressed profile – contrasting with the relatively low relief of its terrestrial surrounds and the flat plane of the Tamaki Estuary – still lends it’s a feeling of visual primacy, to the point where it largely remains a singular feature within views from this quarter.
64. This is also largely the case in relation to Viewshaft T01, with Rangitoto a largely singular statement, as I have already explained. Yet, the juxtaposition with North Head / Maungauika – standing as a physical sentinel at the entrance to the Waitemata Harbour’s mouth – and Mt Victoria / Takarunga in other Domain views complements Rangitoto’s visual presence. Again, this interrelationship and cumulative presentation of remnant cones reinforces the imagery of a sequence of volcanic features marching across Auckland’s landscape; a matrix that

emphasises the dramatic juxtaposition of the City's low lying 'carpet' of urban development and plane of harbour waters with the sharply etched profile of its maunga and their islands of green.

Significance of The Origin Point

65. I have already indicated that the viewshafts' origin 'points' are, with two exceptions, regional road corridors. T01's origin point is, by contrast located on the front steps of Auckland's most culturally and, in all likelihood most architecturally, significant building, the Auckland War Memorial Museum – directly above the consecrated ground around The Cenotaph. It captures a view enjoyed by a myriad of locals and tourists / visitors alike that emphasises the interplay between the City and its harbour 'playground', together with Rangitoto and North Head, as discussed above.
66. Bucklands Beach and Viewshaft W12 is the other exception to the 'regional road rule'. It comprises a lengthy stretch of beachfront facing directly towards the flat waters of the Tamaki River and estuary, and is backed by a road that is often lined by beach-goers cars over most summer weekends. The curtelage between the road and an – in places – muddy beachfront is grassed and offers ample space for picnicking, while a small reserve and car park at the centre of the beach, provide an informal lookout for views across the river to Mt Wellington and the spit margins of Tohuna Torea on the edge of Glendowie opposite.
67. This, often very somnolent and passive vantage point contrasts markedly with a heavily trafficked Pakuranga Rd, which provides the origin point for the other Mt Wellington viewshaft, W26. This road corridor provides the main link between Auckland's outer eastern suburbs – gravitating around Howick – and both Panmure and the South-eastern Arterial / Southern Motorway. As with other such roads it is used by thousands of commuters each day, but is also heavily used, even in 'off hours', by locals and the motoring public in general.
68. Both Mt Eden viewshafts – E10 and E11 – also originate at highly significant locations: the Northern Motorway approaching the harbour bridge, which carries massive volumes of commuter traffic, daily bridge users, and a variety of vehicles which introduce tourists and visitors to central Auckland, and Tamaki Drive, which is both a heavily trafficked commuter route and Auckland's pre-eminent coastal

promenade. Whereas the Northern Motorway primarily serves as a functional corridor that – like a spinal column – links both sides of Auckland north and south of the Waitemata Harbour, Tamaki Drive is a key part of Auckland’s maritime playground – used by motorists, cyclists and pedestrians alike for a mixture of daily transport, recreation and parading along. It provides the focus for multiple sporting events year, such as international marathons and triathlons, not to forget the annual Round the Bays run and is ‘jammed’ most weekends in the summer as locals and visitors stroll or slowly motor along its concourse.

69. Viewpoint A08 starts at a bend in Mt Albert Rd directly east of the Mt Roskill village centre. As with the likes of Pakuranga Rd, it is a major commuter thoroughfare, but also carries large volumes of traffic throughout both the working week and weekends – as part of a western and southern ring route that links Mt Albert and Carrington with Mt Roskill, southern Mt Eden and Royal Oak. In addition, the adjoining village centre generates sizeable quantities of additional traffic in its own right, including pedestrians who live close by.

Visual Presence / Legibility

70. A08 is also the one view that fails to reveal the entire profile of its cone terminus, with much of Mt Albert’s periphery and lower slopes screened by a mixture of residential development and domestic vegetation. Conversely, the origin point is aligned directly on Mt Albert – down the road axis – and provides the lead-in to a stretch of road that presents a series of views to Mt Albert for local road users. Most of these are less significant than A08, and the importance of this viewpoint lies both in the way that it ‘introduces’ the cone to those using Mt Albert Rd, and provides a sense of connection for Mt Albert with both the local village centre and surrounding housing. In framing the view to Mt Albert, this viewpoint also foreshortens the cone’s layering of open space and trees – making it appear closer than it actually is. However, it is equally apparent that past quarrying of the cone now limits its visual prominence and legibility compared with some other maunga, although it is also important to note that A08 is now the only remaining viewshaft that continues to address Mt Albert from east of the cone. It therefore captures a relatively rare perspective of Mt Albert.
71. I have already indicated that both Mt Eden viewshafts – E10 and E11 – also originate at highly significant locations. In particular, the Northern Motorway

reveals the full panoply of CBD and waterfront development arrayed beyond the flat expanse of the Waitemata Harbour, with Mt Eden affording a contrasting backdrop to the city core and multi-storey development. Within this dramatic panorama, the maunga is aligned to the left of the bridge approaches – close to Sky Tower when viewed from near Onewa Rd – and the flat rooftops of commercial development on the Karangahape Rd and Symonds St ridgelines provide a ‘window’ of open space through which the cone is visible. It is a contrasting, but legible and expressive, component of the city landscape that contributes quite decisively to the signature of Auckland’s CBD. Indeed, the flat-roofed ‘base plane’ underlining Mt Eden’s green terraces and crater rim bears eloquent testimony to the success of the E10 viewshaft in preserving both this view of Mt Eden and protecting its interaction with the city core.

72. Viewshaft E11 reveals a somewhat different view of Mt Eden. Again, the view is aligned left of the road axis, this time slightly moreso than when looking from the Northern Motorway. But the convex curve of Tamaki Drive’s alignment ‘throws’ views out across Hobson Bay in the direction of both Mt Eden and Mt Hobson and this pull is accentuated by the natural appeal of the Bay’s water area and boats. One’s eye is then drawn up the slopes on the far side of Hobson Bay – over housing and vegetation, past the Holy Trinity Cathedral – to Mt Eden and Mt Hobson as the natural points of focus on the horizon. The resulting views combine key elements of the Auckland landscape, its sea and water areas, vegetated coastal margins and the volcanic cones. As a result, E11 captures much that is the very essence of the Auckland experience.
73. Similarly, W12, looking from the shoreline or road-side of Bucklands Beach, reveals the quiet expanse of the Tamaki River merging with the sand bar off Tohuna Torea on the far side of the estuary then a broad sweep of gently unfolding ridges – clothed in residential development and a line of coastal vegetation – that culminate in the hunched profile of Mt Wellington. One Tree Hill is also, more distantly, visible, but Mt Wellington occupies a central, and commanding, position in relation to views across the river. It is, in fact, almost the one and only terrestrial landmark of note on the far skyline and its exploded crater form is revealed in marked contrast to the much more muted landforms that otherwise frame the estuary.

74. Viewpoint 26 offers a quite different perspective of Mt Wellington as traffic leaves the intersection with Union and Ridge Roads to begin its descent towards the Pakuranga Shopping Centre. Cresting a shallow ridge next to Howick Intermediate School, the road corridor opens out and immediately reveals Mt Wellington accompanied by Mt Hobson, Mt Eden and One Tree Hill: the first three slightly to the right of the road axis and One Tree Hill to the left. Although Mt Wellington dominates the horizon and has a strong visual presence, all four maunga are clearly legible, even if One Tree Hill remains (again) rather remote and as recognisable because of the Logan Campbell Monument as for its conical profile. This view presents both a clear sense of connection with Auckland's volcanic heritage – laid out across the horizon – and maps out many of its key features. As a result, this viewpoint presents a clearly articulated and powerful image to motorists and other road users traveling from Auckland's eastern limits towards the central city. It also provides an important introduction to the Isthmus's volcanic field at this 'gateway'.
75. Viewpoint T01 might focus upon Rangitoto, but it is also strongly influenced by the majesty of its cultural setting, including the War Memorial Museum portico, the terraced area of The Cenotaph and (almost) manicured Domain grounds. Beyond this foreground, the Waitemata Harbour, inner Hauraki Gulf, CBD high-rise and Devonport provide the layered context for views of Rangitoto and North Head. Rangitoto is both the main feature of, and backcloth to, this view. Moreover, it is integrally linked to both the waters that surround it and the other cones in view. North Head partly overlaps Rangitoto's pohutukawa-clad slopes, while the sea around the island maunga otherwise creates a 'plinth' or 'pedestal' on which it sits. This clearly amplifies Rangitoto's sense of distinction and its presence as a feature in its own right. Even so, it is clearly linked to the other landscape elements and places that I have just described; although it stands slightly apart from Auckland's 'mainland' in a physical sense, it remains a critically important icon of the City as whole. Viewpoint T01 also creates an important link between Auckland's natural heritage and cultural heritage.

Summary

76. On the basis of my assessment, it is my opinion that Viewshafts E10, E11, T01, W12 and W26 are clearly of regional significance; indeed, all but the two Mt Wellington viewshafts may well be nationally important.
77. Viewshaft A08 is closer to the cusp of 'regional significance', with the view of Mt Albert from its origin point constrained by existing development and intervening terrain. The profile of the cone is also more 'subdued' than that of other Isthmus cones. Yet, this is a condition that afflicts nearly all views of Mt Albert: its profile has been historically truncated by past quarrying and the maunga's southern and western flanks are carpeted with housing. As a result, Mt Albert lacks the clearly defined cone form of other volcanic features and it relies on a patina of mostly one-storey bungalows (dating back to the 1950s and '60s) replicating the underlying topography to express its volcanic origins and profile. Nevertheless, it remains one of only five major cones s[read across the Isthmus and has historically been acknowledged as such – together with Mt Eden, One Tree Hill, Mt Hobson and Mt Wellington (Mangere Mountain, of course, lies south of the Isthmus). It is precisely because of these constraints that many of the 1976 viewshafts have been relocated, deleted and generally manipulated to try and find locations that make the most of the cone's profile.
78. Viewshaft A08 does this by commencing at a point where Mt Albert Rd's axis is aligned on the maunga, and it provides the starting point for a sequence of more limited views to Mt Albert from that road corridor – as I have already explained. Furthermore, this viewshaft cements the connection between a significant local village centre and the cone, and it captures one of relatively views of Mt Albert from its eastern side (at least until almost directly under the cone). Taking these factors into account, together with the regional importance of Mt Albert as an arterial route, it is my opinion that A08 qualifies as being regionally significant – but it like W13 that I mentioned before, only just.

Viewshaft W13

79. Returning to the issue of W13, I stated that it had previously been proposed that this viewshaft should be deleted; however, after further investigation and

consideration, I decided against endorsing that previous decision. I am also aware that HNZ and Boffa Miskell Ltd propose to 'test' W13, as part of their evaluation of the current 'sampling' of viewshafts, so I felt it wise to address it at this point of my statement – albeit in a somewhat more abbreviated fashion than the other viewshafts that I have addressed.

80. Annexure 9 is a photo of the view captured from the junction of West Tamaki Rd and West Tamaki Reserve. It reveals the complete profile of Mt Wellington, together with its terracing across open slopes and part of the explosion crater. The maunga is clearly legible, highly expressive and clearly fulfils the role of a landmark in relation to both W13 and the residential catchments exposed to Mt Wellington from its vicinity.
81. The view is again from a significant collector road that carries sizeable traffic volumes each day to and from West Tamaki and southern Glendowie. However, it is not a Regional Arterial Route. On the other hand, this viewpoint also captures the view from the top of the adjoining reserve – in the foreground of Annexure 9 – and it undoubtedly acts as a local pedestrian thoroughfare that physically links West Tamaki Rd with a large residential catchment around and below Leybourne Circle. Just as important, the reserve lies directly opposite Sacred Heart College, so that those off-loading and collecting students heavily use the road in the vicinity of W13, and the reserve's footpath undoubtedly accommodates use by a large number of local students each day. Their homeward journey necessarily involves exposure to the clearly etched profile of Mt Wellington on the western skyline.
82. It was these collective values and perceptions that made me rethink my position in relation to W13. In particular, W13 may not have an origin point that immediately smacks of regional significance in the same way that the other viewpoints evaluated do; however, it remains important in terms of a composite audience and the very distinctive image of Mt Wellington that it reveals. Furthermore, while the positioning of no.42 Leybourne Circle still poses a potential problem in relation to the 'reasonable use' of that property, it is the one and only site directly affected in this respect and I consider that the imaginative design of any future development on it (involving benching and stepping of dwellings / units, or amalgamation with adjoining properties and their

comprehensive redevelopment) might well minimise this issue. On balance, therefore, it is my opinion that it continues to qualify as a regionally significant viewshaft, even if – like A08 – it comes very close to the regional significance threshold.

Conclusion

83. This sample of viewshafts clearly highlights differences between the nature and visual character of the individual cones subject to the proposed viewshaft controls, the variable nature and importance of both their origin points and the audiences that they represent, and the way in which the cones – both individually and cumulatively – are revealed and perceived. In particular, it affirms that different viewshafts present different ways of seeing the Auckland cone field and that they are imbued with different values.
84. Some viewshafts, indeed most of those surveyed, are either nationally important or close to that level. Importantly, all are still considered to be regionally significant and, given the ‘marginal’ nature of Viewshaft W13 and perhaps even A08, this provides some reassurance that the rest of the proposed viewshafts are also ‘at’ or ‘above’ this threshold. Accordingly, it is my view that all of the PAUP viewshafts should be subject to protection, with the following exceptions:

- A5: May Rd to Mt Albert
- A6: Sandringham Rd to Mt Albert
- E5: Mt Albert Rd to Mt Eden
- E15: Mt St John Rd to Mt Eden
- K1: Mt Eden Rd to The Big King
- K2: Mt Eden Rd to The Big King
- R1: Sandringham Rd to Mt Roskill
- T7: Newmarket Viaduct (SH1) to Rangitoto
- W7: Ireland Rd to Mt Wellington through / over Bill McKinlay Park
- W10: Pilkington Ave to Mt Wellington

STATUTORY FRAMEWORK

85. Section 6(b) of the Act makes it a national priority to protect outstanding natural features and landscapes from inappropriate subdivision, use and development. Auckland's volcanic maunga – including Mount Eden, Mt Wellington, Mt Albert and Rangitoto – are all identified as Outstanding Natural Features, and their visual contribution to the character, identity and values of the wider Auckland landscape have, since, 1976, been protected via the Volcanic Viewshaft provisions (among other measures, including the provisions pertaining to Height Sensitive Areas). From my standpoint, this means that the viewshafts are critical to the protection of Auckland's cones under section 6(b), both individually and collectively.
86. Moreover, the Plan Modification 339 decision affirms this statutory foundation for the RPS objectives and policies contained in proposed Chapter B4.3.2 and the rules framework devolved from them:

“5.3 There is ample authority for all of the volcanic cones we are concerned with here to be regarded as outstanding natural features and therefore matters of national importance in terms of section 6(b). In an appeal heard by the High Court in March 2003 - Auckland Volcanic Cones Society Inc v Transit New Zealand [2003] NZRMA 316 – it was accepted that the Mount Roskill volcanic cone is an outstanding natural feature and a matter of national importance by virtue of section 6(b). The Environment Court had taken the same view when it heard the case prior to the High Court appeal. The other cones, including the sea-based cones of Rangitoto Island and Browns Island, are also recognised as outstanding natural features and are accordingly subject to the same provision.

5.4 A planning instrument which provides that any subdivision, use or development that adversely affects an area of outstanding natural attributes would be inappropriate is regarded as being consistent with the provision. In discussing the apparent tension between the statutory purpose of enabling development and at the same time achieving the protections the Act requires in provisions such as section 6, the Supreme Court said recently that “inappropriate” should be interpreted in section 6 against the backdrop of what is sought to be protected or preserved

(Environmental Defence Society Inc v The New Zealand King Salmon Company Ltd and Others [2014] NZSC 38, 17 April 2014). This is where the distance and/or width of a viewshaft is important and harks back to Mr Foster's evidence that suggested that the Commissioners should consider how much of a particular cone should remain visible, and from where.

5.5 The Supreme Court further acknowledged in the decision that section 5(2) contemplates environmental preservation and protection as an element of sustainable management of natural and physical resources. It said this is reinforced by the terms of section 6(a) and (b) which are intended to make it clear that those implementing the Act must take steps to implement the protective element of sustainable management. The Court acknowledged however that section 6 does not give primacy to preservation or protection saying: "... it simply means that provision must be made for preservation and protection as part of the concept of sustainable management. The fact that sub-sections 6(a) and (b) do not give primacy to preservation or protection within the concept of sustainable management does not mean, however, that a particular planning document may not give primacy to preservation or protection in particular circumstances".

5.6 Similar reasoning appears in the *Volcanic Cones v Transit NZ* decision where the High Court said (at para [29]) that even if a feature such as the Mount Roskill cone is identified as of national importance, "... that does not of itself amount to an absolute bar to [a] proposed use or development". That court went on to point out that section 6(b) recognises this by requiring the protection of such features from "inappropriate use and development" (our emphasis)."

87. Implicit in this statement is the need to protect all of the proposed viewshafts from further incursion and erosion in the future. In my opinion, the main 'threats' to the volcanic viewshafts now arise, not from individual developments and buildings – like the historic Pines apartment development and former Winstones building on Khyber Pass Rd that triggered the viewshafts' implementation in the first instance – but from more gradual and insidious erosion of each maunga's visual profile and presence. By this I mean that the integrity and value of each volcanic maunga as a visual entity is more likely to be diminished by multiple small-scale

encroachments into the margins of each viewshaft. I see the potential for such cumulative effects arising in two areas:

- Through a gradual reduction in the area of 'breathing space' around each cone, resulting in individual cones appearing increasingly 'hemmed in' by urban development. Over time, the resulting diminution of each cone's profile and stature in relation to its surrounds – as nearby development climbs progressively higher – has the very real potential to reverse their topographic character: instead of sitting at the apex of ridgelines and old volcanic splays, it is quite conceivable that some (or many) will ultimately sit within individual 'basins' of urban development.
- Through a gradual rise in the apparent 'base plate', at the bottom of each viewshaft, as the gaps between buildings are filled in, then seemingly small-scale additions and alterations push this viewshaft base ever higher. Ultimately, such incrementalism has the potential to erode the viewshaft remnants of each cone and marginalise them. Indeed, past development up the flanks of Mount Albert, Mt Hobson and Mt Saint John exemplifies precisely how incremental change can erode a cone's profile and its visual character.

88. In fact, the former seems inevitable around many cones, given Auckland's current and projected population growth rates. Even so, the Volcanic Viewshafts offer the prospect of protecting key views that remain central to the City's identity and, through the concentration of both viewshafts and Height Sensitive Areas around each maunga, maintaining a semblance of their individual and collective profiles on Auckland's skyline. In order for this to remain a reality, it is critical that the volcanic viewshafts do not fall victim to incremental change: changes that on their own seem relatively small scale, even inconsequential, but which insidiously crumble away each cone's visual defences.

89. As a result, the focus of the provisions now proposed is to:

- Prevent further incursion into the proposed viewshafts, which can only further erode both the visual integrity of individual Auckland's cones and the collective value of the cone field as a unique and identifiable symbol of the City. Such protection must apply to the air space around each cone that allows them to breathe and reveal their form; not just the areas of

open space, terracing and vegetation that provide the inevitable focus for most views to the maunga.

- Prevent development from encroaching into local views and glimpses that are protected by the HSAs. These local views / glimpses are critical to the retention of the identity that individual cones impart to surrounding suburbs and, in turn, the sense of connection and association that those living, working and recreating around the cones feel for them.
- Protect the visual profile of the cones by ensuring that further development on the cones' flanks maintains a consistent and regular form that, in effect, mirrors the underlying terrain and outline of the cones. The very subtlety of many maunga as visual statements, due to historical quarrying and development, means that there is considerable reliance on such management to reveal the overall form of most cones.

90. In response to these principles, I support the proposed provisions (revised on the basis of mediation to date) that are appended to Mr Reaburn's statement. In brief, these give effect to Policy 18 on proposed RPS Chapter B4.3.2 and involve the following:

- Application of the same set of rules to all of the viewshafts that I have identified above, apart from those that I regard as being appropriate for deletion (paragraphs 33 and 84). I do not support the approach proposed by HNZ and others, which proposes a hierarchy of viewshafts. This proposal would result in viewshafts of lower perceived importance – ie. of local or district significance – being subject to more relaxed provisions than those considered to be nationally or regionally important: eg. subject to Restricted Discretionary (**RD**) assessment and non-notification versus Non Complying (**NC**) status and full public notification of all applications.
- The treatment of all incursions into the viewshafts as a Non Complying Activity. In my opinion, the threat to many viewshafts from incremental erosion of their margins is so great that I can well appreciate the Volcanic Cone Society's desire to make such intrusions a Prohibited Activity. However, I also accept that many of the cones play a crucial role in relation to Auckland's water supply infrastructure, I further understand that some iwi would like to see the structures – including palisading – of a pa

resurrected on at least one maunga, and there are likely to be instances where the effects of a development will be truly inconsequential. For these reasons, I have tempered my stance on this matter and support NC status for encroachments into the viewshafts.

- However, I also agree that there are two necessary exceptions to this rule: on the volcanic slopes and aprons where HSAs 'take over' from viewshafts to accommodate a reasonable (and visually consistent) level of development around each maunga – up to 8m high; and on localised ridges and topographic high points where further development is unrealistically constrained by the passage of a viewshaft – in which case it is my view that development up to 8m should be assessed subject to an RD assessment.

91. I also note that at a rather more precise level, Mr Reaburn has signalled concern about some proposed PAUP 'exceptions' to the definition "Buildings". Specifically, he points out (Reaburn: paragraph 9.60) that :

"....., there are exceptions that may arise from development that would not be captured by the building definition, but that should be controlled under these rules. It is considered that fences and walls, even those less than 2.5m in height, need to be managed, as do flagpoles, masts, lighting poles, chimneys, aerials, and water overflow pipes that have a cross-sectional dimension exceeding 0.3m. These are structures that individually, or in combination with other structures, could have an adverse effect on the integrity of the viewshaft or height sensitive area. Network utilities and road network structures, which cover a potentially wide range of structures, also need to be separately managed."

92. Mr Reaburn also takes issue with some 'exceptions' in relation to the definition of "Height". As a result of discussions, we therefore both agree that exclusions should not apply in respect of these rules, apart from guy wires and chain link or other open / transparent fences.

SUBMISSIONS

93. Submissions in relation to the proposed rules framework are wide ranging. Most, as I have already inferred, reflect a desire on the part of property owners to have the viewshaft controls removed from their properties, while HNZ has challenged the identification individual viewshafts – a matter that I have already addressed – and Tram Lease has challenged all of the viewshaft controls.

94. Tram Lease also contends that the viewshafts and related controls should only protect those areas of open space (effectively areas of reserves) remaining atop the volcanic maunga. This point was addressed in the PM339 decision:

“4.16 We do not agree that if there is already some development on the slopes of a particular volcanic cone the extent of viewshaft protection should be limited to only those parts where there are no structures at present. That would serve to encourage further development to ‘fill in the gaps’ on the then unprotected lower slopes and much of the context of the cone, and consequently the views which are aimed to be protected, would be lost.”

95. I concur with this part of the PM339 decision: ‘filling in the gaps’ can only have one ultimate outcome – the progressive erosion of the viewshafts to the point where, one-by-one, they gradually disappear.

96. A number of submitters have also raised the issue of developments within the viewshafts that would have very small scale or conceivably minor effects, as they only encroach on a small area of greenery, would be ‘peripheral to the ‘real viewshaft’ – ie. they would impact on the air space component of a viewshaft, rather than the visible remnants of the actual cone. It is my opinion that Council needs to hold the line in relation to such proposals, in keeping with its overall ‘avoidance’ approach to adverse effects. Any truly minor or inconsequential effects can be tested via the NC application process.

97. By and large, this means that we cannot agree with submitters about:

- The identification, location and number of volcanic viewshafts;

- The rules framework applicable to the viewshafts; and
 - Their implementation.
98. Turning to the matter of the Height Sensitive Areas, a number of submitters – such as the Elizabeth Knox Home and Hospital – have challenged the delineation of the HSAs. However, as previously explained, these were subject to a detailed review in 2012 (Appendix C), that saw the extent of many HSAs reduced in size, and it remains my opinion that their boundaries are now both appropriate – in terms of the functions specified – and defensible.
99. The HSAs remain invaluable in terms of forging and maintaining associations between the cones and the local communities that surround them. In many instances, they also provide the only layer of protection for public views of cones that are less physically prominent and visually conspicuous – such as Mt Saint John, the Big King, Mt Roskill, Mt Richmond and even parts of Mt Hobson and Mangere Mountain. As such, they remain fundamental to the protection of Auckland’s cone field and they should not be further contracted or undermined by changes to their provisions.
100. Conversely, some submitters have also taken issue with the non-application of the revised HSAs to ridges and high points impacted in terms of reasonable use by the volcanic viewshafts. This is especially problematic in relation to residential areas on the Musick Point peninsula impacted by Viewshaft B6, where a large area of existing residential development is subject to height limits that would, in theory, permit little more than subterranean development (as of right). In general, it remains my view that development up to 8m high on ridges and other high points affected by viewshafts should be addressed by way of RD applications – as I have already explained. However, the area affected by B6 is so extensive and seemingly unworkable that it is somewhat of a special case. As a result, it is my opinion that all of Bucklands Beach south of the Howick Golf Course (on Musick Point Reserve) that is captured by Viewshaft B6 should be identified as an HSA. This would accommodate development up to 8m high as a Permitted Activity within the affected area.

101. Finally, concern has been raised about the general application of the 8m height limit across HSAs to some business zones. Specifically, the Devonport Business Association submission expresses concern about this height limit being inappropriate for a commercial centre, more so a centre that has limited impact on nearby Mt Victoria. Having reviewed a series of images prepared by the Association, I agree that there may be some potential for development to occur within the current commercial area, without it having a significant impact on Mt Victoria (no viewshafts traverse the centre).
102. However, I remain concerned about the potential lifting of the 8m Permitted Activity ceiling generally for Business zoned land, or even areas of institutional and health industry development. I say this because such development in other locations has the potential to generate more significant adverse effects. For instance, taller buildings within the small enclave of retail premises at the junction of Great South Rd and Market Rd would largely obscure Mt Hobson and Mt Saint John, while other local views to Mt Saint John remain highly vulnerable to changes in the height regime applicable to institutional sites that include those of Diocesan School for Girls, Dilworth College and Elizabeth Knox Home. Similarly, the HSAs around Mangere Mountain and Mt Wellington stretch across the village centre at Mangere Bridge and light industrial premises off Morrin Rd.
103. Consequently, it is my opinion that the implications of raising any height limits within the HSAs need to be thoroughly investigated before any deviation from the 8m height limit 'norm' is provided. In the meantime, it is my view that the NC test – ensuring that new development generates no adverse effects in relation to nearby cones – is entirely appropriate.

I

CONCLUSION

104. Overall, I therefore support all of the provisions currently proposed. In my view, they are essential if Auckland's unique and nationally important volcanic heritage is to be protected from further encroachment and damage. The maunga that I have discussed in this statement are critically important to this City's identity, but they also remain 'critically endangered' as the Town and Country Planning Board

made clear in its 1973 decision. In my opinion, the proposed provisions reflect these imperatives and are entirely appropriate.

Stephen Brown

25 May 2015

6.1 Introduction

[In 2007, Proposed Change 8: Volcanic Features and Landscape was separated into two components, being Volcanic Features and Landscape.

Proposed Change 8: Volcanic Features is now operative and the Environment Court Consent Order version (dated 19 October 2010) is incorporated into this chapter.

A decision was issued on Proposed Change 8: Landscape in October 2010 and it is now subject to Environment Court appeal. The text changes relating to the decisions version of Proposed Change 8: Landscape are included in this chapter for information purposes. Additions or deletions arising from decisions on the Proposed Change 8: Landscape are shown in underline or ~~strikethrough~~.

Reference should also be made to Proposed Change 8: Landscape Map Series 3A and Appendix F which can be viewed at www.aucklandcouncil.govt.nz

Auckland's heritage involves those aspects of both the natural and cultural environment that have been inherited from the past, define the present and will be handed on to future generations. Auckland has a unique and distinctive physical setting and natural environment. The rich resources of the Region have attracted human settlement for approximately 1000 years. Throughout this period the natural environment has been extensively modified by human activities. Thus the natural and cultural resources of the Region are inextricably linked. Auckland's heritage is a dynamic resource ~~which~~ that changes spatially and over time as natural systems evolve and humans impact on the environment.

While particular aspects of the natural environment have values as heritage resources, the maintenance of the intrinsic values and quality of ecosystems is generally fundamental to the continued survival of those more valued components.

The natural heritage of Auckland includes: indigenous flora and fauna, terrestrial, marine and freshwater ecosystems and habitats, landforms, geological features, soils and the natural character of the coastline. Auckland's cultural heritage includes: sites, places, place names, areas, waahi tapu, waahi tapu areas, taonga, buildings, objects, artefacts, natural features of cultural and historical significance, historical associations, people and institutions. Some of these resources have been highly modified and depleted, yet they contain heritage

that is of national and international significance, and are one of the best chronological records of human settlement in New Zealand.

The natural and cultural heritage associated with the coastal environment and the volcanic field in particular has always been of central importance in creating the sense of place that is Auckland.

The long and relatively narrow shape of mainland Auckland, with its rugged west coast and more sheltered eastern shoreline and the presence of numerous islands in the Hauraki Gulf mean a significant area of the Auckland Region is within the coastal environment. This area is valued for its areas of high natural character and outstanding natural landscapes. Being a favoured place for both Maori and European settlement, the coastal environment is also overlaid by places of cultural and historic importance.

~~The entire CMA is overlaid by places of cultural and historic importance to both Tangata Whenua and European alike (refer to Chapter 7 – Coastal Environment).~~

The natural, physical, historic and cultural importance of the Hauraki Gulf, its islands and catchments is recognised by the Hauraki Gulf Marine Park Act 2000. Ensuring that this interrelationship continues in a way that sustains the life supporting capacity of the environment of the Gulf and its islands is a matter of national significance.

Auckland's sense of place is also defined by its volcanic field of which the volcanic cones are the most well known features. They are key components of the cultural identity of many Aucklanders and have been identified as Outstanding Natural Features in Map Series 2a. These features often form part of the wider landscape values of an area, but their identification as Outstanding Natural Features recognises that they are of geological and scientific significance in their own right, as well as having amenity values and being of particular spiritual value to iwi of the region. Other geological features currently listed in Appendix B are also recognised as being Regionally Significant Volcanic Features.

Natural and cultural heritage resources also form the basis of Auckland's landscape. Landscape comprises the interaction of landform, land cover and land use and is the result of the cumulative impacts of natural and sometimes human processes. Visual appreciation

of the landscape is also influenced by people's visual perception; whether it is pleasing or not to look at. The interaction of the physical and the perceptual aspects of landscape are of central importance in creating the distinctive character and sense of place of the Auckland Region. These factors are also included in nationally accepted landscape assessment criteria. Auckland's Outstanding Natural Landscapes have been assessed using these national criteria. (See Appendix F).

Outstanding Natural Landscapes in the Region, and other landscapes of amenity value, are part of the Region's heritage resources, but and their maintenance and enhancement of the Region's landscape is a concern which arises in all parts of the Region. However consideration of landscape character and the visual effects of land use and development on landscape in general should be an integral part of managing the Region's natural and physical resources, whether or not development affects Outstanding Natural Landscapes.

This chapter addresses the management of subdivision, use and development in the region's landscapes in a variety of ways. The assessment of the attributes and qualities of Outstanding Natural Landscapes are contained in Appendix F, and inform both the Outstanding Natural Landscape policies and the areas shown on Map Series 3a. However information and policy direction on indigenous biodiversity values and significance, and cultural heritage sites and places is also contained in this chapter and in Appendix B of this RPS. While this other information addresses RM Act section 6 (c) and (f) matters, it also helps to inform wider landscape management decisions. The identification and management of landscapes with amenity values is also addressed in this chapter, while Chapter 2 deals with the urban design components of our urban landscapes.

The heritage resources of the Auckland Region offer a wide variety of social, economic and recreational opportunities, and are primary factors in shaping its development. Auckland's unique heritage is central to the identity of communities, groups and individuals in the Region and is of fundamental importance to Tangata Whenua. It creates the sense of place that is Auckland and engenders a sense of belonging.

This chapter addresses the preservation and protection of heritage resources and is based upon the requirements of sections 5, 6 and 7 of the RM Act. It is intended to provide for sustaining the potential of natural and physical

resources to meet the reasonably foreseeable needs of future generations (RM Act section 5(2)a). It is also a response to the requirement to recognise and provide for, or have particular regard to, the following matters:

- the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins and the protection of them from inappropriate subdivision, use and development (RM Act section 6 (a));
- the protection of outstanding natural features and landscapes from inappropriate subdivision, use and development (RM Act section 6(b));
- the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna (RM Act section 6(c));
- the maintenance and enhancement of public access to and along the CMA, lakes and rivers (RM Act section 6(d));
- the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga (RM Act section 6(e));
- the protection of historic heritage from inappropriate subdivision, use and development (RM Act section 6(f));
- Kaitiakitanga (RM Act section 7(a));
- the ethic of stewardship (RM Act section 7 (aa));
- the maintenance and enhancement of amenity values (RM Act section 7(c));
- intrinsic values of ecosystems (RM Act section 7(d));
- the maintenance and enhancement of the quality of the environment (RM Act section 7(f));
- any finite characteristics of natural and physical resources (RM Act section 7(g)).
- the benefits to be derived from the use and development of renewable energy (RM Act section 7 (j)).

Section 30 (1) also gives regional councils responsibility for:

- (ga) the establishment, implementation, and review of objectives, policies and methods for maintaining indigenous biological diversity.

Chapter 2 provides the strategic direction for the development and operation of regionally significant infrastructure and chapter 5 deals with regional energy matters. However there is the potential for operators of important renewable energy generating facilities such as wind turbines and other types of regionally significant infrastructure to want to locate in Outstanding Natural Landscapes. This means that guidance on how landscape protection and provision for regionally significant infrastructure should be considered is provided in the landscape provisions of this chapter.

Other chapters of this regional policy statement have objectives, policies and methods that may affect specific objectives, policies and methods of this chapter. This means that this RPS needs to be read as a whole, having particular regard to Chapter 2: Regional Overview and Strategic Direction. Other chapters that influence the application of the objectives, policies and methods of this chapter are 3, 5, 7, 8, 9, 13, 14 and 18. For example, Chapter 7: Coastal Environment also contains objectives and policies relating to Outstanding Natural Landscapes of the coast. These provisions should be considered in conjunction with the landscape provisions of this chapter, when dealing with subdivision, use and development in the coastal environment.

Roles and Responsibilities

All Heritage

All regional councils and TAs, any Minister of the Crown and the New Zealand Historic Places Trust (NZHPT) are Heritage Protection Authorities under section 187 of the RM Act. Therefore, they are enabled by this provision and required by Part II of the Act to address heritage resources when they are promoting the sustainable management of natural and physical resources.

The ARC has functions to achieve integrated management of all heritage resources in the Region and also, through section 30 of the RM Act, to address heritage resources which are of Regional significance. TAs are required to recognise and provide for heritage resources through their responsibilities to control the actual and potential effects of the use, development and protection of land under section 31 of the RM Act.

DoC is primarily responsible for the conservation of heritage resources located on the DoC estate under the Conservation Act 1987. However, the department also has a conservation advocacy role which relates to all

land regardless of ownership. Through the RM Act DoC also has roles and responsibilities for heritage resources located within the CMA. The DoC Conservation Management Strategy (CMS) provides a strategy for the integrated management of all areas administered by DoC in the Auckland Conservancy.

In addition to the statutory agencies, there are independent organisations, such as the Queen Elizabeth II National Trust, which provide a mechanism by which private landowners can protect heritage resources on their land in perpetuity.

Cultural Heritage

The NZHPT is the national body which is charged with promoting the identification, protection, preservation, and conservation of the historical and cultural heritage of New Zealand. They have specific responsibilities regarding archaeological sites and produce and maintain a national register of historic places and areas, waahi tapu and waahi tapu areas.

Natural Heritage

Provisions of the Forests Act 1949, as amended in 1993, prohibit the export and milling of indigenous timbers unless a sawmill is registered, and the timber is taken from an area subject to a sustainable forest management plan or permit, or under one of the few exceptions to the Act. The Act does not legislate against the clearance of indigenous forest for conversion to an alternate land use or the use of timber for firewood. These controls rest with the TAs and are provided for in their district plans. The Forests Act is administered by the Ministry of Forestry. The NZ Forest Accord is an agreement between various members of the timber industry and environmental groups. In the accord, the timber industry agrees to exclude significant areas of indigenous vegetation from clearance and disturbance when establishing plantation forests.

The Forest Heritage Fund and Nga Whenua Rahui provide financial incentives to assist landowners who voluntarily protect their indigenous forests. These funds can assist with land purchase, fencing, survey and legal costs and facilitate in the arrangement of covenants, leases, accords and management agreements.

6.2 Issue

6.2.1 All Heritage

The heritage of the Auckland Region has been depleted and continues to be under threat.

Auckland imposes special pressures on its heritage resources because it is the largest urban area in New Zealand and continues to experience significant population growth in many parts of the region. A significant amount of Auckland's heritage has already been destroyed and a great deal of that which remains is under threat, from the individual and cumulative effects of inappropriate development. In particular, much of the natural and cultural heritage of the coastal environment has been modified or destroyed. While some of the Region's heritage resources receive a degree of protection through public ownership, many resources are held in private ownership.

More specific issues associated with particular natural and cultural heritage resources are as follows:

6.2.2 Matters of Significance to Tangata Whenua

Tangata Whenua have special concerns over the widespread loss of ancestral taonga, e.g., waahi tapu and other areas of significance. They also have concerns regarding public access to certain sites where it may not be appropriate because of the presence of resources of cultural or spiritual significance. They also seek greater involvement in the resource management of heritage resources through their obligations of kaitiakitanga. These matters are dealt with in detail in Chapter 3 - Matters of Significance to Iwi.

6.2.3 Natural Heritage

The Auckland Region's natural environment has been extensively modified with less than 30% of the Region's indigenous terrestrial habitats remaining. While detailed figures on the loss of coastal and marine communities are not available, modification to the coastal environment is thought to have been extensive. The consequences of that modification now appear in the extensive loss of particular biological features and habitats, and the reduction in ecological viability.

Examples include:

- loss of freshwater and saline wetlands, and forests;
- local extinctions and increasing rarity of many plant

and animal species (56 animal and 105 plant species are threatened in the Region);

- the extensive fragmentation and isolation of the remnants of natural environment which are left;
- extensive modification of the Region's coastal and freshwater environments including the loss of indigenous riparian and coastal margin vegetation;
- the deterioration of habitat quality in the Region due to introduced plant and animal species (see Chapter 14 - Pests).

Preliminary analysis of the extent of indigenous vegetation cover in the Region indicates that, for particular habitats and in particular parts of the Region, levels of vegetation remaining could be considered to be below threshold levels. Of the total land area of the Region, only 12% remains as indigenous forest, 18% as indigenous scrub and 0.4% as freshwater wetlands. Figure 6.1 on the next page shows the extent of indigenous vegetation cover left within ecological districts in the Region. Table 6.1 provides more detailed information for each district. Through the consultation process Iwi have indicated their concern regarding the widespread loss of wetlands, with consequential losses of habitat and spawning grounds.

The information represented in Table 6.1 and Figure 6.1 is derived from the New Zealand Land Resource Inventory (NZLRI) vegetation cover classes, with additional information from ARC databases. Valued indigenous vegetation in the Region includes a continuum of various stages of regeneration. The NZLRI defines scrubland as "areas of woody plants and ferns generally less than 6 m tall". Field work for the NZLRI was carried out between 1972-79, and updated between 1981-84. Some areas then recorded as scrubland would now be considered forest. No attempt has been made here to account for this change. The totals for protected areas are only up-to-date for ARC and DoC land. As can be seen from this table "scrubland" is the predominant indigenous vegetation class across the Region. These scrublands are mostly young regenerating native forest, some of which will still be dominated by manuka and kanuka. The rest have quickly advanced to a stage where they display a rich combination of trees, shrubs and ferns. The future of Auckland's flora and fauna such as the kauri and kereru is dependent upon the retention and continuing succession of these young forests of manuka and kanuka.

Table 6.1

Percentage of indigenous vegetation cover by ecological district in the Auckland Region both current and pre-European.

Ecological district	Forest * %	Scrub * %	Freshwater wetland * %	Total %	Total protected *
Rodney	9.9 (80)	14.6 (15)	0.1 (5)	24.6	3.2
Kaipara	2.1 (?)	10.6 (70)	1.2 (5)	13.9	4.7
Waitakere	25.2 (95)	57.7 (<5)	0.7 (<5)	82.9	51.1
Rangitoto	20.3	79.7	0.0	100	100.0
Tamaki	1.1 (<5)	5.2 (85)	0.03 (10)	6.3	1.8
Inner gulf	9.5	31.4	0.1	41	13.8
Manukau	0.6 (60)	1.2 (30)	0.1 (5)	1.8	0.5
Awhitu	1.4 (90)	7.6 (5)	0.1 (5)	9.1	1.1
Hunua	17.3 (95)	22.5	0.1 (<5)	39.9	22.0
Little Barrier Island	91.3	8.2	0.0	99.5	100.0
Great Barrier Island	41.5	32.6	2.3	76.4	51.9

* Percentage of total land area of ecological district in the Region. Figures in brackets are estimates of the possible vegetation cover in pre-European times based on historical commentaries.

It is probable that some areas of the Region have always had scrublands, for example, on stabilised sand country in the Kaipara or in Tamaki.

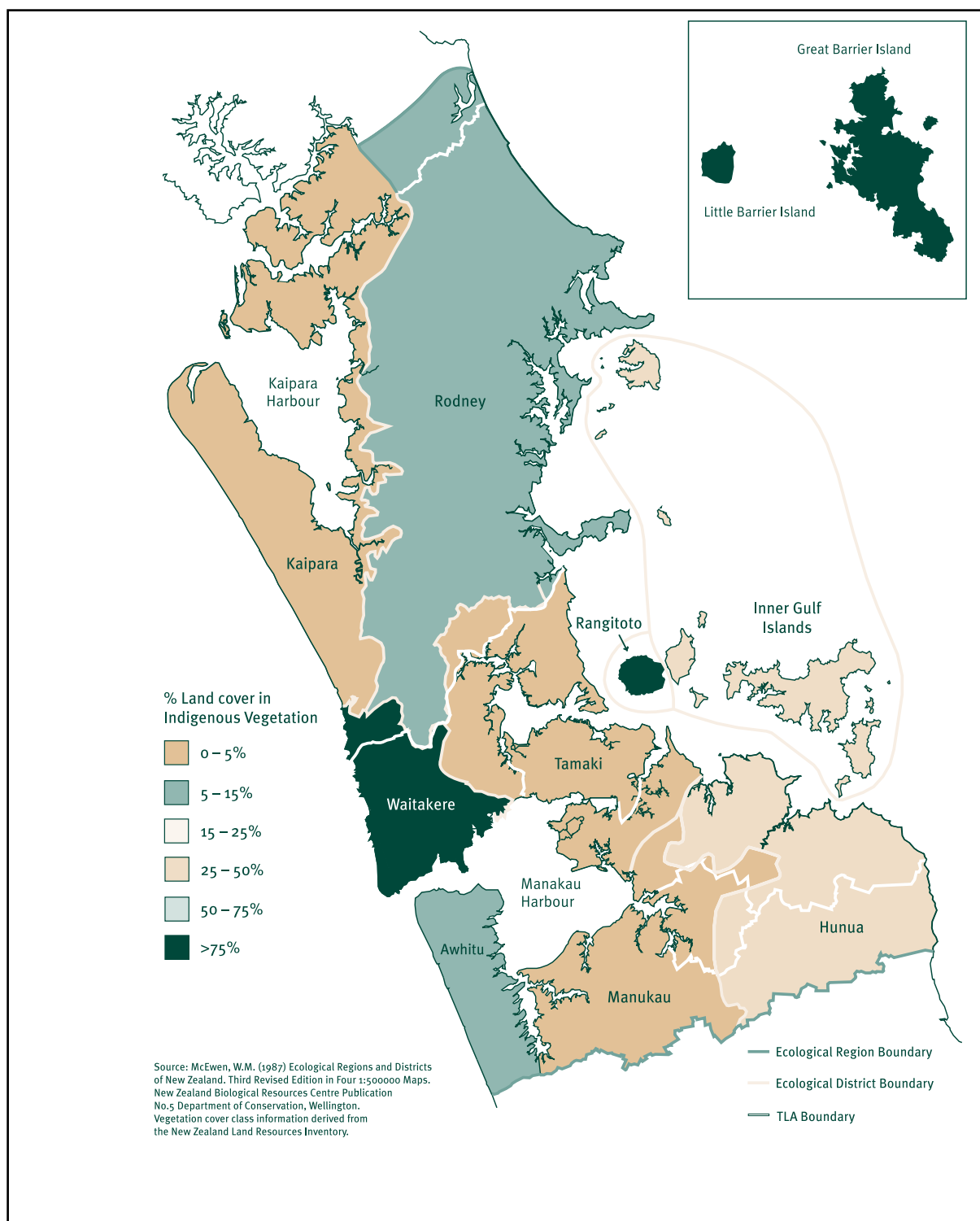
However the predominant cover in the Region was forest, with areas of scrub and pockets of freshwater wetlands.

Freshwater wetlands have never been extensive in the Region, except perhaps on the isthmus in association with explosion craters. Today they are small and scattered, mostly around lake and stream margins, although larger wetlands are found on Great Barrier

Island and in the Waitakere Ranges. Their scarcity is reflected in the increasingly threatened status of the flora and fauna associated with them.

Table 6.1 shows the uneven distribution of protected areas across the Region which, in places, closely parallels the extensive loss of indigenous vegetation. It is in these same areas that very little is known about the biological communities which have been lost, or that remain.

Figure 6.1



The rate of species extinction in the Auckland Region since human occupation is not certain. However, in the Waitakere Ranges, an area with extensive indigenous vegetation cover relative to other parts of the Region, at least eight bird species have been lost in the last 150 years. It also has 43 threatened plant species, the highest number in the Auckland mainland. Tamaki Ecological District, where vegetation cover is much reduced, is believed to have had 92 local plant extinctions. These figures do not provide any more than a simplistic analysis of the biodiversity status in the Region, or a definitive measure of an ecological threshold. However, they do illustrate the imperative to control the continuing loss and degradation of the Region's natural areas and the continuing consequences of failure to do so.

The ongoing conservation of Auckland's biological diversity requires the restoration of damaged ecosystems, the recovery of threatened species, the control of pests, the willing commitment of all landowners (both public and private) to protect ecosystems in their care, and a conscious effort to minimise adverse effects from use and development.

6.2.4 Cultural Heritage

There is no comprehensive evaluation of the state of the Region's cultural heritage. In the metropolitan area over 50% of pa have been extensively modified or destroyed. Of the original 8000 hectares of stone field areas, less than 200 hectares are still in existence. Between 1979 and 1995, 395 archaeological sites within the Auckland Region have been destroyed or modified (approximately 6% of known sites). Forty-two Auckland buildings listed with the NZHPT, Wellington, as being places of historical and cultural significance, have been destroyed within the last 10 years.

6.2.5 Geological Heritage

Auckland has a diverse range of areas and features of geological significance that form part of its natural and physical heritage. These areas and features can be adversely affected by inappropriate subdivision, use and development.

The Auckland Region is endowed with a rich and diverse variety of natural landforms, geological features and soils. In combination, these features document the unique geological history of the Region, the development of its landforms, and the evolution of its biota. Protection of Auckland's geological heritage has been random with the result that many of its geological features have not

been protected.

The two most well known features of the Auckland Region are its coastal setting, which has been shaped by both geological and contemporary coastal processes and the range of large and smaller scale features that comprise its volcanic fields.

The Region has two volcanic fields. The Auckland volcanic field covers about 100 km² and it originally contained 48 small explosion centres that gave rise to the landmark scoria cones of urban Auckland and to Rangitoto, Motukorea and Puketutu Islands. It also produced a smaller number of explosion craters and tuff rings. Issue 6.2.6 discusses further the protection and management of the Region's volcanic cones and explosion craters and tuff rings, the three most well known and visually apparent Regionally Significant Volcanic Features.

Other volcanic features are associated with the extensive lava flows that extruded from the cones and spread out to underlie much of urban Auckland. Only small areas of these lava flows now remain relatively unmodified, such as the seaward portion of Te Tokoroa (Meola) Reef, or the Otutaua Lava Flow. These lava flows also include associated caves and tunnels and geological exposures. A number of these features are of regional or national significance, while others may be of local significance, or may contribute more cumulatively to the volcanic landscape and character of the region. Some of these volcanic features are known, while others may only be discovered during the course of development projects or works.

The Franklin Volcanic Field, which spans both the Auckland and Waikato Regions, contained 80 identified volcanoes. Being older than Auckland's volcanoes, the Franklin volcanoes are more eroded and weathered and therefore more difficult to recognise as volcanic features. The volcanic origin of much of this landscape is revealed by the presence of the rich red volcanic soils and the sloping forms of Pukekohe and Bombay Hills and by the presence of tuff rings at Barriball Road, Ingram Road and Ravensthorpe and the Pukekohe East Tuff Ring, which is in the north west of the Pukekohe East and Runciman Roads. Because of this, management of the Franklin volcanic field is more closely aligned with landscape management rather than through the specific identification of individually significant volcanic features.

Regionally Significant volcanic features have social, cultural, historical, geological, archaeological, scientific, ecological, amenity, open space and landscape values and many are of regional, national and/or international significance. Other volcanic features may have these values, but due to their type, size, state of preservation or relative abundance are not considered to be of regional significance. They may, however, be considered to be of local significance, and in these circumstances their management is expected to occur primarily through the district plan and other, non-RMA, mechanisms.

All types of geological features in the Auckland Region have been subject to modification, or loss by use and development. The most extensive change has been to the Auckland volcanic field with the loss or significant modification of both large and small scale volcanic features to urban development. Buildings and infrastructure mask the original form of many large scale features, while site specific development affects smaller scale features, both individually and cumulatively.

Excavation, land re-contouring and quarrying have resulted in the loss of geological features of many types. This quarrying continues in some locations by way of existing use rights, district plan rules, land-use consents and mineral permits. This, coupled with public concern over the loss of heritage values associated with the volcanic field, has produced conflict between the value of the aggregate and the heritage value of the features. Chapter 13 - Minerals also covers these issues.

6.2.6 Auckland's Outstanding and Regionally Significant Volcanic Features

The physical and visual integrity and values of the volcanic cones and other regionally significant volcanic features, can be adversely affected by subdivision, use and development that directly impacts on their structure, or by inappropriate development in surrounding areas.

Important views to the volcanic cones from urban Auckland and their value as outstanding natural features can also be compromised by inappropriately located, or inappropriately sized development.

The volcanic cones are iconic features of Auckland. They give the Region its unique character and identity and set this urban area apart from other cities in the world.

Their contribution to the character of the Region arises not only from their individual identities as outstanding natural features, but also from their number and juxtaposition within the urban landscape. They provide islands of naturalness, of open space and of green that interact with an urban landscape which continues to change as a result of urban growth and development.

Many views of the cones are inextricably linked with images of Auckland. For example, Maungauika (North Head), Takarunga (Mt Victoria), Rangitoto, Motukorea (Browns Island) and Te Pane O Mataaho (Mangere Mountain) and Maungarei (Mt Wellington) are key markers of Auckland's maritime setting. Other volcanic cones such as Pukekaroro (Auckland Domain), Maungawhau (Mt Eden), Maungakiekie (One Tree Hill), Koheraunui (Big King of Three Kings), Owairaka (Mt Albert), Puketapapa (Mt Roskill), Te Kopuke (Mt St John), Remuwera (Mt Hobson) and Otahuhu (Mt Richmond) are physical markers and identifiers at both the regional and local level. They are outstanding natural features and have a landscape value that arises from their combination of naturalness within an urban environment and their cultural associations.

The volcanic cones are of international, national and regional significance. They are of particular significance to Tangata Whenua of the Region, as ancestral land and taonga, being both sites of occupation and battle. Physical occupation is reflected in the presence of complex earthworks terraces, ditches, pits and middens. They are also central to the identity of Tangata Whenua as tribal groups within the Region and are places to which Maori have a deep spiritual and cultural attachment.

The volcanic cones have also become part of the valued natural and cultural heritage of the wider Auckland community. As well as views to and between the volcanic cones, views from the cones across the urban, rural and maritime landscape are part of the local and visitor experience of the Auckland Region.

Although the scoria cones are the most visual expression of Auckland's volcanic heritage, other volcanic features are also recognised as being regionally significant volcanic features and make an important contribution to the Region's landscape and geological heritage. Larger scale explosion craters and tuff rings provide significant and well known local landmarks, as well as being of national and regional significance. Lake Pupuke, Tank Farm (Tuff Crater), Orakei and Panmure Basins and Pukaki and Mangere Lagoons are all examples of

explosion craters with tuff rings. Due to its international geological significance the Wiri Lava Cave is also listed as a regionally significant volcanic feature, as is the Te Tokoroa (Meola) Reef. Appendix B provides further information on the values of the Regionally Significant Volcanic Features.

Auckland's volcanic heritage has been extensively modified with the result that none of the Region's volcanoes remain completely intact. Of Auckland's 34 volcanic cones, 17 are protected (in part as public reserve), 10 have been completely destroyed and the remainder have been modified to a greater or lesser extent. Of the Region's 17 explosion craters, seven are protected in part with the remainder having been modified by a variety of uses.

Urban development within the Metropolitan Urban Limits, including infrastructure and the development of multi-unit and high rise buildings can affect the physical integrity of the volcanic features themselves, as well as their surroundings, and the views to and from the volcanic cones. Unsympathetic urban development has occurred on some privately owned sections on the slopes of several volcanoes. Inappropriately high or bulky buildings or other structures or planting, or inappropriately located structures can adversely affect the physical intactness, visual quality and visibility of the cones, their value as outstanding natural features and heritage icons and their visual and physical links to the wider urban landscape of Auckland.

Urban development on many of the explosion craters and tuff rings has also resulted in significant physical modification of their original topography, as well as masking of their overall land form and volcanic origins. This has meant a loss in the diversity of Auckland's volcanic features.

The development of key infrastructure, including water supply reservoirs and roads has affected the physical integrity of several volcanic features (cones and tuff rings) and further development has the potential to impact on others.

Chapter 2 provides guidance on the provision of new or upgraded regionally significant infrastructure. The policies in Chapter 2 acknowledge that the social and economic wellbeing of the regional community is dependent on the availability of infrastructure, including the regional transport network. Uncertainty about the location, extent and degree of modification of significant

volcanic features can impede attempts to protect them when planning and implementing regionally significant infrastructure and other development.

Many of the volcanic cones and other volcanic features have located within them (underground) or in some cases above ground, existing water supply reservoirs and related facilities. This infrastructure is important for the water supply of the Auckland Region and their past and present use for this purpose is one component of their social and historic value to the community. These facilities will need to continue to serve the water supply management needs of the region into the foreseeable future, and will require maintenance and on occasion replacement. Some new facilities will also be required from time to time, but it is expected that these can be located outside of the Regionally Significant Volcanic Features. It is important that the provisions in this chapter provide for the continued operation, maintenance and replacement of the existing water supply infrastructure.

The Regionally Significant Volcanic Features occur on public and private land. The majority of the volcanic cones and many of the other features identified in this RPS are predominantly held as reserves and managed by either the Department of Conservation or territorial authorities. However, many of them include areas of land on the periphery of the reserve land that are held in private ownership, frequently with extensive existing development, but which are nevertheless an integral part of the feature. Other features are largely or completely in private ownership.

Inappropriate management actions can adversely affect the natural and cultural heritage values of the Regionally Significant Volcanic Features. Such actions can include inappropriately located or designed buildings or earthworks for pedestrian, cycle or road access and vehicle parking, inappropriate planting or grazing by stock, or the allocation of areas of the reserves for exclusive use by particular groups (eg sports facilities). The former actions have direct physical and visual effects on the cones, while the latter affects the ability of the public to freely access all parts of the volcanic cone reserve.

6.2.7 Landscape

The quality and diversity of Auckland's landscapes is being reduced by adverse individual and cumulative effects of subdivision, use and development.

Auckland's volcanic cones, its urban, rural, coastal, estuarine and island landscapes and maritime views provide an important reference point and sense of identity for the people of the Region. Although some of the landscapes of the Auckland Region are heavily settled in comparison to other parts of New Zealand, and generally are not pristine, a number of areas have been identified as Outstanding Natural Landscapes within the context of this region. (see Map Series 3a).

Other landscapes may be important for their amenity values at the district or local level. Their identification and management is the most appropriately undertaken by district plans and the regional coastal plan. However collectively they contribute to the quality and diversity of landscapes at the regional level.

Natural landscapes are also important contributors to the natural character of the coastal environment. Areas of high natural character in the Auckland Region are often Outstanding Natural Landscapes. Landscapes of all types contribute to the quality of life within the Auckland Region and the context within which people use and enjoy their environment. A diversity of good quality landscapes both natural and modified provides places for people to undertake economic, social and recreational activities, as well as being important for regional and national tourism.

The quality of the Region's landscape is threatened by development and changing land use activities, patterns which reflect changing economic opportunities, social needs and cultural values.

The Auckland Region's rich and varied landscape includes:

- (i) the visually dominant volcanic cones ~~unique cone formations which~~ that are now signature features visual evidence of the Region's volcanic heritage and identity;
- (ii) the internationally unique volcanic field on which the North Shore, Auckland and Manukau urban areas are founded and which is represented by a number of natural features of national and/or regional geological significance and locally important landscape value, such as Tank Farm (Tuff

Crater), Lake Pupuke, Orakei Basin, Crater Hill and Pukaki Lagoon; and

- (iii) the iconic indigenous rainforest and landforms of the Waitakere Ranges and the associated eastern foothills that provide ecological linkages with the Ranges and contribute a sense of contrast and a buffer between metropolitan Auckland and the Ranges. The water catchment lakes, dams and related water supply infrastructure that provide essential services to the region. All these components, as well as the characteristics identified in (iii) below now comprise the Waitakere Ranges Heritage Area in recognition of its national significance and its contribution to the natural and cultural heritage of the region;
- (iv) the spectacle of the West Coast margins of the Waitakere Ranges, that comprise shorn cliffs and extensive indigenous vegetation interspersed with the black sands and surf of Piha, Karekare and other beaches and settlements; places that now have iconic status for much of the regional community;
- (v) the long, straight, black sand beach from Muriwai to South Kaipara head, backed by sand dunes, parkland and exotic forest and terminating in the high dunes and spit at Papakanui;
- (vi) the more passive and contained embayments of the eastern Rodney coastline, with dramatic headlands and remnant coastal forest and dune systems, framing some of Auckland's popular ~~most heavily used~~ recreational beaches, giving way to more remote and exposed beaches at Pakiri and Te Arai;
- (vii) the complex landscapes of inland Rodney dominated by an increasingly diverse mix of pastoral farming, forestry, vineyards, numerous remnants of indigenous forest, production activities and scattered buildings on rolling terrain;
- (viii) The ~~contrasting~~ expansive vistas of the large western harbours (Manukau and Kaipara) with their extensive intertidal flats, sand banks and meandering channels and narrow entrances guarded by headlands and shifting sand bars and their regional, national and international significance as bird habitats;
- (ix) the contrast between the relatively narrow, urbanised and busy lower Waitemata Harbour with its focus on the port, commercial hub and the

harbour bridge, and the middle and upper reaches with their important natural areas. These areas include extensive saltmarsh, wetlands and tidal inlets, shore bird habitats and unique shell bank associations, alongside escarpments and hill sides of indigenous vegetation;

- (x) the diverse topography of coastal flats, lowlands, basins, rolling land and steep hills of the Manukau and Papakura areas, dominated by pasture and scattered stands of indigenous vegetation, with more extensive areas of exotic forestry on the steeper land, some significant quarries and rural residential development in some locations;
- (xi) the richly productive rural landscapes of the Franklin lowlands;
- (xii) the forest covered hills of the Hunua Ranges and its adjoining foothills, with and the vegetation corridors linking to the coastal margins of the Firth of Thames with its and the water catchment lakes, dams and related water supply infrastructure;
- (xiii) the complex landscapes of Rodney which include widely varied rural activities, strong landforms; and numerous remnants of indigenous vegetation;
- (xiv) the deeply indented eastern coastlines;
- (xiii) the diverse form and pattern of the islands of the Hauraki Gulf and the seascapes to and from these islands, their importance for biodiversity conservation and their role as significant components of the Hauraki Gulf Marine Park;
- (xiv) the extensive and changing form of Auckland's built environment, as a prominent feature of the region's landscape, with its diversity of building quality, type and density. Its built form includes high rise commercial and residential towers, established heritage and character areas, new single suburban houses and a multiplicity of commercial and industrial buildings. Significant visual identifiers are provided by the Auckland CBD including the Skytower, the Harbour Bridge, the Ports of Auckland, Auckland International Airport and the urban motorway system, interspersed with green corridors, open space and urban streams. The region's built environment also includes a patchwork of small rural, coastal and island towns and settlements;

~~(xv) the complex diverse and changing form and density of urban Auckland.~~

Further information on the Region's rural, coastal and island landscapes that are Outstanding Natural Landscapes is contained in Appendix F. An area around Titirangi-Laingholm, although within the Metropolitan Urban Limits retains levels of naturalness that make it an Outstanding Natural Landscape and this area is recognised in the appendix. Urban design provisions are contained in Chapter 2.

~~Urban expansion affects visually sensitive landscapes around the urban edge. Infill suburban development, and high rise buildings in the city centre, affect the visibility of Auckland's volcanic cones. Hilltop transmission towers punctuate the skylines of major hill ranges. Rural residential development modifies many of the rural landscapes, and coastal settlements affect the visual quality or sensitivity of coastal and island landscapes and seascapes in the Region.~~

~~The visual effects of development and change must be considered in the process of managing the Region's natural and physical resources in order to protect the quality and sensitivity of the landscape.~~

6.2.7.1 Outstanding Natural Landscapes

The naturalness of Outstanding Natural Landscapes is being adversely affected by inappropriate changes in subdivision, use and development and increasing levels of human modification, in particular countryside living and coastal development.

Outstanding Natural Landscapes of the Auckland region are those that are characterised by a high level of naturalness and which are visually attractive. They include areas that are characterised by both endemic elements, particularly the presence of indigenous vegetation and by strong landforms; as well areas that are more cultured and picturesque, where pastoral land and some types of exotic vegetation are important visual elements. The interrelationship between geology, landform and ecological factors means that these landscapes have high aesthetic values and are visually expressive. Many islands in the Hauraki Gulf and significant areas of the mainland's coastal environment are also Outstanding Natural Landscapes.

The key indicator of an Outstanding Natural Landscape is the absence of significant built development, or where it is present it is subservient to the dominance of natural elements and does not reduce the overall naturalness and visual coherence of the landscape. The absence of built development and the dominance of natural elements are also key determinants of natural character values in the coastal environment and in wetlands, lakes, rivers and their margins. Further information on Outstanding Natural Landscapes, including their assessment in terms of nationally accepted landscape assessment criteria, is contained in Appendix F and Map Series 3a.

Activities such as urban development, land clearance, mining and quarrying, or the development of significant built structures, including houses, coastal protection works, roads, transmission lines, power generation structures and other infrastructure may result in an increase in the level of modification in the landscape and an associated reduction in naturalness.

Apart from Department of Conservation estate, significant local reserves and conservation areas in the regional park network, much of the Auckland Region's landscape is a working landscape that changes over time. Changes in rural production mean changes in rural landscape as pastoral land is replaced by horticulture or viticulture, or stocking regimes change, with their different fencing and building requirements. Significant areas of the region's Outstanding Natural Landscapes include pastoral land, where structures such as farm houses, fences, pumphouses and farm sheds, and land management practices including revegetation of retired land are part of the working landscape. Generally the nature and scale of these structures or land management practices mean that they do not have significant adverse effects on the naturalness of the Outstanding Natural Landscape.

Of particular significance in the Auckland Region is the expansion and intensification of rural residential subdivision (countryside living) in rural, island and coastal areas. This results in increasing numbers and sizes of houses, the presence of associated structures such as garages, driveways and hard landscaping areas, infrastructure to service the houses and land modification for building platforms or to obtain vehicular access in Outstanding Natural Landscapes.

Countryside Living continues to intensify in much of the coastal environment of the Auckland Region, except

for the more remote areas in north west Rodney and the western coastline of Awhitu Peninsula. North-east Rodney has been the major focus of this development and this trend continues with this part of the Region being under the most pressure for further subdivision. Pressure for further coastal subdivision has extended to include the Firth of Thames coastline, Waiheke and Great Barrier Islands. In the Waitakere Ranges there is a desire for countryside living in areas with high natural landscape values in close proximity to the urban area. This threatens to undermine those values.

Regionally and nationally significant infrastructure, such as bulk water supply dams and pipelines, energy transmission lines and major highways, as well as regionally important mineral resources are located in or near some Outstanding Natural Landscape areas. Maintenance and upgrading or redevelopment of this infrastructure is necessary to ensure its continued efficient operation. The adverse physical and visual effects of these activities on an Outstanding Natural Landscape can vary depending on the type and scale of the maintenance, upgrading or redevelopment work.

It is likely that new regionally significant infrastructure will wish to locate in or near an Outstanding Natural Landscape. This is particularly relevant in the case of renewable energy generation proposals such as wind turbines that require elevated locations to operate. The same areas comprise many of the region's Outstanding Natural Landscapes. Extractive industries may also want to locate within or expand into an Outstanding Natural Landscape because of the presence of a mineral resource.

There is a need to make an overall judgement about how best to achieve sustainable management of the region's natural and physical resources, in terms of the protection of Outstanding Natural Landscapes and the provision of regionally significant infrastructure. Guidance on the matters to be considered in coming to this overall judgement is provided in both the policies relating to Outstanding Natural Landscapes in this chapter and in the Regional Overview and Strategic Direction of Chapter 2 of this RPS.

6.2.7.2 Amenity Landscapes

There are other rural, coastal, island and urban areas of the region that are not Outstanding Natural Landscapes but which contribute to the region's amenity values. Subdivision, use and development has the potential both to enhance and degrade these amenity values, depending

on how it is undertaken.

Auckland's amenity landscapes include well known areas such as the beaches, coastal cliffs and urban development along Tamaki Drive, the east coast beaches and the foothills of the Waitakere Ranges. Other urban, rural, coastal and island landscapes are an important part of individual and community, as well as regional amenity values. Landscapes with good amenity values are also normally working landscapes, undergoing change and used for a wide variety of urban and rural purposes and regional and local infrastructure. Some significant landscape changes occurring in the region are associated with urban development and intensification, the continued expansion of countryside living in the rural areas and the development of regional infrastructure to meet local, regional and national needs.

The maintenance and enhancement of the amenity values of the landscapes is consistent with section 7(c) of the RMA. This means that negative landscape impacts need to be identified and avoided or appropriately managed to maintain important amenity values.

Some landscapes can accommodate change better than others, and retain their landscape character and amenity values. Factors that influence how adverse effects can be avoided, remedied or mitigated include: the type of topography, the form and extent of vegetation cover, the role of ridgelines, enhancement of stream corridors and open space areas and the options for harmonising buildings into the landscape. Landscape restoration and enhancement initiatives, including indigenous revegetation of areas can assist this process. Managing adverse effects is required to ensure the retention of important landscape elements, processes and patterns that individually and in composite give an area its amenity values.

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6.2.7.3 Adverse Cumulative Effects

Landscape quality and diversity and the inherent characteristics that give Auckland's regional landscape its sense of place are being lost by the adverse cumulative effects of subdivision, use and development throughout the Region.

The cumulative effects of all types of subdivision, use and development are progressively changing the rural, coastal and island landscapes of the Auckland Region. These landscapes are dynamic and subject to different types and rates of change, including those associated with

rural production or environmental restoration activities. These changes may continue to support Outstanding Natural Landscapes or amenity landscapes. However other landuse changes, particularly more intensive subdivision of land for countryside living purposes and environmental restoration can have adverse cumulative effects on rural, island and coastal landscape quality and diversity.

Inadequate consideration of and response to adverse cumulative effects can result in a reduction or loss of naturalness in Outstanding Natural Landscapes as fewer, or areas remain free from the presence of significant built structures. They can also give rise to a homogenisation of the landscape and a loss of the key characteristics which make a landscape distinct to our Region. Cumulative loss of landscape quality and diversity can occur within a local area, or within the district or across the whole of the Region.

6.2.7.4 Landscape Management

Physical constraints and land management practices can adversely affect the quality of all landscape types. Restoration and enhancement of the land can improve landscape quality. However enhancement techniques associated with subdivision bonuses can introduce further built elements into the landscape, which can change landscape character.

Topography and soil conditions and land management practices have the potential to reduce the physical and visual quality of all types of landscape. Eroded pastoral land, the spread of animal pests, weeds and wilding species affect the quality, health and diversity of all landscapes, even though their effects may not be visually prominent.

Land improvement practices are undertaken by landowners for a wide variety of reasons. Some initiatives are tied to subdivision incentives, with the retirement of erosion prone land, or the revegetation of pastoral land with indigenous species being the most common. The actions can have positive environmental benefits if correctly implemented and maintained and can enhance the visual quality of the landscape. However such incentives are normally associated with the addition of houses and their ancillary structures into the landscape. The addition of these further built elements into the landscape may give rise to adverse effects on natural character and natural landscape values, as discussed in Issues 6.2.7.1 to 6.2.7.3 above.

6.2.8 Management of Heritage Resources

A precautionary approach to management may be appropriate because of the cumulative effects of past destruction, the irreversibility of many of these effects, a lack of accurate and reliable information, and the continuing threat to heritage. Many of the significant heritage resources remaining in the Auckland Region occur on private land. This is particularly the case for indigenous forest areas, gardens, trees in urban areas, wetlands, archaeological sites and historic structures. Thus, to ensure the retention of a diverse and representative range of heritage in the Region, it will be necessary to institute and promote a flexible approach that incorporates a wide variety of management techniques.

6.3 Objectives

1. *To preserve or protect a diverse and representative range of the Auckland Region's heritage resources.*
2. *To maintain, enhance or provide public access to the Region's heritage resources consistent with their ownership and maintenance of their heritage value.*
3. *To protect and restore ecosystems and other heritage resources, whose heritage value and/or viability is threatened.*
4. *To protect Outstanding Natural Landscapes from inappropriate subdivision, use and development.*
5. *To maintain the overall quality and diversity of character and sense of place of the landscapes of the Auckland Region.*
6. *To recognise some Outstanding Natural Landscapes as working landscapes and to enable appropriate activities that are consistent with the Strategic Direction in this RPS.*
7. *To protect and where practicable enhance the visual and physical integrity and values of the volcanic features of the Auckland Region of local, regional, national and/or international significance including social, cultural, historical, geological, archaeological, scientific, ecological, amenity, iwi, open space and landscape values.*
8. *To protect significant views to and between Auckland's volcanic cones.*
9. *To manage heritage resources in an integrated way to ensure their contribution to the variety of heritage values is protected and enhanced.*

6.4 Policies, Methods And Reasons

6.4.1 Policies: Heritage preservation and protection.

The following policies and methods give effect to Objectives 6.3.1 and 3.

1. *The significance of natural and physical resources in the Auckland Region which are of value as heritage resources will be established by reference to the criteria set out in Policies 6.4.7-1 and 2, 6.4.13-1 and 6.4.16-1.*
2. *The relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga shall be recognised and provided for in the preservation or protection of the heritage resources of the Auckland Region.*

(Refer also to Chapter 3 – Matters of Significance to Iwi)

3. *The subdivision of land, and use and development of natural and physical resources shall be controlled in such a manner that:*
 - (i) *the values of heritage resources of international, national or regional significance are preserved or protected from significant adverse effects.*
 - (ii) *where preservation or protection and avoidance of significant adverse effects on the values of such significant heritage resources is not practicably achievable, such significant adverse effects shall be remedied, or mitigated.*
 - (iii) *In the context of this Policy, significant adverse effects would include:*
 - *the destruction of the state and physical integrity of significant heritage resources or of a significant physical or biological process to the level where the maintenance of that process cannot be assured;*
 - *the destruction of or significant reduction in the educational, scientific or amenity value of a significant heritage resources, or of that heritage feature's contribution to significant natural character and landscape values;*
 - *the fragmentation of significant connections of indigenous vegetation between significant ecosystems;*
 - *the loss of a threatened or protected species;*
 - *a significant reduction in the abundance or natural diversity of significant indigenous*

flora and fauna;

- *a significant reduction in the value of the historical, cultural and spiritual association with significant heritage resources which are held by Tangata Whenua and the wider community;*
- *a significant reduction in the value of significant heritage resources in their wider historical, cultural, and landscape contexts;*
- *the loss of significant historic places, areas and waahi tapu;*
- *a significant modification of the viability or value of significant heritage resources as a result of the use or development of other land in the vicinity of the heritage resource.*

(Refer to policies 6.4.7, 6.4.13 and 6.4.16)

6.4.2 Methods

1. *Regional and district plans shall include provisions which preserve or protect (as appropriate) heritage resources identified in Appendix B of the RPS and the values of those identified as significant using criteria in Policies 6.4.7-1 and 2, and 6.4.13-1 and 6.4.16.*
2. *In preparing regional, district and annual plans the following mechanisms for the preservation and protection of heritage resources should be considered:*
 - (i) *advocacy and the provision of information;*
 - (ii) *providing for voluntary heritage preservation and protection;*
 - (iii) *providing for incentives and economic instruments, e.g., for restoration or fencing;*
 - (iv) *discretionary controls to facilitate protection, e.g., bush lot subdivision;*
 - (v) *regulatory controls, e.g., volcanic cone viewshafts, rules, abatement and enforcement orders;*
 - (vi) *heritage orders and water conservation orders;*
 - (vii) *land acquisition and designation, including the use of funding sources such as the Forest Heritage Fund, and Nga Whenua Rahui;*
 - (viii) *the provision of esplanade reserves and*

marginal strips;

- (ix) *disincentives which penalise non-compliance with controls;*
- (x) *prohibition of activities*
- (xi) *provision of works and services;*
- (xii) *use of rates relief;*
- (xiii) *pest animal and pest weed control;*
- (xiv) *mechanisms available under the Local Government Act 2002.*

3. *Regional and district plans shall include provisions for the taking of financial contributions for the preservation, protection and restoration of heritage resources, and to offset any unavoidable adverse effects to heritage resources.*
4. *With reference to Policy 6.4.1-1 identification of the significance of heritage resources is to include a statement describing the qualities and value and, where appropriate, location, of each heritage resource which justifies their preservation, protection, maintenance or enhancement.*
5. *Regional plan provisions or changes to the RPS will be prepared which:*
 - (i) *identify heritage resources;*
 - (ii) *provide details and values of heritage resources;*
 - (iii) *deal with heritage assessment, preservation and protection, restoration and enhancement, effects analysis, plan evaluation procedures, the level of heritage resource loss, and the degree of resource fragmentation in the Region;*
 - (iv) *develop comprehensive strategies for the preservation or protection, restoration and enhancement of heritage resources;*
 - (v) *deal with landscape assessment and protection.*
6. *The ARC will, and other heritage protection agencies should, use Heritage Orders and Water Conservation Orders to preserve or protect significant heritage resources where appropriate.*
7. *The ARC and TAs will consult with the public, appropriate agencies, and landowners in recognising heritage sites and areas.*

8. *The ARC and TAs will consult with Tangata Whenua to recognise heritage sites and areas of significance to Iwi and hapu.*
9. *The ARC will promote an integrated and co-ordinated approach to heritage management through consultation and the provision of information (such as the Cultural Heritage Inventory).*
10. *The ARC and TAs will encourage and actively promote a greater public awareness and understanding of heritage resources by:*
 - (i) *providing advice and information on heritage resources where appropriate;*
 - (ii) *advocating the conservation of heritage resources as appropriate;*
 - (iii) *developing and implementing heritage education programmes where appropriate.*

6.4.3 Reasons

These policies and methods, and those that follow relating to specific aspects of heritage, have been prepared to:

- Preserve or protect significant heritage resources which are listed in the RPS, regional plans and district plans.
- Establish a co-ordinated and systematic process for evaluating, recording and eventually preserving or protecting other heritage resources about which local authorities have little information at present.
- Provide an opportunity for the recognition and preservation or protection of heritage resources of importance to Tangata Whenua.
- Control adverse effects on heritage resources.
- Encourage public involvement in the recognition, preservation and protection of heritage resources.
- Foster community support for the preservation and protection of heritage resources.

Used in combination the mechanisms given in Method 6.4.2-2 will provide a flexible approach to the management of heritage resources. Effective conservation will also require the promotion of kaitiakitanga, and the stewardship and guardianship role of private landowners and land managers.

Schedules of significant heritage resources in the Auckland Region are incomplete. It is therefore important that ARC and TAs give effect to these policies

by considering heritage issues fully in the resource consent granting process as given in Chapter 1.

Within the range of mechanisms for preserving or protecting heritage resources, it is anticipated, without limiting the use of provisions under the RM Act, that heritage orders and water conservation orders will be used by the appropriate agencies when a heritage resource:

- (i) meets the relevant evaluation criteria set out in Policies 6.4.7-1 and 2, 6.4.13-1 and 6.4.16;
- (ii) is likely to be damaged or destroyed by development or use;
- (i) preservation or protection has not been provided for in regional or district plans.

The process through which heritage orders and water conservation orders are given effect is set out in Parts VIII and IX of the RM Act.

ARC and TAs have responsibilities to promote the sustainable management of natural and physical resources and are Heritage Protection Authorities. ARC and TAs also have a duty to gather information, monitor and keep records. Methods in this chapter relate to these responsibilities and the primary objective to preserve or protect a diverse and representative range of heritage resources. The education of the community about heritage resources and the provision of heritage information are seen as important functions of local authorities. The scoping and programming for preparation of regional plan provisions or changes to the RPS which are referred to in Method 6.4.2-4 will be undertaken in consultation with TAs, Tangata Whenua, DoC and other agencies and persons having a particular interest in heritage matters.

6.4.4 Policies: Heritage use and access.

The following policies and methods give effect to Objective 6.3-2

1. *The social and economic opportunities offered by heritage resources may be recognised and utilised where the use does not compromise the intrinsic or amenity values of the resources.*
2. *Public access to heritage resources shall be maintained and enhanced where practicable and appropriate.*
3. *When enhancing public access to heritage resources, priority shall be given to those heritage resources which are:*

- (i) *of high amenity or recreational value;*
 - (ii) *of importance to Tangata Whenua for carrying out customary activities and in order to exercise kaitiakitanga;*
(Refer also to Chapter 3 – Matters of Significance to Iwi)
 - (iii) *of regional, national or international heritage value;*
 - (iv) *adjacent to the areas identified in Appendix B and indicated in Map Series 2 and 3, where this would be consistent with the preservation or protection of natural and cultural heritage values;*
 - (v) *adjacent to esplanade reserves or other public open space where the enhancement of public access would contribute to the linking together of disconnected reserves.*
4. *Public access to heritage resources shall be restricted where it is necessary to:*
- (i) *preserve or protect conservation values;*
 - (ii) *preserve or protect sites and areas of Maori spiritual and cultural value;*
 - (iii) *protect public health and safety;*
 - (iv) *ensure a level of security consistent with the purpose of a resource consent;*
 - (v) *in other exceptional circumstances, that justify the restriction notwithstanding the national importance of maintaining access;*
 - (vi) *protect areas prone to natural hazards.*

6.4.5 Methods

1. *The ARC, TAs and DoC will ensure that tourism and recreational use of heritage resources does not detract from the conservation values of those resources.*
2. *The ARC, TAs and DoC will recognise significant heritage resources listed in the RPS, regional plans and district plans, and in non-statutory documents, to guide them in the future purchase of land for conservation, public open space and reserves.*
3. *The ARC, through the operation of its Regional park network, will actively conserve Regional open space and promote the conservation of heritage resources through its education and interpretation programmes and facilities.*
4. *The ARC will, in conjunction with DoC, TAs,*

Tangata Whenua, landowners and interest groups, identify priority areas for public access to heritage resources based on criteria in Policies 6.4.4 -3 and 6.4.4 -4 and Chapter 18. Once identified, TAs will make provision for appropriate access to these heritage resources in district plans.

6.4.6 Reasons

While emphasising the preservation or protection of the Region's heritage resources, it will be necessary to adopt and promote a balanced approach in the management of the resource. Thus the use and development of the resource must be provided for, while ensuring that its inherent values and life supporting capacity are not compromised.

The policies and methods concerning public access highlight the potential for conflict between enhancing access to heritage resources and those circumstances in which it is appropriate to limit or restrict access. Priority will be given to enhancing access to heritage resources of recognised value in order to ensure the enjoyment and realisation of the amenity, ecological, recreational, educational, scientific and cultural value of those resources, for both present and future generations. However, where public access to heritage resources may not be appropriate for a range of conservation, Maori cultural, public health and safety reasons, or to give effect to a resource consent, it will be limited or restricted.

In addition, it is also recognised that the majority of the heritage resources of the Auckland Region are located on private land and that public access to privately owned land may not always be practicable or appropriate. The identification of priority areas for the enhancement of public access to heritage resources must be undertaken in a co-operative manner involving consultation with the ARC, DoC, TAs, Tangata Whenua, landowners, and other relevant interest groups. Provision for these priority areas will then be made using provisions in district and regional plans.

6.4.7 Policies: Evaluation of natural heritage.

The following policies and methods give effect to Objective 6.3-1.

1. *The significance of natural heritage resources in the Region, and the identification of the qualities and values which give rise to their significance, shall be determined using criteria including the following:*
 - (i) *the extent to which an area is representative or characteristic of the natural diversity in an ecological district or contains outstanding or*

- rare indigenous community types;*
- (ii) *the presence of a threatened species or uncommon, special or distinctive features;*
 - (iii) *the extent to which a natural area can maintain its ecological viability over time;*
 - (iv) *the extent to which an area is of sufficient size and shape to maintain its intrinsic values;*
 - (v) *the relationship a natural feature has with its surrounding landscape, including its role as an ecological corridor or riparian margin, and the extent of buffering or protection from external adverse effects;*
 - (vi) *the natural diversity of species of flora and fauna, biological communities and ecosystems, geological or edaphic features such as landforms and land processes, parent material, and records of past processes;*
 - (vii) *the diversity of ecological pattern, such as the change in species composition or communities along environmental gradients;*
 - (viii) *the extent to which an area is still reflective of its original natural character and quality;*
 - (ix) *the extent to which an area provides an important habitat for species at different stages of their life cycle, e.g., breeding, spawning, roosting, feeding, and haul-out areas for the New Zealand fur seal;*
 - (x) *the importance of an area to Tangata Whenua.*
(Refer also to Chapter 3 – Matters of Significance to Iwi)
2. *In assessing natural heritage resources, their contribution to the viability of the Region's ecosystems will be considered significant if they exhibit the following characteristics:*
- (i) *the area provides a characteristic example of the ecology of the local area; and*
 - (ii) *the area is of good quality (e.g., for natural areas it has an intact understorey and is characterised by a low level of invasion from pest species); and*
 - (iii) *the area contributes to the ecological viability of surrounding areas and biological communities; or*
 - (iv) *the area contains a Regionally threatened species or a unique or special feature; or*
 - (v) *the area contains an unprotected ecosystem type, or an ecosystem type under-represented within the protected area network of an ecological district; or*
 - (vi) *the area is a component of, adjoins or provides a buffer to, a significant natural resource, or a watercourse or coastal margin; or*
 - (vii) *the area has habitat values, or provides or contributes to a habitat corridor or connection facilitating the movement of fish or wildlife species in the local area; or*
 - (viii) *the area is in a landscape which is depleted of indigenous vegetation; or*
 - (ix) *the protection of the area adds significantly to the spatial characteristics of the protected area network (e.g., by improving connectivity or reducing distance to the next protected area); or*
 - (x) *the area is significant to Tangata Whenua; or*
(Refer also to Chapter 3 – Matters of Significance to Iwi)
 - (xi) *there is a community association with, or public appreciation of, the aesthetic values of the landform or feature.*
3. *The heritage value of freshwater ecosystems shall be progressively identified and protected from the adverse effects of use and development.*
- #### 6.4.8 Method
1. *The ARC in consultation with TAs will develop and maintain comprehensive and accessible natural heritage databases.*
 2. *The ARC in consultation with other relevant agencies will develop a Regional evaluation methodology for freshwater ecosystems.*
- The implementation of Policy 6.4.7 will also rely on Methods 6.4.2 – 1 to 10.*
- #### 6.4.9 Reasons
- Regionally significant natural heritage resources include those evaluated at regional, national and international levels (see Appendix B). Resources of district significance

include those valued at the district and local levels. In general, the ARC will identify significant natural heritage resources at the regional level and TAs will be responsible for identification at the district level. Natural heritage resources of significance to Iwi may be at either regional, district or local levels.

Joint work between DoC and the ARC has resulted in the identification of “Sites of Natural Significance” where the values of those sites are considered to meet the requirements of section 6 (a), (b) and (c) of the RM Act. These sites have been published in the Draft Conservation Management Strategy (CMS) for Auckland 1993 – 2003, Volume II, and will be considered along with other sites for inclusion in a variation to the RPS. Notes on the values of each place or feature and an assessment of their vulnerability to adverse effects will be contained in a variation to the RPS.

The CMS maps of significant natural heritage resources have been created from the results of national and regional inventories for natural and physical resources. These include the Auckland Regional Planning Scheme, Protected Natural Area Programme, Sites of Special Wildlife Interest, Wetlands of Ecological and Representative Importance, and Geopreservation Inventories. These inventories use evaluation criteria such as representativeness, rarity, size and shape, naturalness and quality, life cycle requirements, diversity and pattern, long-term ecological viability, buffering and surrounding landscape. While these national evaluation systems have been useful at identifying sites of regional and, to a lesser extent, district significance, they require extensions of methodology to adequately determine values at the local level. Regional plan policy or technical guidelines will be prepared which contain evaluation methods which are useful and consistent at this level.

The criteria for determining local significance are based in part on the evaluation criteria discussed above, but also include the maintenance of threshold levels of indigenous vegetation. Due to the extent of natural area loss and degradation in the Auckland Region, local areas which do not in themselves trigger the criteria in Policy 6.4.7.1 may still be considered of regional significance in their role in maintaining the health and long term survival of ecosystems and their constituent parts in the Region. Policy 6.4.7.2 defines criteria by which the values and quality of such sites should be measured.

Some aspects and localities of natural heritage resources

have not been comprehensively described and evaluated. For example, the habitat values of fresh-water and coastal areas for aquatic species, and remnant vegetation in Awhitu and south Kaipara peninsulas, southern Manukau and parts of the isthmus have not been evaluated in comparative terms. Further evaluation exercises and priorities for evaluation will be developed in consultation with relevant agencies and will be facilitated through regional plan provisions or changes to the RPS.

6.4.10 Policies: Restoration of natural heritage.

The following policies and methods give effect to Objective 6.3-5.

1. ***Significant ecosystems that have been damaged or depleted should be protected and restored to the stage where their continued viability is no longer under threat.***

See Policies 14.4.1 (1) in Chapter 14; and Method 8.4.5-3, Policies 8.4.21, and Methods 8.4.22 (2) and (3) in Chapter 8.

2. ***In the restoration and rehabilitation of heritage resources, opportunities should be taken which ensure that, where appropriate,:***

- (i) ***resources are brought closer to their original state;***
- (ii) ***resources or ecosystems are replaced by those of a similar type and size ('no net loss' approach);***
- (iii) ***factors which reduce long- term viability are controlled (e.g., pests, fragmentation of habitats);***
- (iv) ***public access, recognition and interpretation of the values of that resource are provided;***
- (v) ***practical expression of kaitiakitanga is provided;***
(Refer also to Chapter 3 – Matters of Significance to Iwi)
- (vi) ***physical (e.g., fencing) and or legal protection is provided;***
- (vii) ***in revegetation work, use of indigenous species naturally occurring in the general vicinity and use of local genetic stock is considered;***
- (viii) ***barriers to the reintroduction of indigenous species are removed.***

3. ***Restoration of natural areas or ecosystems or landscaping with indigenous plants, particularly for sites which abut existing protected natural areas or significant heritage resources, should maximise the opportunity of using indigenous plants from the***

local gene stock.

6.4.11 Methods

1. *The ARC and TAs will consider the provision of incentives and information to promote the protection or restoration of ecosystems and heritage resources including, where appropriate, the use of locally sourced indigenous plants.*
2. *When using indigenous plant species in mass plantings or restoration work, reserve management agencies should, where practicable, use locally sourced plants appropriate to local conditions.*
3. *The ARC and TAs should consider the use of indigenous plants, including those which improve habitat quality, when assessing landscaping work required by resource consents.*

6.4.12 Reasons

As a consequence of the level of depletion of heritage resources in the Region, restoration, as well as the identification and protection of those heritage resources that remain, is essential. This is particularly the case for indigenous ecosystems to ensure the continued survival of biological communities within the Region.

Restoration can include a number of concepts such as, carrying out management activities which return a place or feature closer to its original state, the re-introduction of a feature that once existed in that place, and the creation of a heritage feature which attempts to replicate the original.

Natural Heritage Restoration

There are already in this Region many restoration projects which are focused on the re-creation of indigenous ecosystems by revegetation, the re-introduction of species of flora and fauna, and rehabilitation work by pest control. Restoration work is being carried out by both resource and reserve management authorities, and by the initiatives of independent agencies. Notable in this regard is the work by DoC on Tiritiri Matangi and Motutapu islands; Project Crimson which is focused on the restoration and rehabilitation of pohutukawa forests; and the Trees for Survival Trust Project planting indigenous species for erosion control. The ARC is carrying out programmes to investigate techniques to restore streams which include riparian planting and improvement of the habitat quality for indigenous fish,

birds and insects. TAs can provide for revegetation programmes through: financial contributions on subdivision; as conditions on resource consents; in their own reserve management activities; as well as in the composition of street plantings. Private landowners have an important role to play in restoration initiatives by carrying out restoration programmes on their land with help from various sources of funding or agencies which can provide assistance such as the provision of plants, labour, information and advice.

An important concept in revegetation work includes planting appropriate indigenous species. Appropriate species include those that occur within their natural geographic range, e.g., plants that would naturally occur in Auckland; planting species in habitats in which they would normally be found, e.g., pohutukawa along the coastline; and planting species which are from local plant material.

The consequences of inappropriate planting range from interference with distribution and trends in the evolution of indigenous plants to the failure of plantings. The primary concern in relation to the effects of not using locally sourced material is that many plants exhibit a wide variation of characteristics throughout New Zealand. The best documented species which exhibits such wide variation in plant characteristics is kowhai. Flower and seed colour, leaflet size, and even shape (weeping, prostrate, or erect forms) can vary from place to place.

It is recommended that in revegetation work indigenous plant species are used which are:

- i) normally found in the surrounding district;
- ii) planted in ecologically appropriate places;
- iii) grown from seed or plant stock obtained from either the same patch of vegetation or the same catchment as the planting site.

If plant sources from outside the district are used, it is useful to record the nature of the revegetation work. Details that could be recorded include the species and number planted, the source of planting (nursery or locality), and success of the planting (survival rate and naturalisation).

Another important concept in restoration is the consideration of an overall 'no net loss' approach to ecosystems that have been reduced to very low levels in

the Region. One ecosystem component that appears to most need such an approach in this Region is freshwater wetlands, which as Table 6.1 indicates, are at very low levels in the Auckland Region. The concept of 'no net loss' includes avoidance, where possible, of the destruction of existing wetlands. If this is not possible, then a preferred mitigating action is the creation of a wetland or, failing that, the protection of an existing unprotected wetland. The concept of 'no net loss' could also be extended to other ecosystem components in areas where there is very little indigenous vegetation cover remaining (refer to Table 6.1).

6.4.13 Policies: Evaluation of geological heritage.

The following policies and methods give effect to Objective 6.3-1

1. The significance of geological heritage resources in the Region, and identification of the qualities which give rise to their significance, will be determined using criteria which include the following:

- (i) *the extent to which an area or feature reflects important or representative aspects of Auckland or New Zealand's geological history;*
- (ii) *the extent to which an area or feature is representative or characteristic of the natural diversity of the Region;*
- (iii) *the potential of the feature or site to provide knowledge of Auckland or New Zealand's geological history;*
- (iv) *the potential of the feature or site for public education;*
- (v) *the community association with, or public appreciation of, the aesthetic values of the landform or feature;*
- (vi) *the state of preservation of the feature or site;*
- (vii) *the rarity or unusual nature of the feature or site type;*
- (viii) *the importance of the feature or site to Tangata Whenua.*

(Refer also to Chapter 3 – Matters of Significance to Iwi)

6.4.14 Methods

The implementation of Policy 6.4.13-1 will rely on Methods 6.4.2-1 to -10 and the following:

1. Resource management agencies will consult with the holders of mining permits (and existing use rights) to encourage and facilitate the voluntary protection

of volcanic heritage resources.

6.4.15 Reasons

The preservation or protection and survival of the best representative examples of earth science sites and features that document Auckland's geological history, is important for education, research, aesthetic appreciation and recreation. These values are reflected in the criteria in Policy 6.4.13-1 and underscore the identification of sites in the New Zealand Geopreservation Inventory. This inventory has been prepared by the Joint Earth Sciences Working Group and published by the Geological Society of New Zealand.

6.4.16 Policy: Evaluation of cultural heritage.

The following policy and method gives effect to Objective 6.3-1

The significance of cultural heritage resources in the Region, and the identification of the qualities and values which give rise to their significance, shall be determined using criteria which include the following:

- (i) *the extent to which the place reflects important or representative aspects of Auckland's or New Zealand's history;*
- (ii) *the association of the place with the events, persons, or ideas of importance in Auckland's or New Zealand's history;*
- (iii) *the potential of the place to provide knowledge of Auckland's or New Zealand's history;*
- (iv) *the importance of the place to Tangata Whenua;*
(Refer also to Chapter 3 – Matters of Significance to Iwi)
- (v) *the community association with, or public esteem for, the place;*
- (vi) *the potential of the place for public education;*
- (vii) *the technical accomplishment or value, or design of the place;*
- (viii) *the symbolic or commemorative value of the place;*
- (ix) *the importance of historic places which date from periods of early settlement in Auckland;*
- (x) *rare types of historic place;*
- (xi) *the extent to which the place forms part of a wider historical and cultural complex or historical and cultural landscape;*
- (xii) *the integrity and state of preservation.*

6.4.17 Method

The ARC in conjunction with TAs will maintain and develop the Cultural Heritage Inventory (CHI) as a system and resource for promoting the sustainable management of the cultural heritage resources of the Region.

Implementation of Policy 6.4.16 will also rely on Methods 6.4.2-1 to 10.

6.4.18 Reasons

In identifying significant cultural heritage resources, the ARC and TAs will take guidance from section 23 of the Historic Places Act 1993 (HP Act) and the New Zealand Historic Places Trust (NZHPT). The HP Act lists values and criteria which assist with the identification of significant cultural heritage resources and sets a minimum standard (see criteria in Policy 6.4.16). The NZHPT has a statutory obligation under section 22 of the HP Act to establish and maintain a register of historic places, historic areas, waahi tapu and waahi tapu areas. Under sections 22 and 23 of the Act the NZHPT may assign Category I or Category II status to any historic place. Category I status applies to “Places of special or outstanding historical or cultural heritage significance or value”. Category II status applies to “Places of historical or cultural heritage significance or value”.

Criteria for determining the significance of historic buildings or structures are also outlined in Appendix B2 of the NZHPT Cultural Heritage Planning Manual (Dec 1992). Cultural heritage guidelines and criteria for research and evaluation are given by the World Archaeological Congress First Code of Ethics (Members Obligations to Indigenous People [Dec 1990]), the ICOMOS NZ Charter and the NZHPT Cultural Heritage Planning Manual (Dec 1992).

Cultural heritage resources to be listed in regional plans and district plans will include: archaeological sites, buildings and structures, Maori buildings and marae, historic areas, historic places, trees and other natural objects of historical and cultural significance, waahi tapu and waahi tapu areas and other cultural heritage of significance to Iwi where appropriate. (See section 2 of the HP Act for definitions of terms.) All archaeological sites are accorded protection under sections 9 and 10 of the HP Act 1993 whether or not they are registered.

Under section 34 of the HP Act, the Trust is required to maintain and supply to every TA a record of registered

historic places, historic areas, waahi tapu and waahi tapu areas that are located within that TA's district and heritage covenants which have effect in that area.

It is recognised that cultural heritage of significance to Tangata Whenua will be determined by Tangata Whenua. It is also recognised that TAs may develop their own criteria to determine cultural heritage of local and district significance within the framework given by section 23(2) of the HP Act.

Cultural heritage of significance to Tangata Whenua will be identified in a way that is appropriate to each Iwi. Some places and areas are already recognised within the NZ Archaeological Association (NZAA) Auckland Region Archaeological Site Record File. Many significant places, however, are not generally well-known and information concerning them is often of a sensitive nature. It is envisaged that most information relating to cultural heritage places and areas of significance to Tangata Whenua will be compiled by Tangata Whenua and held in their own plans and information systems. TAs are however required to recognise and provide for such places under section 6 (e) of the RM Act. Therefore, processes to achieve this recognition and provision must be developed with Iwi. The location and nature of some sites will be sensitive and therefore protective mechanisms will need to be included in regional plans and district plans to accommodate this. Where the precise location of a place is not revealed, a locality or area can be identified. Consultative processes need to be developed with Iwi for proposals which may affect any defined locality or area. Sensitive information can be held in closed or silent files or safeguarded through the use of an order under section 42 of the RM Act. Guidance in this matter may be taken from the HP Act.

The Cultural Heritage Inventory (CHI) is a database of cultural heritage information which is being developed by ARC with the support and involvement of the seven TA's in the Region. The database provides a tool to both rapidly locate known historic places and areas, and identify where further research efforts are required. The CHI also provides a basis from which to identify places and areas of significance to Iwi in the Region.

6.4.19: Policies: Volcanic Features

The following policies and methods give effect to Objectives 6.3.1, 6.3.7, 6.3.8 and 6.3.9.

1. *The volcanic features of the Auckland Region of local, regional, national and/or international significance*

shall be managed in an integrated manner to protect their multiple values, including social, cultural, historical, geological, archaeological, scientific, ecological, amenity, open space and landscape values and to maintain the range and diversity of volcanic features within the context of the wider Auckland and Franklin volcanic fields.

2. *The physical and visual integrity and values of Regionally Significant Volcanic Features shall be protected by:*
 - (i) *avoiding activities within the boundaries of the Regionally Significant Volcanic Features shown on Map Series 2a that individually or cumulatively:*
 - (a) *result in significant modification or destruction of the feature; or*
 - (b) *detract physically or visually from the values of the feature; and*
 - (ii) *ensuring that, where publicly owned, their open space and amenity values are maintained and where practicable enhanced and that the provision of public access and recreation is consistent with the protection of their other values; and*
 - (iii) *ensuring activities on land surrounding or adjacent to the Regionally Significant Volcanic Features shown in Map Series 2a, or those parts of the volcanic feature described in Appendix B but not shown on Map Series 2a are managed so that significant adverse effects on the values of the features are avoided, remedied or mitigated, and where practicable the values are enhanced.*
3. *Subdivision, use and development shall be managed to ensure that the overall contribution of the volcanic cones identified in Map Series 2a as Outstanding Natural Features to the landscape character of Auckland, is maintained and where practicable enhanced, including physical and visual connections to, and views between, the volcanic cones.*
4. *The views of volcanic cones that are listed in Appendix L and indicated on Map Series 4a, shall be protected, and intrusion into the defined viewshafts by buildings or structures shall be avoided, except where provided for by specified building heights in Height Sensitive Areas that underlie the viewshafts*

and are detailed in the district plan and depicted for information purposes in Map Series 4a.

5. *Urban intensification in High Density Centres and Corridors identified in Schedule 1 shall be undertaken consistent with Policies 6.4.19.1 – 4.*

6.4.20 Methods: Volcanic Features and Viewshafts

1. *Local authorities and other management authorities with responsibility for the management of volcanic features are to:*
 - (i) *include in their district and regional plans objectives, policies, rules and other methods, including those available under the Local Government Act 2002, to give effect to Objectives 6.3.6, 6.3.7 and 6.3.8 and Policies 6.4.19;*
 - (ii) *give effect to Policies 6.4.19 in management plans prepared under the Reserves Act 1977 or other legislation, to the extent consistent with the purpose of that legislation.*
2. *Resource management and reserve management authorities are encouraged to consider a range of options to achieve the integrated management of Auckland's volcanic features. Possible methods include joint management plans, the creation of a network of volcanic feature parks, and co-ordination of interpretive material on Auckland's volcanic features. Continuing co-operation between all responsible agencies is considered essential for the integrated management of Auckland's volcanic features.*
3. *Provision is to be made in district plans and in the Regional Plan: Coastal to control the location, size and height of buildings and other structures on land or in the coastal marine area under the volcanic cone viewshafts listed in Appendix L.*
- 3A. *The ARC shall identify, including through the use of maps, those parts of the volcanic features that are described in Appendix B but not shown on Map Series 2a or 3a, and through a future change to the ARPS, will change Map Series 2a to reflect this identification work.*
4. *Territorial Authorities shall identify and appropriately protect locally significant volcanic features (including, where appropriate, areas referred to in Policy 6.4.19.2(iii) or identified*

through Method 6.4.20.3A), and locally significant views to and between the volcanic cones.

5. *Territorial Authorities are to make provision in their district plans for Height Sensitive Areas around the volcanic cones listed in Appendix L or on intervening landforms where the potential arises for development to intrude into the viewshaft.*
6. *Territorial Authorities are to control the location, size and height of buildings and other structures in these Height Sensitive Areas to provide a visual buffer around the volcanic cone and/or to maintain visibility within the viewshafts.*
7. *Where the maximum permissible building height in any Height Sensitive Area underlying a viewshaft offers the potential for development to penetrate the floor of the viewshaft, Territorial Authorities are to control such development so as to reduce adverse effects on protected views to the greatest practicable extent, including prohibiting development that breaches the height restrictions where appropriate.*
8. *Local authorities and road and rail controlling authorities shall manage vegetation within the land they control, (including the volcanic and other reserves) and any structures such as signs associated with the operation of the reserve, road or rail to ensure that the maintenance of views to the volcanic cones provided by the viewshafts listed in Appendix L, or of the volcanic cones from adjacent roads has been taken into account.*
9. *District plan provisions relating to the protection of trees and other vegetation should in appropriate circumstances, enable the trimming or removal of vegetation to maintain the viewshafts.*
10. *District plans are to specify a process to be followed to determine the appropriate course of action when previously unidentified volcanic features of potential significance are discovered during the planning and implementation of new development. This process is to include measures to ensure that the values of the feature are recorded using appropriate techniques.*
11. *To provide for transit oriented redevelopment (TOD) around the Panmure train station and the growth of Panmure, viewshafts W7 and W8 will be replaced by viewshafts to maintain and enhance the protection of views to Mt Wellington/Maungarei*

once planning for the redevelopment is complete. The design and planning process for Panmure TOD should take this method into account.

6.4.21 Reasons: Volcanic Features and Viewshafts

Policies 6.4.19 and Methods 6.4.20 address the management of volcanic features in the Auckland Region and in particular, Regionally Significant Volcanic Features. The Regionally Significant Volcanic Features are described in Appendix B. The volcanic cones are identified as being Outstanding Natural Features on Map Series 2a, as well as being in the group of Regionally Significant Volcanic Features. Method 3a requires that the ARC identifies, including through the use of maps, the extent of the Regionally Significant Volcanic Features that are described in Appendix B but not mapped on Map Series 2a or 3a. Further defining the extent of the Regionally Significant Volcanic Features described in Appendix B will provide greater certainty for future regional infrastructure projects and other development proposals.

Activities outside of the regionally Significant Volcanic Feature reserves have the potential to adversely affect the values of the features. While the most visually significant areas of the volcanic cones and their aprons are protected by the volcanic viewshafts in this RPS and by the inclusion of Height Sensitive Areas in the relevant district plans, activities adjacent to the cones and to other Regionally Significant Volcanic Features have the ability to adversely affect their heritage values. These include new development, which may inhibit access to the volcanic feature, or development that is of a scale or location that dominates the local landscape and reduces the visual significance or amenity values of the volcanic feature. In addition, some features may extend beyond the boundaries depicted in the district plan maps. Although these areas may be significantly modified or developed, they are nevertheless still part of the feature and may retain some significant elements of the values identified and may also be considered to have local significance. In these areas, district plan provisions must ensure that activities are managed or enhance any such significant residual values. Policy 6.4.19.2(iii) addresses the relationship between the Regionally Significant Volcanic Feature, other parts of the feature, and its wider environment.

It is possible that other features of geological significance, either associated with significant volcanic features, or

with the wider volcanic field, may be discovered only when development is proposed for a site – in particular there are likely to be several undiscovered lava caves in the region. In these circumstances, an approach that is different to that required for identified features of significance may be appropriate depending on the respective nature and significance of the feature and of the development. Such an approach may include regulatory and/or non-regulatory responses. Method 6.4.20.10 requires district plans to specify the process to be undertaken to determine the appropriate course of action, but establishes as a minimum that the nature and value of the feature must be recorded.

The volcanic features have a range of values that are identified in Issues 6.2.5 and 6.2.6. Further information on the values of many of these features is also contained in Appendix B of this RPS. Objective 6.3.7 and the Policies in 6.4.19. afford a high level of protection to the Regionally Significant Volcanic Features and in particular the volcanic cones, in recognition of their international, national and regional significance and their strong association with the character and identity of the Auckland Region. The Regionally Significant Volcanic Features are also finite resources that cannot be created elsewhere. Once lost or significantly modified, they cannot be restored or re-created. Hence the focus of the policy is on the protection of values and avoidance of the adverse effects of activities, such as buildings, structures and earthworks or land disturbance, that are physically or visually intrusive.

Smaller scale volcanic features such as lava caves and exposures are important for their geological and scientific values, and sometimes for their historical and recreational values. Retaining the existing range and diversity of features is important as part of the overall volcanic heritage of the Auckland Region.

Method 6.4.20.3 requires Territorial Authorities to protect locally significant volcanic features and locally significant views to and between the volcanic cones. In the management of volcanic soils, the provisions of Chapter 12, Soil Conservation are relevant. A number of the volcanic cones have areas in public ownership, held and managed under the Reserves Act 1977. However, privately owned land generally surrounds the cones and covers the wider volcanic apron. In some cases, privately owned land extends significant distances up the slopes of the actual cone (eg Mt Eden, Mt Albert, Mt Hobson

and Mt St John). Larger areas of the Region's explosion craters and tuff rings are in private ownership, although parts of these features are in public ownership.

The volcanic features are in public ownership they provide critical areas of open space within Auckland's urban area. Being public land there is also the expectation of free and full public access, where this access is consistent with the protection of the natural and physical environment of the volcanic feature. Policy 6.4.19.2 requires that the provision of public access to, and recreation on, the publicly owned Regionally Significant Volcanic Features be consistent with the protection of the values of the feature. Many of the volcanic cones have located on, or within them, existing water supply infrastructure, including reservoirs. The existing water supply infrastructure requires maintenance and on occasion, may require replacement. Policy 6.4.19.2 is not intended to prevent or unreasonably hinder the continued operation, maintenance or replacement of the existing water supply infrastructure. However, it is expected that, wherever possible, such works will be preferably within the 'footprint' of existing development or, where that is not possible, in areas of the feature that are already modified.

An integrated approach to the management of the Region's volcanic features is required to ensure that their values are identified and protected and their relationship with the surrounding area is maintained. This approach involves integration among agencies (eg. TAs, ARC, DoC and private trusts such as the Cornwall Park Trust Board and requiring authorities) and between legislation, particularly the Reserves Act 1977 and the Resource Management Act 1991. Policies 6.4.19.1 and 6.4.19.2 and Method 6.4.20.2 address this issue.

Volcanic features that may not be identified as regionally or locally significant may still, nevertheless, contribute cumulatively to the volcanic landscape character of the region. Local authorities may utilise mechanisms available to them in the appropriate management of these broader landscape values, in addition to identifying and protecting features of significance, as required by this ARPS. These include mechanisms available under other legislation, such as reserve management plans, Methods 6.4.20.1 and 2 address this broader range of management responses.

Historically, views to and the general visibility of the volcanic cones have been identified and protected in

regional and district plans. This protection continues in this RPS through Objective 6.3.8, Policies 6.4.19.3, 4 and 5 and Methods 6.4.20.1 and 3 to 9 and by the inclusion of the viewshafts in Map Series 4a. These viewshafts identify regionally significant views to the cones from public viewing locations in Auckland, Manukau and North Shore Cities and in the Coastal Marine Area. The viewshafts are also included in the relevant district plans and in the Auckland Regional Plan: Coastal. District plans also identify Height Sensitive Areas on or near the cones, or on intervening landforms, where these approach the floor of one or more viewshaft. Within these areas controls are placed on the height, location and size of buildings and other structures to maintain the general visibility of the volcanic cones within the urban landscape. Many of the viewshafts originate from lengths of the motorway network. To take account of the view or views seen from moving vehicles, these viewshafts do not have a single point of origin, but extend over a length of between 125 and 800 metres. This means that structures associated with the operation of the motorway such as lights, signage gantries and safety barriers may intrude in a transient manner into the viewshaft along the linear point of origin. Policies 6.4.19.4 and 5 and Methods 6.4.20.1 and 3 to 8 are not intended to hinder the erection of such structures in the viewshaft. However if there is flexibility in terms of motorway operational requirements to locate these structures outside the viewshafts, this option should be taken. Consideration should be given to the effects of new motorway development or significant redevelopment, involving major structures, such as on and off ramps, on the volcanic viewshafts and the options for avoiding, remedying or mitigating such adverse effects on them.

All the viewshafts have been, or will be, surveyed and their limits are described in three dimensional co-ordinates (relative to the Mt Eden Circuit, the National Mapping Grid and Mean Sea Level). This data is included in the relevant district plans and regional plans. This level of data makes it possible for persons owning land over which a viewshaft passes, to establish by means of survey methods, the height to which buildings or structures may be erected on that land, without penetrating the floor of the protected viewshaft.

The protected viewshafts originate at public areas and generally identify a view to a cone that is often along a major road, and in particular Auckland's urban motorway

system. Methods 6.4.20.7 and 8 recognise the need to control vegetation to maintain the viewshafts. Local public viewing points to the volcanic cones and their associated reserves are often available from adjacent roads. Hence ensuring that vegetation along these roads and in the reserves themselves do not compromise views to the cones is important.

While the viewshafts identified in this ARPS protect the most iconic and important views to the cones, Policy 6.4.19.3 identifies that other methods may also be required to maintain their overall contribution to the landscape character of the Auckland isthmus. In particular, the identification and protection of views between the cones, and of locally significant views to cones, as required by Method 6.4.20.4. The landscape values of the cones are also to be protected through the identification of height sensitive areas around the cones and on landforms where there is potential for development to intrude into identified viewshafts, as required by Method 6.4.20.5. The appropriate management of vegetation in transport corridors, as required by Methods 6.4.20.8 and 9 is also important for maintaining the contribution of the cones to overall landscape character and quality. District plans may also include other provisions such as zones and character overlays to maintain these landscape values.

6.4.2219: Policies: Landscape

The following policies and methods give effect to Objectives 6.3.4, 6.3.5, 6.3.6 and 6.3.9.8.

1. Outstanding Natural Landscapes identified in Map Series 3a and described in Appendix F shall be protected by ensuring subdivision, use and development in these areas is appropriate in terms of its type, scale, intensity and location, and is undertaken in such a way that it:

- (i) maintains the primacy of naturalness in these landscapes and ensures that built elements are subservient to this naturalness;**
- (ii) maintains the visual coherence and integrity of the landscape;**
- (iii) maintains significant natural landforms, natural processes and significant vegetation areas and patterns;**
- (iv) maintains the visual or physical qualities that make the landscape iconic, rare or scarce at the national, regional or district level;**

- (v) manages adverse effects on the components of the natural character of the coastal environment consistent with Policy 7.4.4;
 - (vi) avoids, remedies or mitigates adverse effects on the natural character of wetlands, lakes, rivers and their margins, with particular regard being given to the avoidance of significant adverse effects on those wetlands, lakes, rivers and their margins specifically identified for their natural values in regional and district plans;
 - (vii) recognises and provides for ongoing primary production, (excluding large scale factory farming) as part of a working landscape, particularly in outstanding natural landscapes where pastoral land dominates;
 - (viii) accommodates regionally significant infrastructure, where it meets the requirements of Policies 6.4.22.8 and 9;
 - (ix) enables the operation of existing mineral extraction sites provided that;
 - (a) adverse visual effects on the Outstanding Natural Landscape are avoided, remedied or mitigated;
 - (b) further expansion of extraction activities into an Outstanding Natural Landscape is avoided, unless there are no practicable alternatives;
 - (c) management and rehabilitation plans for the extraction site are commensurate with the degree of adverse effects on the natural landscape values of any affected Outstanding Natural Landscape;
 - (x) avoids adverse cumulative effects and is consistent with Policy 6.4.22.4.
 - (xi) supports the achievement of long term certainty in the management of Outstanding Natural Landscapes through regional or district plan provisions.
 - (xii) is consistent with the Strategic Objectives and the Strategic Policies for Urban Containment and Rural Areas and the associated methods of Chapter 2 of this RPS.
2. In amenity landscapes significant landscape elements, processes and patterns shall be maintained and where practicable enhanced, where they :
- (i) Contribute positively to the character and quality of the landscape and to its amenity value including its aesthetic coherence;
 - (ii) Avoid, remedy or mitigate the adverse visual and amenity effects of subdivision, use and development.
3. Subdivision, use and development in landscapes adjoining Outstanding Natural Landscapes should have regard to its adverse physical and visual effects on the Outstanding Natural Landscape and should manage these effects to:
- (i) maintain significant landforms and indigenous vegetation and habitats that are also significant elements or patterns in the Outstanding Natural Landscape to protect the visual and biophysical linkages between the two areas;
 - (ii) avoid locating significant built elements on the boundary with an Outstanding Natural Landscape, and in particular Outstanding Natural Landscapes within:
 - (a) regional parks;
 - (b) Department of Conservation estate;
 - (c) significant local reserves;
 - (d) the coastal marine area .
4. In determining whether subdivision, use and development contributes to adverse cumulative effects on Outstanding Natural Landscapes, as required by Policy 6.4.22.1 (xi) an overall judgement shall be made on whether it;
- (i) has significant adverse visual and physical effects immediately beyond the boundary of the site;
 - (ii) reduces the visual and aesthetic coherence and integrity of the wider landscape unit;
 - (iii) reduces landscape quality and diversity of the local area or within the district, or across the wider Auckland Region;
 - (iv) if the landscape is iconic, rare or scarce at the national, regional or district level whether the adverse effects result in a loss or a reduction

of the landscape qualities that make the area iconic, rare or scarce;

5. Restoration and enhancement of degraded landscapes shall be encouraged through appropriate land management practices.
6. Subdivision incentives associated with restoration and enhancement initiatives may be appropriate where:
 - (i) the scale, and intensity of any subdivision is commensurate with achieving significant environmental benefits;
 - (ii) built development associated with such subdivisions is able to be visually accommodated without adversely affecting the naturalness of Outstanding Natural Landscapes;
 - (iii) it achieves the environmental outcomes specified in Policy 6.4.22.1 (i) to (vii) and (xi)
 - (iv) it is consistent with the Strategic Policies for Rural Areas in Policy 2.6.17.1 to 4 of Chapter 2: Regional Overview and Strategic Direction;

(See also Policy 6.4.10: Restoration of natural heritage)

- 7.9. The identification of landscape values on the islands and coastline within the Hauraki Gulf, and their protection and management shall recognise and provide for the management objectives stated in Section 8 of the Hauraki Gulf Marine Park Act 2000.
8. New regionally significant infrastructure in Outstanding Natural Landscapes should achieve the environmental outcomes in Policy 6.4.22.1 (i) to (vii) and (xi) and shall:
 - (i) avoid Outstanding Natural Landscapes that are unique, rare or iconic in the Auckland region;
 - (ii) avoid significant adverse effects on:
 - (a) hilltops and high points that are publicly accessible scenic lookouts, particularly where the infrastructure involves towers, poles, pylon, turbines or other tall structures;
 - (b) high use recreation areas;
 - (c) recognised popular swimming and surfing beaches and vessel anchorage areas;

(d) landscapes that are predominantly in indigenous vegetation and/or include site specific areas identified in Appendix B for their ecological or geological values;

(e) the Waitakere Ranges Heritage Area, regional parks, Department of Conservation estate significant local reserves and the coastal marine area;

(f) view shafts from specified points in regional parks that are mapped in the Regional Parks Management Plan 2010;

9. Where regionally significant infrastructure proposes to locate in an Outstanding Natural Landscape, the following matters shall be considered in making an overall judgement about the requirements of the infrastructure and the protection of Outstanding Natural Landscapes:

(i) the degree to which the proposed infrastructure implements the strategic infrastructure policies 2.6.14 of Chapter 2: Regional Overview and Strategic Direction;

(ii) whether the infrastructure is for the generation of renewable electricity, or for the provision of local and community self sufficiency, such as at Great Barrier Island;

(iii) whether the technical or operational requirements of the infrastructure means that there are no practicable alternative locations outside of the Outstanding Natural Landscape area;

(iv) the type, scale and extent of adverse effects, including:

(a) adverse effects arising from route and/or site selection for the infrastructure;

(b) adverse effects arising from design, location and layout of the infrastructure;

(c) the extent to which the environmental outcomes listed in Policies 6.4.22.1 and 6.4.22.8 will be achieved;

and the extent to which these adverse effects can be avoided, remedied or mitigated.

10. The operation, maintenance and replacement of existing regionally significant infrastructure shall be enabled in Outstanding Natural Landscapes,

while avoiding, remedying or mitigating adverse visual effects on the key landscape elements, patterns and processes of these areas and meeting the environmental outcomes of Policy 6.4.22.1 (i) to (vii) and (xi) to the extent practicable;

11. Where upgrading or extensions of existing regionally significant infrastructure will have significant adverse effects on Outstanding Natural Landscapes, it shall be assessed under Policies 6.4.22.8 (ii) and 6.4.22.9.

12. New and upgraded regionally significant infrastructure that has significant adverse visual and physical effects on Outstanding Natural Landscapes shall undertake environmental compensation that may include enhancement of the affected Outstanding Natural Landscape area;

1. Subdivision, use and development of land and related natural and physical resources shall be controlled so that in areas identified in Map Series 2 and 3:

(i) the quality of outstanding landscapes (landscape rating 6 and 7) is protected by avoiding adverse effects on the character, aesthetic value and integrity of the landscape unit as a whole;

(ii) outstanding landscapes with a sensitivity rating of 6 or 7 are protected by avoiding subdivision, use and development which cannot be visually accommodated within the landscape without adversely affecting the character, aesthetic value and integrity of the landscape unit as a whole;

(iii) the quality of regionally significant landscapes (landscape rating 5) is protected by avoiding adverse effects on the elements, features and patterns which contribute to the quality of the landscape unit;

(iv) regionally significant landscapes with a sensitivity rating of 5 are protected by ensuring that any subdivision, use and development can be visually accommodated within the landscape without adversely affecting the elements, features and patterns which contribute to the quality of the landscape unit.

2. In those rural areas not rated as being outstanding or regionally significant landscapes and in urban

areas, the elements, features and patterns which contribute to the character and quality of the landscape and to its amenity value, or which help to accommodate the visual effects of subdivision, use and development, shall be protected by avoiding, remedying, or mitigating any adverse effects on them.

3. Subject to Policy 6.4.19-1 above, subdivision, use and development on regionally significant ridgelines shall be controlled so that there are no significant adverse effects, including cumulative effects, on the landscape quality and integrity of the ridgelines.

4. The views of volcanic cones, which are indicated in Map Series 4, are to be preserved, and intrusion into the defined viewing shafts by buildings or structures shall be avoided.

5. The use or development of land and related natural and physical resources is to be controlled so that the visibility of volcanic cones is maintained or enhanced.

6.4.230 Methods: Landscape

1. Councils shall identify Outstanding Natural Landscapes in its RMA plans by relevant techniques that may include mapping, and shall include provisions, including rules to manage subdivision, use and development in these areas in a way that gives effect to Policies 6.4.22.1 to 6.4.22.10.

2 Councils shall control the subdivision of land in Outstanding Natural Landscapes identified in Map Series 3A by using a range of appropriate techniques that may include:

(i) avoiding further subdivision, particularly where Outstanding Natural Landscapes are also areas of high natural character and areas of significant indigenous vegetation and significant habitats of indigenous fauna;

(ii) encouraging the use of existing approved certificates of title, rather than the creation of new subdivisions when establishing subdivision rules in these areas.

(see also Policies 2.6.17- Strategic Policies- Rural Areas of Chapter 5 Regional Overview and Strategic Direction.)

3. Councils shall use suitable methods in its RMA plans to maintain the landscape quality and diversity of Outstanding Natural Landscapes, and these

methods may include:

- (i) Controls on the establishment and location of new buildings and other significant structures, including infrastructure and controls on their scale and design (including colour and materials);
 - (ii) Controls on the earthworks including their scale and nature, and other land disturbing activities, that may adversely affect important landforms and landscape, and controls on mineral extraction activities where these are proposed within an Outstanding Natural Landscape;
 - (iii) Controls on the clearance of significant indigenous vegetation;
 - (iv) Controls to maintain and enhance rivers and streams and their riparian margins for their contribution to landscape quality;
 - (v) Criteria for the assessment of proposals involving the use and development of renewable energy resources or new mineral resources in Outstanding Natural Landscapes.
 - (vi) The use of mechanisms listed in Method 6.4.2.2 to encourage and support landscape protection, management, restoration and enhancement.
4. Councils may identify in their RMA plans by appropriate methods, other rural, coastal, island and urban landscapes that have high amenity values, and should include provisions that maintain and as appropriate enhance these values.
5. Councils should adopt consistent landscape assessment methodologies to enable integration of landscape assessment findings at the regional and district level and to enable monitoring of changes in landscape quality and diversity across the Auckland Region over time.
1. Provision is to be made in district plans and relevant regional plans to give effect to Policies 6.4.19-1, 2 and 3.
2. Provision is to be made in district plans and relevant regional plans to control the location, size and height of buildings and structures in the height sensitive areas and in the viewing shafts indicated in Map Series 4, so as to give effect to Policies 6.4.19-4

and 5:

3. The ARC will, after consultation with interested persons and organisations, prepare and publish guidelines on a standard methodology for the assessment and evaluation of landscape within the Region.

6.4.241: Reasons: Landscape

Outstanding Natural Landscapes shown in Map Series 3a have been identified and described in two regional landscape assessments. The first assessment, based on a public preference survey of what types of landscape are outstanding within the context of the Auckland Region, identified two types of Outstanding Natural Landscapes. The first type is a “wild nature” landscape, where there is little or no evidence of human presence or modification and indigenous vegetation patterns dominate. These wild nature landscapes include those areas closest to the pristine natural state. The second type of Outstanding Natural Landscape is one where “cultured nature” is evident. An example of a cultured nature Outstanding Natural Landscape is one where there is a picturesque mix of bush and pastoral land. In these instances some types of exotic vegetation, such as mature oak trees and the presence of pasture are viewed as important components of Outstanding Natural Landscapes.

In both wild nature and cultured nature landscapes, the key factor that distinguishes an Outstanding Natural Landscape in the Auckland Region, is the absence of, or the minimal presence of human artefacts or buildings. Where buildings and other structures are present, they are subservient to the overall naturalness of the landscape. Such structures can include those used for normal farming practices such as fences, stockyards, pump houses and barns.

The same landscape units were subsequently assessed using criteria accepted by the Environment Court for the assessment of Outstanding Natural Landscapes. There is a high level of consistency between the results of the two assessments. Explanations of the two landscape assessment methodologies and the assessment results for the ninety-two Outstanding Natural Landscapes identified on Map Series 3a are contained in Appendix F.

Objective 6.3.4 reflects the specific requirements of Section 6(b) of the RMA. Policy 6.4.22.1 provides guidance on what is appropriate subdivision, use and development in Outstanding Natural Landscapes, with

a key focus on maintaining high levels of naturalness, the critical distinguishing component of an Outstanding Natural Landscape. This means that any subdivision, use and development needs to be carefully managed in terms of its type, scale, intensity and location to ensure that the introduction of further individual and cumulative built elements does not dominate over the natural characteristics.

Policy 6.4.22.1 also sets out other outcomes that need to be achieved. These include: consideration of natural and physical landscape factors identified in national landscape assessment criteria; identifying specific areas for particular management attention, eg lakes, rivers, wetlands and their margins; acknowledging the role of primary production activities; and requiring consistency between the management subdivision, use and development in Outstanding Natural Landscapes and the overall strategic policies of this RPS.

Method 6.4.23.2 acknowledges the role of land subdivision as the key precursor to the form and intensity of future land use and development and requires that subdivision be controlled in Outstanding Natural Landscapes. The method provides flexibility as to the type of techniques to be used, but encourages avoidance of further subdivision in areas with multiple RMA section 6 values.

The use of existing approved Certificates of Title for new development, rather than the subdivision of further lots is also encouraged in all Outstanding Natural Landscapes.

However many Outstanding Natural Landscapes in the region, particularly those characterised by cultured nature, are also working landscapes, used for a range of primary production purposes, extractive industries and regional infrastructure. Primary production activities are recognised as being part of an Outstanding Natural Landscape in Policy 6.4.22.1 (vii) and the operation of existing mineral extraction sites is provided for in Policy 6.4.22.1(ix). Policies 6.4.22.8 to 6.4.22.12 provide guidance on how the requirements of regionally significant infrastructure should be assessed against the protection of Outstanding Natural Landscape values.

Other landscapes in the Auckland Region, including urban landscapes, are important for their high amenity values. These other landscapes are not specifically identified in this RPS. However Policy 6.4.22.2 and Method 6.4.23.4 encourage district plans and the regional coastal plan to identify and manage adverse effects of

subdivision, use and development on landscapes that are important to regional and local amenity values.

In rural, coastal and island areas, amenity landscape management should focus on maintaining the key elements, processes and patterns that make these areas visually attractive, or contribute to their unique character. These may include the presence of significant ridgelines, slope faces or other prominent landforms, the amount and patterning of indigenous vegetation or significant stands of attractive exotic trees, the presence of water bodies such as lakes, wetlands or estuaries, the naturalness of the margins of the water bodies and the interplay between landform, vegetation and water.

In urban landscapes the focus may be on the presence of historic buildings or precincts, the maintenance or enhancement of public open space and streetscapes, or building densities and design to ensure local character and amenity are maintained. The maintenance and enhancement of remaining natural areas and feature, such as natural streams also contributes to urban amenity values.

This ARPS does not prescribe particular techniques for particular landscape areas, as this level of detail is more appropriately contained in district plans and the regional coastal plan. However Method 6.4.23.3 identifies a number of techniques that may be used to maintain landscape values.

Maintaining the natural qualities of Outstanding Natural Landscapes is also affected by the management of adjacent areas. Policy 6.4.22.3 identifies circumstances where there is a need to consider the adverse effects of subdivision, use and development occurring outside the Outstanding Natural Landscape on the natural landscape values within Outstanding Natural Landscape areas. Particular attention is given to retaining the continuity between significant landforms and areas of indigenous vegetation areas that cross landscape unit boundaries. Careful management of land on the boundary of major reserve areas can benefit both public and private landscape values.

Policies 6.4.22.1(x) and 6.4.22.4 require that the role of adverse cumulative effects in modifying landscape character be addressed in Outstanding Natural Landscapes. In many situations, an individual building or other structure may not have significant adverse effects on landscape character, but the cumulative effect of subdivision, use and development across the district

and the Region may be adverse in terms of significant landscape change.

In the Auckland Region, the most significant adverse cumulative effect on rural, coastal and island landscapes has been the increasing expansion and density of countryside living subdivision and an accompanying increase in the size and visual presence of rural and coastal houses and related development. This means that areas that were previously sparsely populated by buildings are fewer and the rural, coastal and island landscapes are becoming increasingly similar in terms of the presence of rural residential buildings. This has led to a reduction in the naturalness of the Region's landscapes and a loss of district and regional landscape diversity. This not only affects the ability of the Region's community to use and enjoy its natural and physical environment, but also does not take account of the needs of future generations.

Policy 6.4.22.1(xii) sets the landscape provisions of this chapter within the strategic framework for growth management set out in Chapter 2; Regional Direction. It requires that decisions made on landscape matters are consistent with the achievement of regional growth management objectives and policies.

The maintenance of Outstanding Natural Landscapes and the restoration of degraded landscapes requires management of the landscape's elements and features and restoration and enhancement initiatives. Active management may include weed and pest control and the fencing of water bodies or indigenous bush areas to prevent stock access. These land management initiatives are recognised and supported by Policy 6.4.22.5.

Restoration and enhancement actions are often undertaken independently by landowners as part of ordinary property management. However in recent years, larger scale restoration and enhancement involving the replanting of pasture land back into indigenous bush has been accompanied by subdivision incentives. Policy 6.4.22.6 acknowledges that subdivision may sometimes facilitate landscape restoration, but it identifies the need to ensure that subdivision is linked to the achievement of significant environmental benefits. The policy also recognises that there is a need to consider the visual effects of further subdivision and accompanying houses in the landscape and ensure that adverse effects do not outweigh proposed benefits.

The Hauraki Gulf Marine Park Act 2000 gives special

status to the islands and waters of the Hauraki Gulf. Section 8 of that Act contains a number of management objectives that must be recognised as matters of national significance. Policy 6.4.22. requires that landscape management of the coastline of the Hauraki Gulf and its islands recognises and provides for this imperative.

Some Outstanding Natural Landscapes contain existing regionally significant infrastructure. The storage lakes, dams, pipelines and related infrastructure associated with the bulk water supply systems in the Waitakere and Hunua Ranges is a particular example. Policies 6.4.22.10 and 6.4.22.11 and Method 6.4.23.3 acknowledge that this infrastructure needs to be maintained and upgraded. In Outstanding Natural Landscapes this work needs to consider how it impacts on the key landscape elements, patterns and processes. The adverse visual effects may range from de minimus to significant depending on the nature and scale of the maintenance and upgrading work and the type of infrastructure. This variability in scale of adverse effects and the requirement to have additional assessment provisions where significant adverse effects are likely is recognised in Policy 6.4.22.11. The opportunity to undertake environmental enhancement is recognised in Policy 6.4.22.12.

New regionally significant infrastructure providers may want to locate in Outstanding Natural Landscapes. Policy 6.4.22.8 (i) directs this infrastructure away from Outstanding Natural Landscapes that are unique, rare or iconic in the region. Policy 6.4.22.8 (ii) identifies areas where significant adverse effects are to be avoided. Policy 6.4.22.9 acknowledges that the requirements of regionally significant infrastructure and the protection of Outstanding Natural Landscapes may be in conflict and it provides criteria for making an overall judgement about what best achieves the purpose of the RMA.

Identifying valued landscape areas at both the regional and district level and monitoring changes in these landscapes requires on-going landscape assessment. Landscape assessment in the Auckland Region has used a number of different techniques that have limited comparison of results among areas and over time. While Method 6.4.23.5 does not prescribe the use of one particular landscape assessment methodology, it does encourage the adoption of compatible methodologies by all local authorities involved in landscape management. Guidance on appropriate landscape assessment methodologies may be provided through relevant

national policy statements.

Outstanding landscapes are those which are identified as being major visual elements in the Auckland Region, such as the Waitakere Ranges, or which are unique and/or extremely attractive, such as those with landscape quality values of 6 and 7 in Map Series 2. Regionally significant landscapes are representative of the special landscape qualities of the part of the Region in which they are located and are those areas with a landscape quality value of 5 in Map Series 2.

The intention of the policies is to protect the aesthetic and visual quality, character and value of the major and unique landscapes from inappropriate subdivision, use and development. Policy 6.4.19.1 does this by requiring the avoidance of adverse effects on the whole landscape unit in outstanding landscape areas. This recognises that the landscape value of these units is derived from a combination of qualities and values which together give them an outstanding rating. These qualities and values usually mean that the units are also extremely sensitive to the visual effects of use and development. In Regionally Significant Landscapes, the emphasis is on the protection of the elements, features and patterns which contribute to the quality of the landscape unit (Policy 6.4.19-1 (iii) and (iv)).

In other parts of the Region, including urban areas which are not presently covered by a comprehensive regional landscape assessment, there are elements, features and patterns which contribute to the maintenance and enhancement of the visual quality of these areas. Policy 2.6.1.2 requires that urban containment and consolidation within existing urban areas be undertaken in a way which maintains or enhances amenity values. Appropriate protection of urban landscape elements, features and patterns is important in achieving high urban amenity standards. Avoiding, remedying, or mitigating adverse effects on the elements, features and patterns which contribute to landscape quality in all landscapes also maintains the overall quality and diversity of character of Auckland's landscapes which is sought in Objective 6.3(4).

The individual factors which contribute to the quality and sensitivity of both outstanding and regionally significant landscape vary throughout the Region, depending on the particular landscape. These factors include the presence of prominent ridgelines and slopes, the pattern of vegetation, particularly indigenous vegetation and

the presence of bodies of water. Further information on this is contained in Appendix F – Landscape Evaluation Methodology.

The outstanding and regionally significant landscapes identified in Map Series 2 are derived from the report *An Assessment of the Auckland Region's Landscape* (Planning Department, ARC, 1984) and were subject to public preference tests. Appendix F provides an explanation of the methodology used in this landscape assessment work.

The ARC proposes to progressively update the 1984 assessment of the rural areas of the Region and to expand the regional landscape assessment process to urban areas and other parts of the Region not presently covered. The first step is the publication of guidelines for a standard methodology for landscape assessment and evaluation. This is to encourage the adoption of compatible and integrative assessment methods by all agencies in the Region undertaking landscape assessment work. As part of the preparation and publication of the landscape assessment methodology guidelines, the ARC will provide opportunities for public input, consultation and contestability.

The Auckland Regional Planning Scheme, 1988 provided visual protection of a number of Auckland's volcanic cones. These policies are carried forward into the RPS. The listed cones are Takarunga (Mt Victoria); Maungawhau (Mt Eden); Te Kopuke (Mt St Johns); Owairaka (Mt Albert); Maungakiekie (One Tree Hill); Otahuhu (Mt Richmond); Maungauika (North Head); Remuera (Mt Hobson); Maungarei (Mt Wellington); Koheraunui (Big King of the Three Kings); Puketapapa (Mt Roskill), and Mangere Mountain.

It is intended to review the details of the sight-lines protection through regional plan provisions or a plan change to the RPS. This review will be carried out in association with the TAs.

6.5 Environmental Results Anticipated

It is anticipated that these policies and methods will result in the following outcomes:

- (a) significant natural and cultural heritage resources will be preserved or protected;
- (b) loss and degradation of heritage resources will significantly diminish;
- (c) significant views of volcanic cones and landscapes

will be protected;

- (d) changes that occur within Outstanding Natural Landscapes will sustain the values associated with those areas.
- (e) the diverse range of valued landscapes will be maintained;
- (df) public access to heritage resources will be maintained where this does not create unacceptable adverse effects;
- (eg) the relationship of Tangata Whenua with their ancestral taonga will be recognised and provided for;
- (fh) some heritage resources will be enhanced and restored;
- (gi) public awareness of the issues and values associated with heritage resources will increase.

identified in Map Series 4 will be monitored and reported on at intervals of not less than six years.

6.6 Monitoring

~~The ARC in conjunction with TAs Councils~~ will develop and maintain monitoring systems and databases to monitor cultural heritage, natural areas and their ecological processes by:

- (i) recording and collating the loss of heritage resources as a result of approved activities from the regional and district consent processes;
- (ii) monitoring the effectiveness of policies designed to preserve or protect heritage resources areas in district and regional plans;
- (iii) keeping regional totals, by heritage type, of the additions to the protected estate in order to assess whether a diverse and representative range of heritage resources is being preserved or protected;
- (iv) establishing, in conjunction with relevant agencies, a base line of the natural area coverage in the Region by the use of regular aerial photography;
- (v) monitoring trend and status conditions of key ecological processes and ecosystems;
- (vi) establishing relevant monitoring systems with Tangata Whenua;
- (vii) the state of ~~Outstanding and regionally significant~~ Natural Landscapes will be surveyed and reported on in the State of the Environment report, at intervals of not less than 15 years;
- (viii) the visibility of, and views to, the volcanic cones

Memo

Date 27 July 2021

To: Neal Reardon, Manager Heritage

From: **Emma Rush, Principal Advisor Special Projects, Heritage**



Subject: **Plan Modification: Clause 20A Amendment to Chapter B5 Ngā rawa tuku iho me te āhua - Historic heritage and special character and Schedule 15 Special Character Schedule, Statement and Maps 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	<p>B5 Ngā rawa tuku iho me te āhua - Historic heritage and special character</p> <p>Schedule 15 Special Character Schedule, Statements and Maps</p>
Subject Site (if applicable)	N/A
Legal Description (if applicable)	PT ALLOT 7 SEC 3 SUBURBS AUCKLAND
Nature of change	<p>Text changes are required to correct minor errors in Chapter B5 and Schedule 15 to the AUP Operative in Part version.</p> <p>Discussion</p> <p>In Chapter B5, Part B5.4. Explanation and principal reasons for adoption, refers in two places to historic heritage <u>items</u> instead of historic heritage <u>places</u>. 'Items' is a term that was used in some legacy district plans to describe scheduled historic heritage. The correct term in the AUP is historic heritage places.</p> <p>Schedule 15 contains 15.1.6.15. Special Character Areas Overlay – Business: Upper Symonds Street. This section, under the heading 'Major features and buildings' lists particular buildings which make an important contribution to the area and identifies whether they are also included in Schedule 14.1 Schedule of Historic Heritage.</p> <p>St Benedict's Catholic Church and Presbytery and St David's Presbyterian Church are both identified as category A historic heritage places in Schedule 14.1.</p> <p>Schedule 15 does not identify either place as being a scheduled historic heritage place, which is inconsistent with the other buildings on the list.</p> <p>No map changes are required.</p>

Effect of change	<p>The change to B5 will ensure the terminology in part B5.4 of the chapter is consistent with the rest of the chapter and Chapter D17 Historic Heritage Overlay.</p> <p>The changes to Schedule 15 will ensure that the schedule is consistent with other sections of the Unitary Plan, including Schedule 14.1.</p>
Changes required to be made (text/in-text diagrams)	<p>1. Amend B5.4. Explanation and principal reasons for adoption to read:</p> <p>...</p> <ul style="list-style-type: none"> the recognition of their significance, which may include multiple values, and protection of items <u>places</u> with significant values through restrictions on demolition and modification; <p>...</p> <p>These objectives and policies are based on a process of identification, evaluation and scheduling. The process is an on-going one and it is anticipated that the list of scheduled items <u>places</u> will increase over time.</p> <p>2. Amend Schedule 15, 15.1.6.15.3 Special Character Areas Overlay – Business: Upper Symonds Street (page 125) in the Operative in Part version to read: <i>Major features and buildings</i> 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:</p> <ul style="list-style-type: none"> 1 St Benedicts Street – St Benedict’s Catholic Church and Presbytery (<u>a category A historic heritage place</u>); ... 70 Khyber Pass Road – St David’s Presbyterian Church (<u>a category A historic heritage place</u>);
Changes required to be made (maps)	N/A
Attachments	Attachment 1: Updated Text

Prepared by: Emma Rush Principal Advisor Special Projects, Heritage	Text Entered by: Harry Barnes Planning Technician
Signature: 	Signature: 

Maps prepared by: N/A Geospatial Analyst	Reviewed by: Megan Patrick Team Leader
Signature: N/A	Signature: 
Signed off by: Noel Reardon Manager Planning, Heritage	
Signature: 	

Attachment 1: Updated Text

B5. Ngā rawa tuku iho me te āhua – Historic heritage and special character

Ka haere te kawē rimurimu i te ara ka mako pare

Designs by man have links with nature

B5.1. Issues

- (1) Auckland's distinctive historic heritage is integral to the region's identity and important for economic, social, and cultural well-being.
- (2) Historic heritage needs active stewardship to protect it from inappropriate subdivision, use and development.
- (3) Areas with special character should be identified so their particular character and amenity values can be maintained and enhanced.

B5.2. Historic heritage

B5.2.1. Objectives

- (1) Significant historic heritage places are identified and protected from inappropriate subdivision, use and development.
- (2) Significant historic heritage places are used appropriately and their protection, management and conservation are encouraged, including retention, maintenance and adaptation.

B5.2.2. Policies

Identification and evaluation of historic heritage places

- (1) Identify and evaluate a place with historic heritage value considering the following criteria:
 - (a) historical: the place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people, or with an idea or early period of settlement within New Zealand, the region or locality;
 - (b) social: the place has a strong or special association with, or is held in high esteem by, a particular community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value;
 - (c) Mana Whenua: the place has a strong or special association with, or is held in high esteem by, Mana Whenua for its symbolic, spiritual, commemorative, traditional or other cultural value;
 - (d) knowledge: the place has potential to provide knowledge through archaeological or other scientific or scholarly study, or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality;

- (e) technology: the place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials;
 - (f) physical attributes: the place is a notable or representative example of:
 - (i) a type, design or style;
 - (ii) a method of construction, craftsmanship or use of materials; or
 - (iii) the work of a notable architect, designer, engineer or builder;
 - (g) aesthetic: the place is notable or distinctive for its aesthetic, visual, or landmark qualities;
 - (h) context: the place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting.
- (2) Define the location and physical extent of a significant historic heritage place, having considered the criteria in Policy B5.2.2 (1) to identify:
- (a) the area that contains the historic heritage values of the place; and
 - (b) where appropriate, any area that is relevant to an understanding of the function, meaning and relationships of the historic heritage values.
- (3) Include a place with historic heritage value in [Schedule 14.1 Schedule of Historic Heritage](#) if:
- (a) the place has considerable or outstanding value in relation to one or more of the evaluation criteria in Policy B5.2.2 (1); and
 - (b) the place has considerable or outstanding overall significance to the locality or greater geographic area.
- (4) Classify significant historic heritage places in [Schedule 14.1 Schedule of Historic Heritage](#) in one of the following categories:
- (a) Category A: historic heritage places that are of outstanding significance well beyond their immediate environs;
 - (b) Category A*: historic heritage places identified in previous district plans which are yet to be evaluated and assessed for their significance;
 - (c) Category B: historic heritage places that are of considerable significance to a locality or beyond;
 - (d) Historic heritage areas: groupings of interrelated but not necessarily contiguous historic heritage places or features that collectively meet the criteria for inclusion in [Schedule 14.1 Schedule of Historic Heritage](#) in Category A or B and may include both contributing and non-contributing places or features, places individually scheduled as Category A or B, and notable trees.

- (5) Identify the known heritage values, the primary feature or features of historic heritage value and the exclusions from protection of each historic heritage place in the [Schedule 14.1 Schedule of Historic Heritage](#).

Protection of scheduled significant historic heritage places

- (6) Avoid significant adverse effects on the primary features of significant historic heritage places which have outstanding significance well beyond their immediate environs including:
 - (a) the total or substantial demolition or destruction of any of the primary features of such places;
 - (b) the relocation or removal of any of the primary features of such places away from their original site and context.
- (7) Avoid where practicable significant adverse effects on significant historic heritage places. Where significant adverse effects cannot be avoided, they should be remedied or mitigated so that they no longer constitute a significant adverse effect.
- (8) Encourage new development to have regard to the protection and conservation of the historic heritage values of any adjacent significant historic heritage places.

Use of significant historic heritage places

- (9) Provide for the occupation, use, seismic strengthening, development, restoration and adaptation of significant historic heritage places, where this will support the retention of, and will not detract from, the historic heritage values of the place.

B5.3. Special character

B5.3.1. Objectives

- (1) [Deleted]
- (2) The character and amenity values of identified special character areas are maintained and enhanced.

B5.3.2. Policies

- (1) Identify special character areas to maintain and enhance the character and amenity values of places that reflect patterns of settlement, development, building style and/or streetscape quality over time.
- (2) Identify and evaluate special character areas considering the following factors:
 - (a) physical and visual qualities: groups of buildings, or the area, collectively reflect important or representative aspects of architecture or design (building types or styles), and/or landscape or streetscape and urban patterns, or are distinctive for their aesthetic quality; and

- (b) legacy including 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.
- (3) Include an area with special character in [Schedule 15 Special Character Schedule, Statements and Maps](#).
- (4) Maintain and enhance the character and amenity values of identified special character areas by all of the following:
 - (a) requiring new buildings and additions and modifications to existing buildings to maintain and enhance the special character of the area;
 - (b) restricting the demolition of buildings and destruction of features that define, add to or support the special character of the area;
 - (c) maintaining and enhancing the relationship between the built form, streetscape, vegetation, landscape and open space that define, add to or support the character of the area; and
 - (d) avoiding, remedying or mitigating the cumulative effect of the loss or degradation of identified special character values.

B5.4. Explanation and principal reasons for adoption

Historic heritage helps people to understand and appreciate their history, culture and identity. Historic heritage places contribute to Auckland's distinctiveness as a visitor destination and to its economic vitality. The recognition, protection, conservation and appropriate management of historic heritage places will help future generations appreciate what these places mean to the development of the region. Historic heritage places are a finite resource that cannot be duplicated or replaced.

There are two key components in managing historic heritage places and areas:

- the recognition of their significance, which may include multiple values, and protection of places with significant values through restrictions on demolition and modification;
- the protection of their values through appropriate use of them (including adaptive re-use) and appropriate management of their context, including other activities which may affect them.

These objectives and policies are based on a process of identification, evaluation and scheduling. The process is an on-going one and it is anticipated that the list of scheduled places will increase over time.

Special character areas include older established areas and places which may be whole settlements or parts of suburbs or a particular rural, institutional, maritime, commercial or industrial area. They are areas and places of special architectural or other built character value, exemplifying a collective and cohesive importance, relevance and interest to a locality or to the region. Historical heritage values may underlie the identification of special character areas and make a contribution to the character and amenity values of

such areas, but the special character areas are dealt with differently from significant historic heritage identified and protected in terms of the separate policy framework for identifying and protecting Historic Heritage in B5.2. The attributes of the character and amenity values and the environmental quality of a special character area, including buildings and streetscape, might be derived from its historical legacy without being historic heritage.

The identified character of these special character areas, should be maintained and enhanced by controls on demolition, design and appearance of new buildings and additions and alterations to existing buildings. It will also be important that the authorities responsible for the operation and maintenance of streets have proper regard for the appearance and quality of streets in special character areas, including in particular the presence of trees and other vegetation.

There are two key components in managing special character areas:

- identification and evaluation of areas with special character values and the maintenance and enhancement of the overall special character of an area from change by demolition, modification of existing building or development of new buildings which would be inappropriate in the context of the area; and
- supporting appropriate ongoing use and adaptive re-use to enable effective functioning and vitality of the areas.

Character area statements for special character areas are contained in [Schedule 15 Special Character Schedule, Statements and Maps](#). These statements provide descriptions of the nature of the special character for each area and are an important reference in assessing any application for resource consent in that area.

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

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

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

Historical context

Physical and visual qualities

Built form

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

Architectural values

- Styles
- Materials and construction

Urban structure

- Subdivision
- Road pattern
- Streetscape

- Vegetation and landscape characteristics

15.1.2. Introduction

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

15.1.3. Historical context

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

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

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

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

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

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

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

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

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. The relatively compact extent of the pedestrian inner-city expanded to a much wider area of suburbs with

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

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

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

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

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

From the 1890s to the 1910s, expansion occurred along the main routes into the country, following tram lines which linked the inner-city to its smaller suburban centres. Areas such as Mount Eden, Grey Lynn, and Herne Bay exploded with a boom of

house building in the villa style. These houses occupied larger sections, and some were very grand, with sunny aspects and often splendid sea views. Streets were wider with grassy berms and, over time, pleasant deciduous trees. Between 1881 and 1921, 90 per cent of the houses in Auckland City were built of timber.

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

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

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

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

With increasing car ownership during the early decades of the 20th century, the provision of metalled roads and later concrete or bitumen roads also became a significant factor in suburban expansion and access to rural areas, ending the era of coastal shipping. Car service stations were a new building type evident in commercial centres. By the late 1930s, most main highways had been surfaced, improving road access within Auckland and to surrounding regions.

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

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

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

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

The opening of the Auckland Harbour Bridge in 1959 had a significant effect on the expansion of development on the North Shore, and the construction of Auckland's motorway network encouraged further development in the south and west. Changing land uses and motorway development have seen most of the early Eden Terrace and Newton workers' cottages removed, and residential intensification has changed the

character of many other suburbs. The established special character of suburban building development of the late 19th and early 20th century is recognised as one of the distinctive aspects of Auckland.

15.1.4. Character of traditional town centres

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

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

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

15.1.4.1. Architectural style

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

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

15.1.4.2. Building types

Many of Auckland's traditional town centres include a variety of building types, which contribute to a diversity of character and reflect the mix of uses established in the late 19th and early 20th centuries. The main roads along which they developed often included a mix of commercial buildings, houses, churches, hotels, warehouses, and stores as well as purpose-designed post offices, banks, and theatres.

Shops with dwellings above are a building type evident in many of Auckland's suburban town centres, dating from the late 19th and early 20th century. The 1910s and

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

15.1.4.3. Street definition

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

15.1.4.4. Site frontages

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

15.1.4.5. Active frontages

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

15.1.4.6. Building heights

The streetscapes of the traditional town centres are characterised by a general continuity of building height, typically one and two-storeys for commercial buildings. While a variation of height, generally one to three-storeys, provides some diversity and visual interest, the general continuity of a reasonably consistent building height contributes to the coherence and enclosure of the street space.

15.1.4.7. Street corners and intersections

Street corners are important strategic places, defining activity nodes at intersections, where a sense of place and a feeling of arrival are experienced. Formerly, corner

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

15.1.4.8. Verandahs

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

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

15.1.4.9. Parapets and cornices

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

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

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

15.1.4.10. Façade modulation

In accordance with the design philosophy of their time, façades were modulated both vertically and horizontally. A rhythmic hierarchy of bays was built up, each bay in turn being a composition of windows and ornamentation. This subdivision of a building into

visually articulated elements suggested the variety of spaces behind the frontage. The many vertical elements combine to give a visual intricacy to a frontage when seen in perspective along the street. A central bay of the building was often projected forward slightly, or distinguished by larger or more numerous windows, pilasters, ornamentation, or parapet elements. On longer frontages, bays to each side may also have been articulated in this way and windows were often grouped in pairs or groups of three.

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

15.1.4.11. Walls

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

15.1.4.12. Windows

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

15.1.4.13. Shop fronts

Shop fronts are the dominant visual element under the verandah, framing the display of merchandise or the business within. Surviving early shop fronts often include recessed doorways, tiled entrances, and timber shop front joinery with a solid panel at the base. Many also have a transom above the display windows and door. In the early 20th century there was a growing use of decorative glazing to top-lights, and some good examples remain in Auckland's traditional town centres.

15.1.4.14. Materials

Materials commonly evident for late 19th and early 20th century commercial buildings include brick and plastered brick, with some examples of timber construction. Solid plasterwork was a highly developed technique to create detailed decorative forms in

cement or lime plaster. This was applied over brick or other solid substrates which "roughed out" the same forms to provide a base and key for the plaster. The plaster was easily worked into a variety of architectural styles and was often used to suggest stone construction. A range of traditional materials is also evident in the range of other types of buildings in some of these centres for example timber, brick and plastered brick churches and houses.

15.1.4.15. Decoration

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

15.1.4.16. Colour

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

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

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

15.1.4.17. Signs

Signs were often designed as part of the architectural design of a building, rather than merely added to it, such as raised plaster lettering displaying a building name applied to the parapet. Signage on commercial buildings is most commonly fixed to the verandah fascia and may have been be framed by fascia detailing. Signage is also typically found within or above the shop front frame and suspended below the verandah. Signs did not tend to obscure architectural detailing.

15.1.5. Residential areas

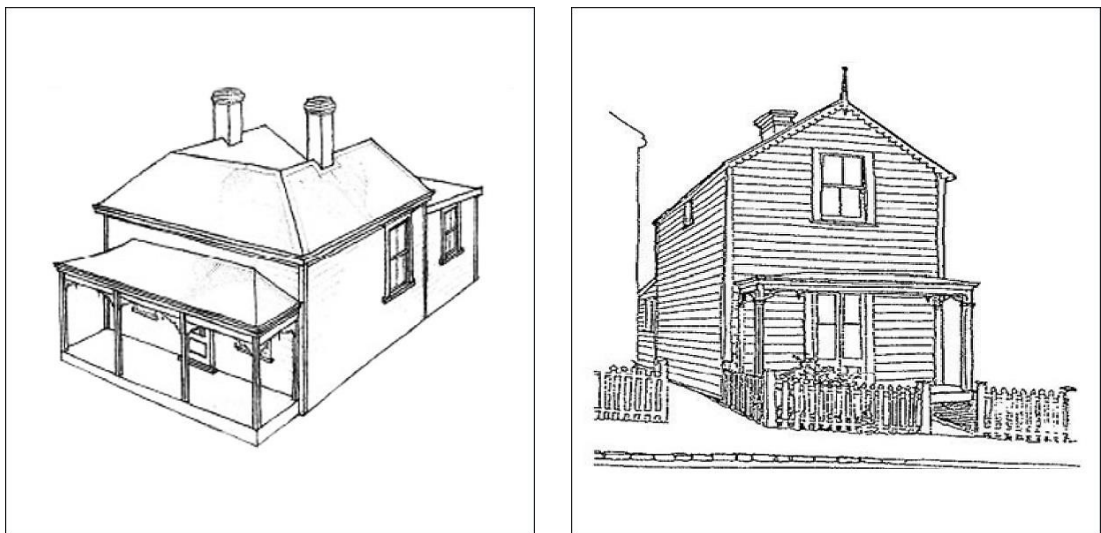
The residential areas within the Special Character Areas Overlay contain a significant collection of housing types and styles including early cottages and villas (1850 – 1890), Late Victorian villas (1890 – 1905), Edwardian and transitional villas (1905 – 1920), and

Californian bungalows (1920s – 1930s). Although these are the predominant housing styles, the Special Character Areas Overlay also contains other distinctive historic housing styles. These include early Arts and Crafts or English Cottage styles from the late 19th and early 20th century, Art Deco, and Moderne houses and apartments from the 1920s and 1930s. The areas also retain examples of State houses, both those built by the first Labour Government in the 1930s and 1940s, but also a small number of earlier examples from the first decades of the 20th century.

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

15.1.5.1. Guide to residential types and styles

15.1.5.1.1. Cottages and early villas before 1890



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

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

Cottages

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

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

might have had arches in top panels which were glazed. Decorative pieces were small and delicate, especially verandah fretwork, and moulded architraves were quite simple. Early cottages were typically very simple.

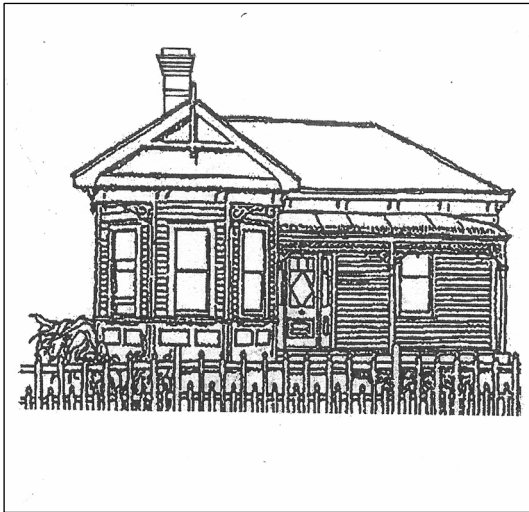
Early villas

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

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

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

15.1.5.1.2. The late Victorian villa – 1890 – 1905



An example of a Victorian bay villa. The bull-nosed verandah was a common form, and the bay window below the gable end and level of decoration shown is typical of the period.

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

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

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

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

Generally, the villa roof was a uniform height all round, this being determined by the width of the bay and the roof pitch – commonly 30 degrees. On a large

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

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

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

15.1.5.1.3. Edwardian and transitional villas – 1905 - 1920

The Edwardian villa



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

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

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

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

these windows was decorative, with lead lights being used for the first time, or more simply being divided into many small panes of pale coloured cast glass. This glass was also used in the front door and in windows lighting the entry hall, in often complex patterns of diamonds, ovals or circles.

Transitional villas



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

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

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

15.1.5.1.4. Early State houses



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

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

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

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

15.1.5.1.5. The Californian bungalow



An example of a Californian bungalow.

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

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

New features appeared, including barge boards at the roof edge in a scalloped curve. The double-hung window gave way to the casement (hinged) window, but with a fanlight window above, generally filled with leadlight glass in Art Nouveau patterns. (These were later replaced with more sober designs of uncoloured cast and bevelled glass in geometric patterns). Special feature windows appeared at corners and in main rooms, with sweeping curves and bell-shaped shingle walls beneath. Box windows and curved bow windows were widely used, sometimes in miniature, each with its own roof – usually flat.

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

Part of the inspiration behind these new ideas came from the Arts and Crafts movement of 19th century Britain. Following the work and teaching of such noted designers and architects as William Morris and C. F.A. Voysey, an increased appreciation of the value of hand-crafted construction, furniture and implements led to a revival of interest in traditional building forms, especially those of rural England. At the same time, new theories of town planning led to the development of the Garden Suburb movement, with an emphasis on picturesque siting of buildings in tree-lined streets, close to public amenities. In New Zealand, these ideas took root, sometimes in diluted form, in what is now known as English Cottage style, or sometimes English Domestic Revival. These houses were

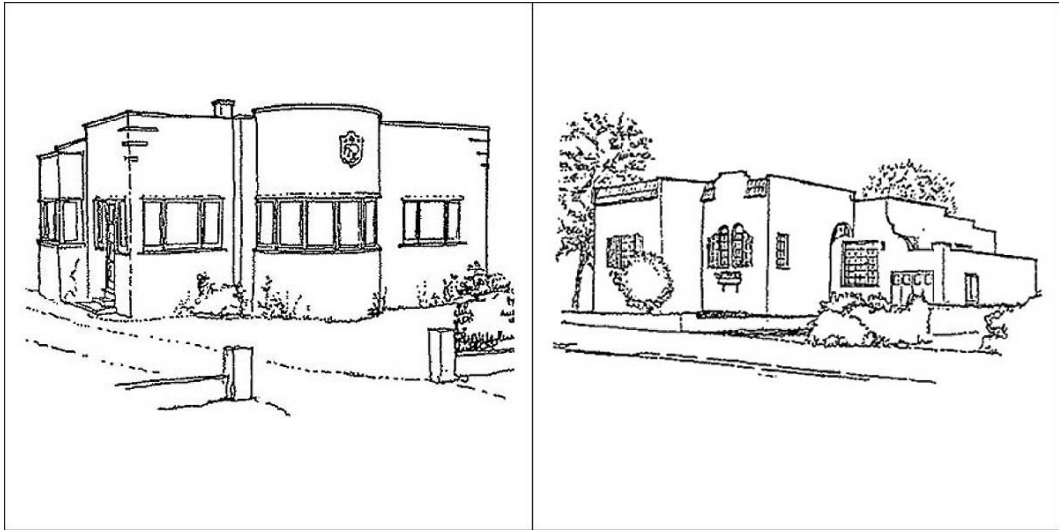
characterised by steep pitched asymmetrical roofs over mostly two-storeyed plans. Many of the materials were those found on the bungalow, but there was greater use of picturesque features such as small-paned windows, arches and tall chimneys which became narrower as they rose up the outside of the house. Although the English Cottage style typically presented as larger two-storeyed houses in the new garden suburbs, there are also examples of the style applied on a smaller scale to the bungalow form.

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

15.1.5.1.7. Bungalow-cottage/English bungalow

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

15.1.5.1.8. Art Deco/Moderne and Spanish Mission



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

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

Art Deco/Moderne

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

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

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

Spanish Mission

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

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

15.1.5.1.9. 1930s - 1940s State housing



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

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

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

exposed brick chimney and multi-paned casements. The Moderne style was also offered as an option.

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

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

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



An example of a Post-War Modern house.

Post-War Modern architecture had its roots in the Modern Movement, a school of architecture that emerged in the late 1920s, in parallel with Modern Art movements and the search for primary forms without cultural references. In New

Zealand, it was to be a further decade before the ideas embodied in the Modern Movement began to influence domestic architecture. Even by the late 1930s and early 1940s, Modern architecture in New Zealand was only practised by a few architects, who had the opportunity to study overseas or by some who had fled the political climate of Europe, and who designed for relatively wealthy or culturally sophisticated clients. Those clients that did build as the Great Depression lifted tended not to be adventurous in matters of style, preferring a precautionary approach to investment in buildings. The intervention of World War II and the associated restrictions on building resulted in limited building activity, and a focus on austerity rather than conspicuous consumption. While some other architects adopted aspects of modern design in a more outward form, the result was more an imposition of a modern external appearance to houses, often with traditional internal planning and limited relationship to the site. During the 1940s, the staff and students at the School of Architecture of the (then) Auckland University College explored the theory and practice of Modern architecture, and its application to the New Zealand context. This coincided with popular dissemination of the same ideas through publications and newsreels, as well as the direct contact with Europe available to military service personnel and ex-personnel.

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

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 World War I, it became increasingly common to find post and three-wire fences, with a top rail of 100x100 wood set on the diagonal. In volcanic areas dry stone walls were common, as well as stones set in mortar. Fences for bungalows were of various materials including brickwork (sometimes plastered), natural stone, post and wire and 'Cyclone' crinkly wire. Concrete blocks imitating stone were also popular.

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

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

15.1.5.1.12. Traditional outbuildings/ancillary buildings

The smaller sheds and traditional outbuildings which have always been a feature of the urban house section were rarely, if ever, finished like the house. As utilitarian buildings it was customary to conceal such buildings at the rear of the house and sometimes to conceal them under or behind fruit trees.

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

15.1.6.1.1. Extent of area

Special Character Area Map



Description:

The extent of the overlay area reflects the commercial centre of Howick, located along Picton Street, and includes parts of Fencible Drive, Moore Street, Uxbridge Road, Selwyn Road, Parkhill Road, Wellington Street and Walter MacDonald Street.

Picton Street is the mainstreet of Howick town centre. It is bookended by two historic landmarks: Stockade Hill to the northwest and All Saints Church (the Selwyn Church) at the southeastern end of Picton Street, at the junction of Selwyn Road, Cook and Picton Streets. Both Stockade Hill and All Saints Church are visible in views along Picton Street from the centre of the commercial area. All Saints Church is one of the most iconic and character-defining buildings of the centre.

15.1.6.1.2. Summary of special character values

Historical:

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

Howick and its surrounds were traditionally known as Ōwairoa, which means 'of the long (flat) water'. The historic Papāroa pā was located south of Howick Beach, and pā, kāinga, middens and agricultural areas that were cultivated with kumara and bracken fern, are scattered throughout the area.

Howick is associated with an early period of European settlement and development in Auckland. Howick was established as a Fencible settlement in 1847. It was the largest of four Fencible settlements to the south of Auckland, tasked with guarding the south-eastern approaches to Auckland. The other three were at Onehunga, Panmure and Ōtāhuhu.

The features of the initial military settlement included the redoubt of Stockade Hill overlooking the surrounding landscape and roads radiating from the township along the ridgelines. Howick is named after the Rt Hon. Henry George Grey, 3rd Earl Grey and Viscount Howick, who was secretary for the Colonies in the British Parliament. Howick's links to Auckland's colonial and Fencible past are evident in both the street pattern and the naming of streets after British military heroes or battles such as Wellington, Picton, Waterloo and Uxbridge.

Howick was established with key features of a British settlement, including a village green (now Howick Domain, off Howe Street) and an Anglican Church, All Saints Church, erected in 1847 (the first parish church to be built in the Auckland region and one of the oldest remaining parish churches in New Zealand). This was followed by construction of the original Our Lady Star of the Sea Roman Catholic Church, on the corner of Parkhill Road and Picton Street, in 1854. The two churches with graveyards, located on the main street, and in close proximity to one another are a rare surviving feature amongst all of the south Auckland Fencible settlements.

Originally, the commercial centre of Howick was focused around Howe Street. However, following the opening of the wharf in the late 19th century, Howick evolved into a popular seaside village and the community wanted to be closer to the churches and be able to enjoy the sea views. Therefore, during the early 20th century the main street commercial activity shifted to Picton Street, on the dominant ridgeline, where it remains today.

Following the initial military period of its history, Howick remained a small rural, seaside village that serviced the surrounding eastern farming areas. There was limited access to Auckland. Picton Street developed in the interwar period, from 1920 – 1930. Many of Howick's character defining buildings derive from this period. The 1930s saw the construction of a concrete all-weather road connecting Howick to Panmure via Pakuranga.

Following the end of WWII, Howick experienced rapid growth in conjunction with investment in transport infrastructure that connected the area with other settlements, such as Penrose, Greenlane, Panmure and Otahuhu. Growth also occurred because of major post-war subdivisions that were undertaken to help remedy the housing shortage. The opening of the Panmure bridge in 1959 was a catalyst for further development. A number of commercial buildings on Howick's main street date from the late 1950s to 1970s.

Physical and visual qualities:

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

The overlay area is of significance for its physical and visual qualities as it represents the structure of an early rural village within greater Auckland. The overlay area demonstrates in its structure and built fabric, the progressive development of the town centre from the establishment of Howick in the Victorian era through to commercial expansion and consolidation in the latter half of the 20th century through to present day.

15.1.6.1.3. Description of physical and visual qualities

Built Form

Period of development

The core commercial area, centred on Picton Street, includes a small number of 1920s and 1930s commercial buildings, which are identified as character-defining buildings. However, most of the buildings along Picton Street date from the mid-20th century: late 1950s, 1960s and 1970s, following the opening of Panmure Bridge in 1959.

Fencible Drive was formed after 1959 and buildings along that street date from the second half of the 20th and early 21st centuries. Fencible Drive, itself, does not contribute to the special character of Howick, however 34 Moore Street (former Howick Borough Council Buildings) and 16 Fencible

Drive contribute to the sense of place of Howick village.

It is the early street layout of Picton Street and its cross streets, subdivision pattern, open spaces, views on entry into the village towards All Saints Church, views to and from Stockade Hill, and views from Picton Street over Howick Beach to the Tamaki Strait, Gulf Islands and Beachlands that lends Howick its character.

Both Stockade Hill and All Saints Church are visible in views along Picton Street. The centre section of the street in the vicinity of the Uxbridge Road - Picton Street intersection is reasonably flat with the sections of Picton Street beyond rising towards Stockade Hill and towards All Saints Church, adding to the bookend qualities of these features.

Scale of development

While there are only a small number of historic buildings, one of the defining characteristics of Howick town centre is the scale of development. Picton Street possesses an intimate scale of one and two-storey buildings including two solid masonry two storey buildings from the early 20th century, both of which are scheduled historic heritage places (Marine Hotel (former)/Prospect of Howick Hotel and McInness Building). Larger developments, both in height and scale are located behind the main street, fronting Fencible Drive.

This scale of development was further reinforced by height limits of 9m along much of Picton Street the western side of Wellington Street and the south-western side of Fencible Drive in the legacy Manukau District Plan. This has been carried through to the Auckland Unitary Plan via the height variation control.

A greater height of 12m was provided for in the legacy Manukau District Plan on the northeastern side of Fencible Drive. This has been increased to 13m on the northeastern side of Fencible Drive (to provide greater variety in roof forms) and in Picton Street on some of the scheduled historic heritage buildings (to recognise the greater height of the church spires).

Form and relationship to street

Howick town centre includes two distinct urban forms that relate to key stages of development. The first is the Picton Street traditional main street. Buildings have a strong relationship to the street, directly abutting the footpath with continuous verandahs over retail shopfronts, with large windows and direct openings to the street.

The roof forms of the churches, the hipped roof of the Prospect of Howick and the many differing roof forms of mid-20th century retail buildings contribute to the diversity of forms and interest along Picton Street.

Exceptions to this continuous built pattern occur at Market Square, which contains the Howick War Memorial Community Centre (information centre) and, with cafés and community facilities opening onto it, is a hub for the village. Other locations with breaks to the built edge include the garden outside the

former Prospect of Howick Hotel on the corner of Picton Street and Uxbridge Road. The Our Lady Star of the Sea graveyard, which, dating from the mid-19th century, predates many of the buildings on Picton Street, and affords views to the Tamaki Strait.

In contrast, the blocks behind Picton Street, fronting Wellington Street and Fencible Drive, which relate to later development from 1959 onwards, do not exhibit the same strong relationship to the street and do not contribute to the character of Howick village. On the southwestern side of Fencible Drive, buildings are typically two storeys and built to the street edge, while the north-eastern side buildings are of a larger scale and mass and are set back from the street edge with car parking in front. The large gap in the street frontage on the southwestern side of Fencible Drive, and change of level within the adjacent car park, allows panoramic views from the street towards the Howick Domain.

Major features and buildings

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

- 78 Picton Street – Good Home (Marine Hotel (former)/Prospect of Howick Hotel)
- 127 Picton Street – McInness Building (Macs Corner)
- 9 Selwyn Road - All Saints Church (Selwyn Church) and graveyard

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

- 28 Picton Street – Our Lady Star of the Sea Roman Catholic Church and graveyard
- 65 Picton Street – Bells Butchery and Rices Bakery
- 115 Picton Street – Howick War Memorial Community Centre (information centre)
- 35 Uxbridge Road - Uxbridge Arts & Culture Centre

Uxbridge, at the northern edge of the overlay area, is a community hub that includes the old wooden Uxbridge Presbyterian church dating from 1907 as well as the neighbouring Garden of Memories. Market square is also of significance as a gathering space and hub of the village.

Other contributing features include the bluestone kerbs, lampposts, street furniture, bus shelter adjacent to the Howick War Memorial Community Centre (Information Centre), the band rotunda, street trees, and the remnants of the old concrete road which add to the distinctive local amenity of Picton Street.

At the edge of the special character overlay area, the WWI and WWII memorial obelisk on the scheduled historic heritage Stockade Hill and the spire and Cypress trees at All Saints Church (Selwyn Church), also a scheduled historic heritage place, act as vertical markers for the entrances to

the village centre.

Density/Pattern of development

Building frontages are based around an early subdivision pattern with lot widths between 12-30m. Buildings built to the street edge create a high density (although relatively low-rise) pattern of development that is maintained throughout Picton Street.

The lots fronting Fencible Drive are larger and less uniform and dominated by surface carparking. The buildings have large footprints and are up to 3 storeys, on the northeastern side of the street, with lower heights and a finer grain on the southwestern side of the street.

Types

The overlay area includes a range of building types and styles that reflect its development over a long period of time. The varied range of building types contributes to the vibrancy of the streetscape. Rather than a uniform architectural style, Howick village is defined by its street and subdivision pattern, relationship to heritage buildings and places and sea vistas between buildings.

Visual coherence

Despite stylistic variations, the general consistency along Picton Street of one to two storey relatively continuous buildings built to the street edge with overhanging verandahs, lampposts and exotic street trees provides visual coherence to Picton Street as a main street.

There is less visual coherence to Fencible Drive.

15.1.6.1.4 Architectural values

Materials and construction – built fabric

Visual coherence is further strengthened by a limited palette of materials and colours reminiscent of a British village including rendered brick, exposed red brick and white painted weatherboard, with red tile or slate/wooden shingle roofs. The Prospect of Howick and Howick Library with their exposed red bricks and yellow facings dominate the northeastern side of the village. Those colours and materials are repeated in other commercial buildings along Picton Street, including Howick War Memorial Community Centre. Windows are generally set within a solid façade. Some shopfronts exhibit the traditional tiled shopfront detailing.

15.1.6.1.5 Urban Structure

Subdivision

The subdivision pattern of the overlay area reflects the periods of development, as large farm blocks were subdivided for commercial and residential purposes in the mid-20th century. The lot sizes on Picton Street are generally narrower than the surrounding residential lots. The relatively narrow lot widths create a fine-grained character to the centre.

In contrast, the lot sizes on Fencible Drive are predominantly large parcels

both in street frontage and depth.

Road pattern

The street pattern in Howick town centre is relatively organic, reflecting the landform. Picton Street follows the dominant ridge, while side streets radiate on spur ridges wending towards Howick Beach/ Mellons Bay to the north or Howick domain to the south. This street pattern affords vistas from the town centre to the surrounding landscape, including the Tamaki Strait, which reinforces Howick's sense of place as a seaside village.

Streetscape

The special character of Howick village has evolved from its roots as a traditional British seaside village. It is the interrelationship of seascape, landscape and built form that lends Howick its charm and special character. The form of commercial development within the overlay area is that of a traditional suburban town centre, serving the surrounding residential area. The continuous retail frontage punctuated by open spaces with views to the Tamaki Strait, Gulf Islands and Beachlands reinforces the connection to the sea, and the topography which rises from the centre of the street emphasises the views of both Stockade Hill and All Saints Church along the street. The retail contributes to the streetscape quality by providing active building frontages with a mix of uses.

Parallel parking on both sides of the street and several pedestrian crossing points moderate traffic and lend Picton Street, and the neighbouring cross streets, a pedestrian-orientated character. At some of the intersections the footpath has been widened to provide amenity areas which contain seating and planting, Uxbridge Road is notable with the garden of Prospect of Howick on one side and the rotunda on the other.

Vegetation and landscape characteristics

Howick has a number of mature exotic and some select native trees, many of them scheduled notable trees in the Auckland Unitary Plan, which lend character to Howick, reinforcing the sense of a British village, and providing seasonable colour and enclosure to Picton Street. These include the oaks and Norfolk Island pines on Stockade Hill, Cypress trees in the ground of All Saint's Church, English oaks in the ground of Our Lady Star of the Sea Roman Catholic Church and pohutukawa trees and oaks on Cook Street.

The natural topography of the area, with the mainstreet running along a ridge, which rises at both ends towards Stockade Hill and All Saints Church, and providing views through gaps towards the Tamaki Strait, Gulf Islands and Beachlands makes a significant contribution to the overall character of the area.

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

15.1.6.2.1. Extent of area

Special Character Area Map:



Description:

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

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

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

The overlay area is located close to the Special Character Areas Overlay – Residential: Balmoral Tram Suburb, West.

15.1.6.2.2. Summary of special character values

Historical:

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

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

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

An electric tram service was constructed along Dominion Road as far as Herbert Road just to the north of the Balmoral and Dominion Road intersection by 1908 and was extended to the Balmoral shops by 1917. This, combined with Balmoral's strategic location at the intersection of two major roads, served as a catalyst for the area's rapid commercial and residential development during the 1920s. The role of Dominion Road as the main street and main public transport

route has always been an important part of its function. Its significance as such was recognised in its renaming from Mount Roskill Road in 1907, as the former colony of New Zealand celebrated its new status as a self-governing Dominion within the British Empire.

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

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

Physical and visual qualities:

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

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

15.1.6.2.3. Description of physical and visual qualities

Built form

Period of development

Much of the special character of Balmoral Shopping Centre was established by the succession of buildings constructed during the 1920s, although the earliest

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

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

Scale of development

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

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

Form and relationship to the street

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

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

Major features and buildings

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

The corner buildings located at street intersections:

- 594-600 Dominion Road;
- 602-616 Dominion Road – Capitol Theatre (category B historic heritage place);
- 618-628 Dominion Road – Ngaire Chambers;

- 638 and 640-644 Dominion Road – Rocklands Buildings;
- 555-563 Dominion Road – E.F. Nelson's Building; and
- 573-575 Dominion Road – the Progress Stores.

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

Density/Pattern of development

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

Types

The overlay area is defined by the survival of a relatively uniform and unified collection of commercial buildings, primarily shops, some constructed with residential accommodation at the upper level. The area also includes the Capitol Theatre.

Visual coherence

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

15.1.6.2.4. Architectural values

Styles

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

The façades of these early commercial buildings are generally modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and decorative parapets concealing roof 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 Theatre is also designed in the Stripped Classical style, and is one of the most substantial and well-designed of the numerous suburban theatres which were traditionally featured in shopping centres throughout Auckland.

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

Materials and construction – built fabric

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

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

15.1.6.2.5. Urban structure

Subdivision

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

Road pattern

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

Streetscape

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

Vegetation and landscape characteristics

There is very little vegetation along the length of the overlay area. The strong built character of the main street contrasts with the adjoining residential streets where vegetation has a greater presence. The two pocket parks at the northern

end of the special character area contrast with its traditional built pattern, although their maturing planting creates an attractive appearance on the edge of this major arterial intersection.

15.1.6.3. Special Character Areas Overlay – Business: Devonport

15.1.6.3.1. Extent of area

Special Character Area Map:



Description:

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

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

15.1.6.3.2. Summary of special character values

Historical:

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

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

European settlement of Devonport began in 1840 with a powder magazine being built on the sandspit that is now Windsor Reserve. In the 1840s the area was administered by the Crown and occupied by naval personnel managing stores and ammunition. Known as Flagstaff, it was important to the Waitematā Harbour for the signal station that was set up in 1841 on Mount Victoria/Takarunga. The area was surveyed and subdivided for farms and town sections in the early 1850s.

These land uses catalysed the development of a fledgling community, with the arrival of the first boat builders, teachers, shopkeepers and the establishment of

churches. As the earliest mode of transport to Devonport for both people and goods was by sea, it followed naturally that the first areas of commerce were adjacent to the water. The initial growth of Devonport saw intense rivalry between two 'ends', one at Victoria Road and the other further east along the waterfront at Church Street. Competition to develop Victoria Road as the centre of the settlement stimulated the construction of the Flagstaff Hotel in 1864 at the southern end of Victoria Road and the instigation of ferry services from Victoria Wharf. Trade soon followed, and Victoria Road emerged as the suburb's premier commercial centre.

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

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

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

Physical and visual qualities:

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

The overlay area is of significance for its physical and visual qualities as it demonstrates in its built form the commercial area associated with one of Auckland's earliest marine suburbs. It contains a significant grouping of late 19th and early 20th century buildings, constructed as the town centre progressively developed and consolidated from the 1880s through to the 1930s. This includes a range of building types including commercial buildings as well as the hotels, banks, and public buildings in a range of architectural styles consistent with the evolving architectural tastes of the period.

15.1.6.3.3. Description of physical and visual qualities

Built form

Period of development

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

Scale of development

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

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

Form and relationship to the street

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

The second urban form is on Wynyard and Clarence Streets, where buildings were generally constructed later. It includes a mix of post-World War II light industrial buildings, and more recent constructions, which tend to be set back from the street edge with car parking in front. Examples of early dwellings are also evident. Commercial and light industrial buildings usually occupy the full 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 – Esplanade Hotel (category A* historic heritage place);
- 5-15 Victoria Road – May's building (category A* historic heritage place);
- 12 Clarence Street (49 Victoria Road) – Johnston & Noble building (category B historic heritage place);
- 61-67 Victoria Road – Devonian Building (category A* historic heritage place);
- 73-79 Victoria Road – Alisons Buildings (category A* historic heritage place);
- 95-103 Victoria Road – Princess Buildings (category B historic heritage place);
- 10 Victoria Road – Devonport Post Office/Council Building (category A* historic heritage place);
- 14 Victoria Road – Bank of New Zealand (category A* historic heritage place);
- 16-18 Victoria Road – two-storey retail/residential block (category B historic heritage place);
- 48-56 Victoria Road – Victoria Theatre (category A* historic heritage place); and
- 5 Clarence Street – Telephone Exchange (category B historic heritage place).

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

Density/Pattern of development

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

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

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

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

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

Materials and construction – built fabric

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

Upper-storey windows are generally original or early timber-framed sashes, sometimes with leaded top lights. Some inter-war buildings feature steel-framed windows in keeping with the building's particular style; the Art Deco former Devonport Post Office and the Devonian Building are good examples. Ground floor form and fabric is especially intact in the centre as noted above, although there have been various modifications throughout. Verandahs are generally supported on steel ties to the façade structure, although some are supported on posts. Signage is typically located on verandah fascias, and some buildings feature building names and/or dates in plastered relief on parapets or pediments.

15.1.6.3.5. Urban structure

Subdivision

The lowest section of Victoria Road was subdivided in 1863, its relatively narrow lot widths creating a fine-grained urban character to the main street. Side streets were also largely subdivided in the late 19th century, originally for housing, and

therefore reflect the surrounding residential subdivision pattern and lot sizes. While 19th century cottages were later replaced by light industrial, manufacturing and commercial buildings, the pattern of the original subdivision largely remains.

Road pattern

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

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

Streetscape

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

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

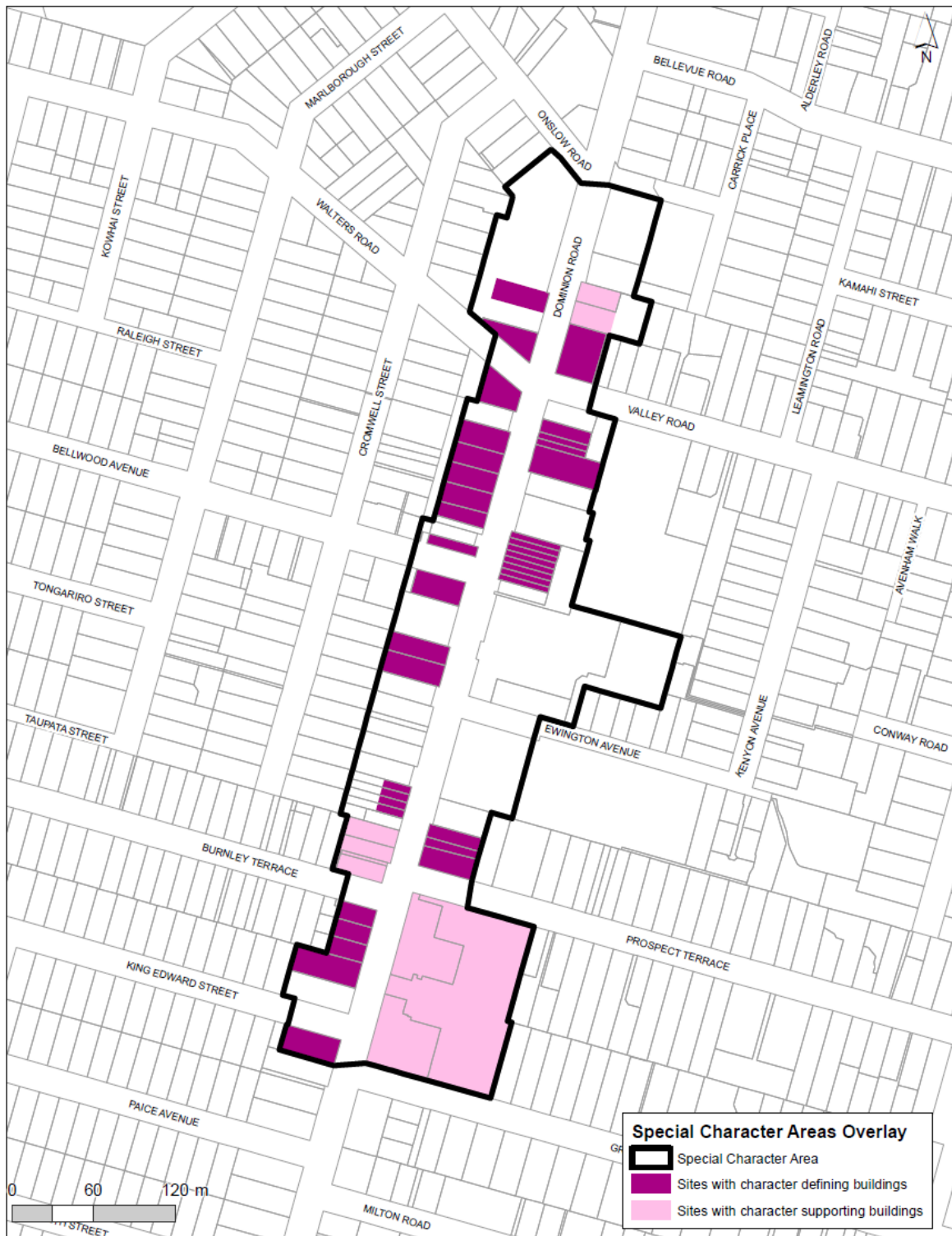
Vegetation and landscape characteristics

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

15.1.6.4. Special Character Areas Overlay – Business: Eden Valley

15.1.6.4.1. Extent of area

Special Character Area Map:



Description:

The overlay area is located on Dominion Road, between Onslow Road and Grange Road. The extent of the area is shown on the special character map above. The area contains significant groupings of early 20th century commercial buildings.

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

The overlay area is closely associated with the surrounding Special Character Areas Overlay – Residential: Isthmus A.

15.1.6.4.2. Summary of special character values

Historical:

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

The overlay area is of significance as an example of a suburban commercial area that developed in the early decades of the 20th century in conjunction with expansion of the surrounding residential area and development of the tram line along Dominion Road.

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

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

Two-storeyed Edwardian style buildings were built on three corners of the intersection of Dominion Road and Valley Road around the time that the tram line was extended down Dominion Road to Herbert Road (north of Balmoral Road) in 1908. These included the 1907 Auckland Meat Company Building on the north corner of Walters Road, the 1909 Worota Building on the south corner of Walters Road and the similar 1912 Bridgman Building on the north corner of Valley Road. Numerous blocks of one and two-storeyed masonry shops were built in Eden Valley in the 1920s, as the local residential population expanded. Eden Valley demonstrates the progressive development of a suburban centre from establishment in the late 19th century through to a peak of development in the

1920s. Around this time the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Physical and visual qualities:

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

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

15.1.6.4.3. Description of physical and visual qualities

Built form

Period of development

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

Scale of development

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

Form and relationship to the street

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

Major features and buildings

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

- 277-231 Dominion Road – Worota Building
- 234 Dominion Road – Bridgman Building

- 219-225 Dominion Road – The Auckland Meat Company Building; and
- Examples of 1910s to 1920s commercial main street buildings.

Density/Pattern of development

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

Types

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

Visual coherence

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

15.1.6.4.4. Architectural values

Styles

Buildings in the overlay area demonstrate a range of Edwardian and early 20th century architectural styles typically found in traditional commercial areas. Buildings dating from around 1910 are typically designed in Edwardian Classical or Italianate style, using classical composition, detailing and decorative elements. Buildings dating from the 1920s in the area are typically designed in Stripped Classical style popular during the inter-war period. The façades are generally modulated vertically and horizontally with simplified classical detailing such as pilasters, string courses, cornice lines and parapets concealing roof forms. Detailing is more restrained. Examples of other styles from a similar period in the Eden Valley area include Spanish Mission and Moderne styles.

Materials and construction – built fabric

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

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

15.1.6.4.5. Urban structure

Subdivision

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

Road pattern

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

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

Streetscape

The form of commercial development within the overlay area is that of a traditional suburban retail strip located on a regional arterial route. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses. A strong sense of enclosure is created where continuous building frontages are located along the street boundary and verandahs are provided over the footpath. There is a generally consistent

streetscape rhythm marked by individual buildings and repetitive shopfronts on sections of approximately 15 to 20 metres wide. The streetscape character varies where more substantial post-1960s development has occurred.

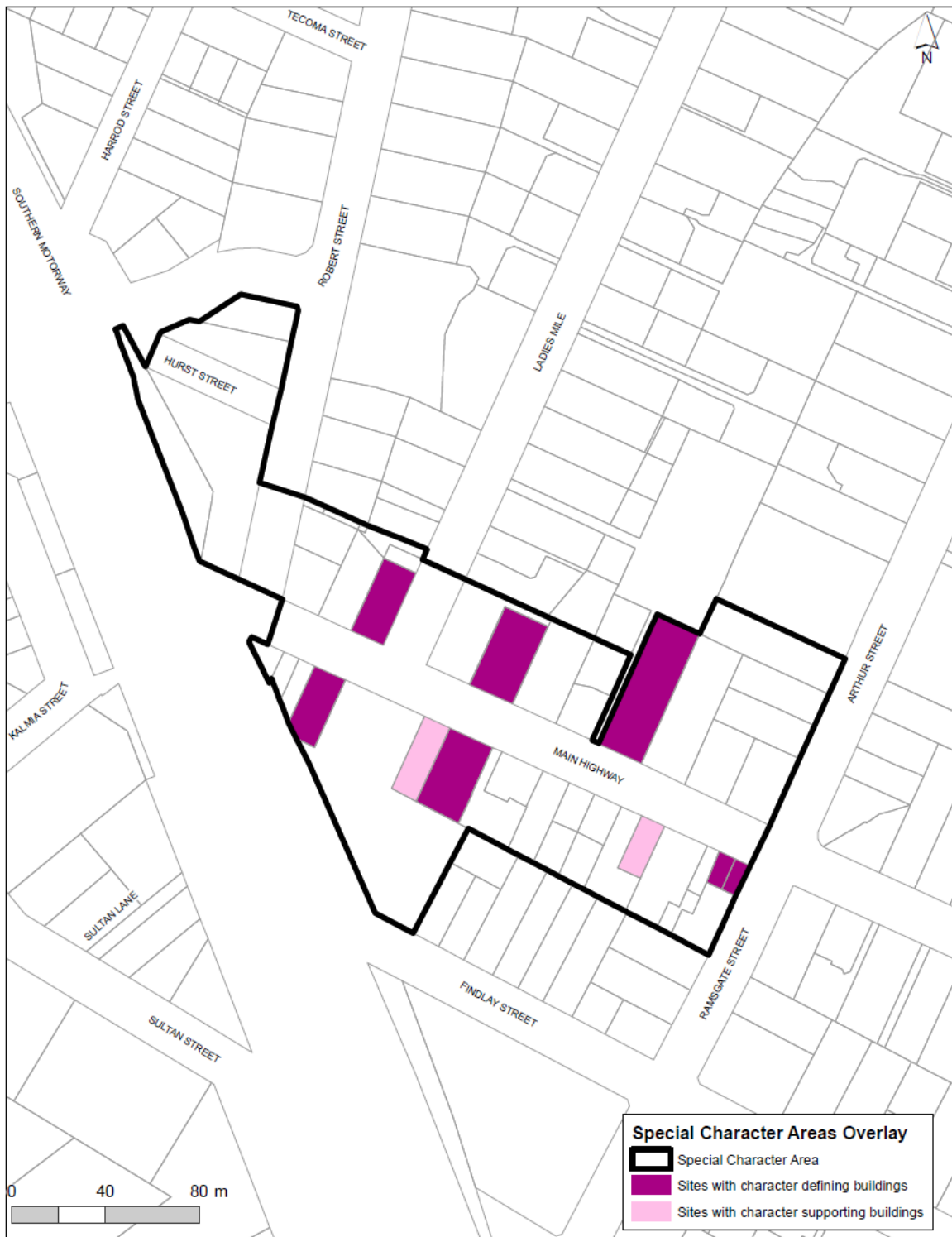
Vegetation and landscape characteristics

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

15.1.6.5. Special Character Areas Overlay – Business: Ellerslie

15.1.6.5.1. Extent of area

Special Character Area Map:



Description:

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

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

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

15.1.6.5.2. Summary of special character values

Historical:

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

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

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

Commercial development in Ellerslie was initially enabled by the 1873 rail link between Auckland and Onehunga, which facilitated suburban settlement and growth in areas along the rail line including at Penrose, Ellerslie and Newmarket. Ellerslie made its name through popular attractions such as the 1870s zoological gardens and racecourse, and early hotels and stores were built close by. The earlier rural character of the area changed from the 1880s onwards with residential subdivisions occurring in 1882. The first shops were constructed at a similar time. The Lawry Settlement, an area of housing developed under the

Government's Worker Dwelling Act of 1910, saw the subdivision of land and construction of the first State houses close to the town centre.

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

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

Physical and visual qualities:

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

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

15.1.6.5.3. Description of physical and visual qualities

Built form

Period of development

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

Scale of development

The overlay area is characterised by one and two-storey buildings, where building frontages and verandahs line the street blocks and provide an active street edge. While the core area is commercial in nature, land uses in the surrounding streets quickly change to traditional residential development on the periphery. The only building taller than two-storeys within the overlay area is the former Southern Cross building at 87-93 Main Highway.

Form and relationship to the street

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

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

Major features and buildings

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

- 114-118 Main Highway – Mackenzie's Buildings;
- 87-93 Main Highway – Southern Cross Building;
- 124 Main Highway – Ellerslie Post Office;
- 111-121 Main Highway – unnamed building;
- 137-141 Main Highway – Borough Council Chambers; and
- 126 Main Highway – Four Square.

Density/Pattern of development

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

Types

The overlay area is defined by the survival of a variety of building types from different eras that include retail shops, the former Ellerslie Post Office, and cinema.

Visual coherence

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

15.1.6.5.4. Architectural values

Styles

The overlay area retains a range of architectural styles representing commercial design from different phases of development through the 20th century.

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

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

Materials and construction – built

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

15.1.6.5.5. Urban structure

Subdivision

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

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

Road pattern

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

carriageway and car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

Streetscape

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

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

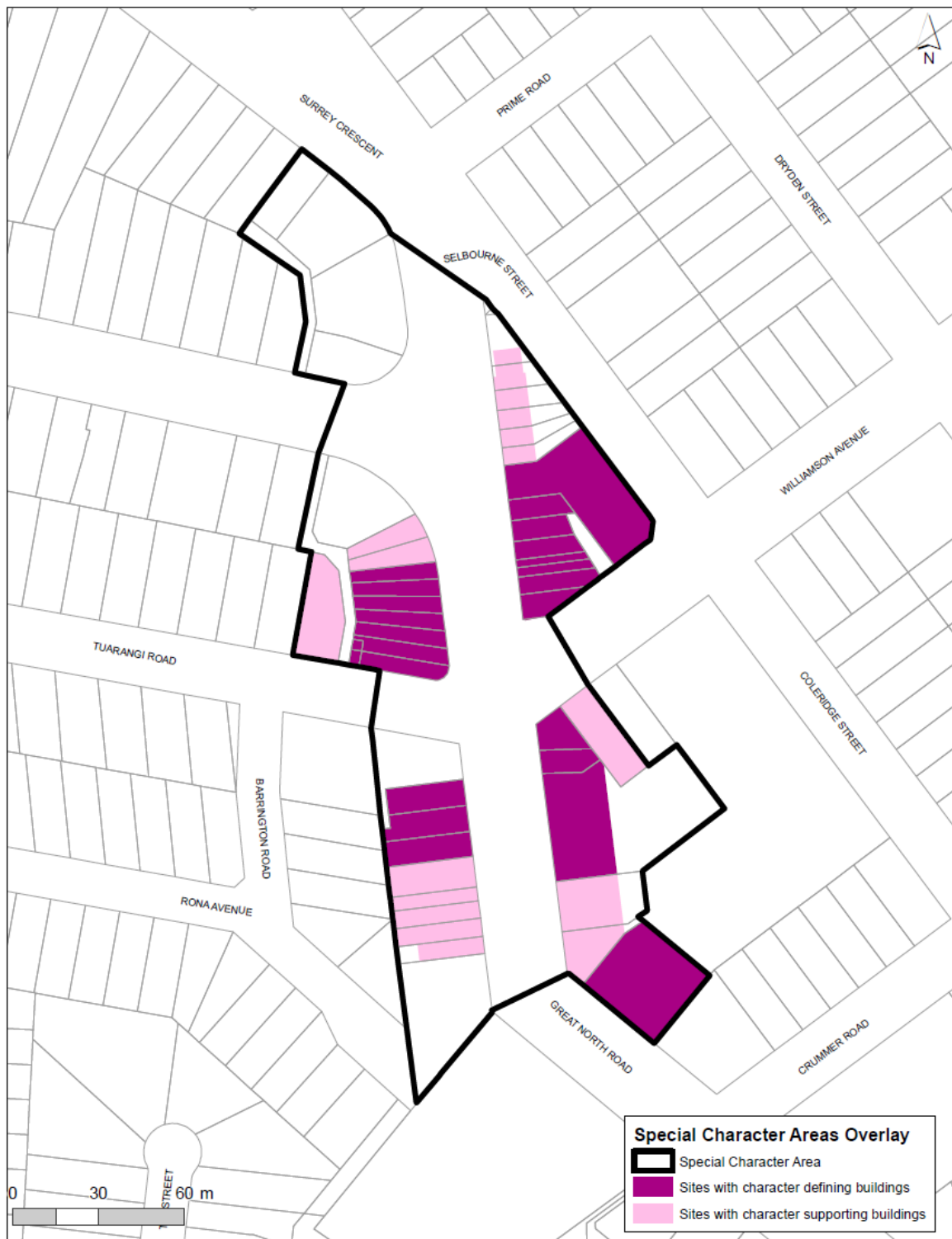
Vegetation and landscape characteristics

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

15.1.6.6. Special Character Areas Overlay – Business: Grey Lynn

15.1.6.6.1. Extent of area

Special Character Area Map:



Description:

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

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

15.1.6.6.2. Summary of special character values

Historical:

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

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

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

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

The most significant phase of community and commercial development occurred through the 1920s and 1930s, with the first sites of development being between Williamson Avenue and Crummer Road. During this time the centre served most

of the everyday services, supplies, social and religious needs of the surrounding suburb. The centre's recognition as the area's commercial and community nucleus was reinforced by construction of the Grey Lynn Public Library, St Joseph's Catholic Church, St Joseph's Convent and School, and Grey Lynn Primary School just outside the overlay area in the 1920s.

Physical and visual qualities:

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

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

15.1.6.6.3. Description of physical and visual qualities

Built form

Period of development

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

Scale of development

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

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

Form and relationship to the street

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

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

Major features and buildings

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

- 592 Great North Road – ASB Bank;
- 584 Great North Road – Arch Hill Pub;
- 537 Great North Road;
- 543 Great North Road;
- 563-567 Great North Road;
- 596-602 Great North Road;
- 533 Great North Road;
- 531 Great North Road; and
- 495-503 Great North Road – Terrace houses (a category B historic heritage place).

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

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

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a high density pattern of development along Great North Road. The density decreases away from the central core of buildings on Tuarangi Road and Williamson Avenue, and to the northern end of the area.

Types

The overlay area includes shops, banks, the former St Columba Church Hall, the former cinema, the former post office, and residences.

Visual coherence

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

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

15.1.6.6.4. Architectural values

Styles

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

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

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

Materials and construction- built fabric

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

Window joinery was originally timber or steel depending on the building's architectural style, set within a solid façade. This original joinery has been retained in various buildings while others have been replaced by aluminium joinery, although still within the original wall opening. Some buildings retain leaded top lights at ground level. Verandahs are supported by steel ties to the façade structure.

15.1.6.6.5. Urban structure

Subdivision

Built development within the overlay area is in the form of a traditional suburban main street. The original subdivision pattern of individual lots was consistent with the surrounding residential areas with section sizes being similar. Modulation of the built form reflects the relatively narrow lot widths of these early subdivisions.

Road pattern

Located along a ridgeline, Great North Road forms the spine of the overlay area. Bends in Great North Road's alignment define the north and south entry points to the town centre. The area's focal point is at the four-way intersection between Great North Road, Tuarangi Road and Williamson Avenue. Here the streetscape is characterised by a continuous built frontage with parking and service areas located to the rear. Great North Road and Williamson Avenue were laid out as wider arterial roads and are approximately 27 metres wide. Tuarangi Road is based on a standard one chain or 20 metres width used for most of the street network. Footpaths are relatively narrow with bluestone kerbs.

Streetscape

The character of the area has evolved around the traditional strip shopping centre configuration, with retail premises creating a continuous, positive relationship to the street. There is a mix of uses and active street frontages. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath, particularly at the area's central intersection. This is complemented by parking and service areas located to the rear of properties, with small access ways provided off Great North Road and Williamson Avenue.

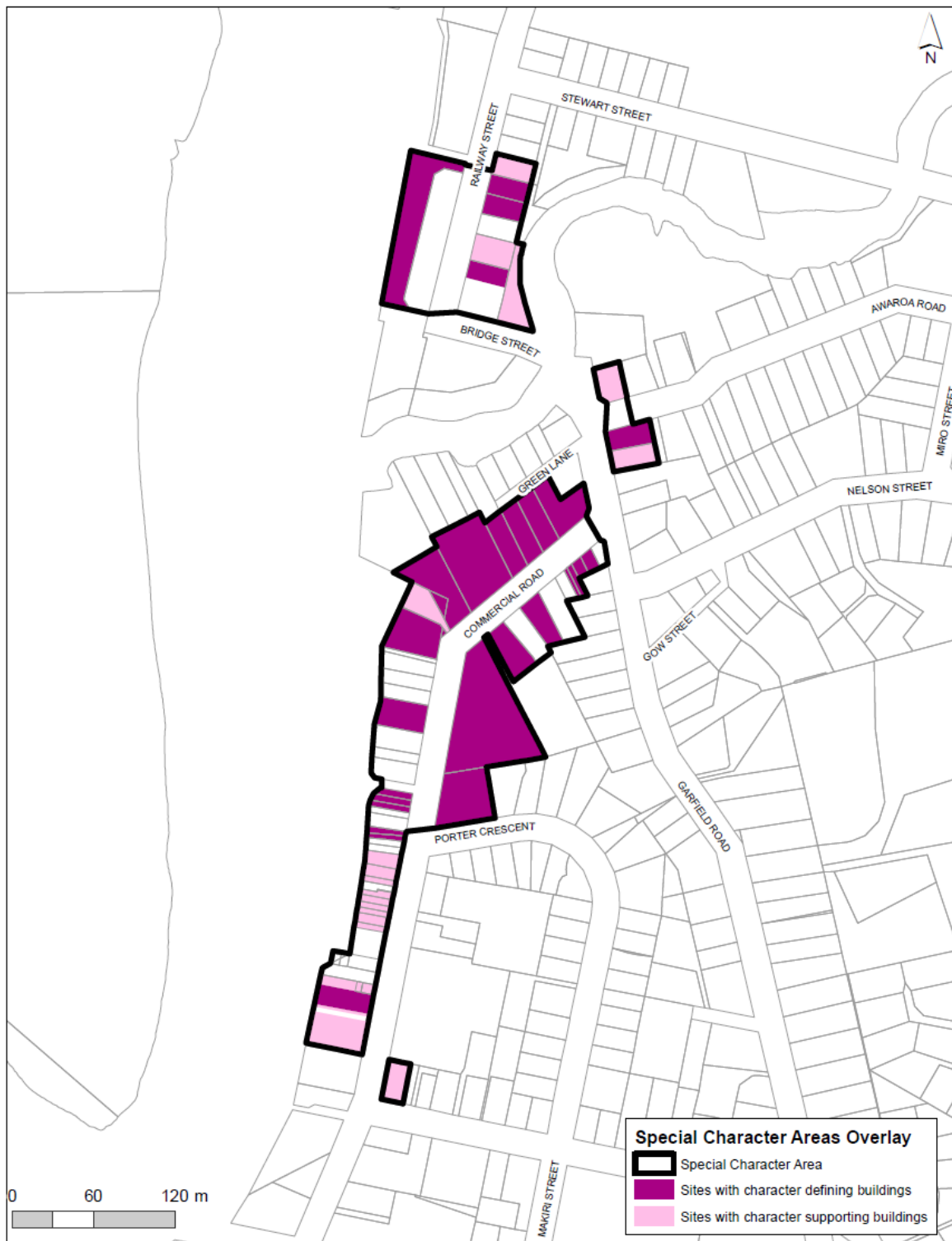
Vegetation and landscape characteristics

The character of the Grey Lynn town centre is primarily built, rather than vegetated, but street trees near the main intersection and along Great North Road together with planting in nearby residential sites do contribute to the character of the area.

15.1.6.7. Special Character Areas Overlay – Business: Helensville Central

15.1.6.7.1. Extent of area

Special Character Area Map:



Description:

The overlay area is located along Commercial Road between Rata Street to Garfield Road, and continuing across Bridge Street to Railway Street. This follows State Highway 16 through Helensville. Its extent is shown on the special character areas map above. The area reflects the early period of European settlement in the Kaipara region and Helensville's subsequent development as a rural town centre to service the surrounding farming community.

The overlay area has been shaped by the underlying landform and proximity to the Kaipara River. The centre is adjacent to the Kaipara River and the rail line and its siting is directly related to these features, with the town's western border formed by the edge of the Kaipara River and its low-lying flood plains. The town is surrounded by hills which rise to the north and east; the centre's generally linear urban structure running north-south provides views of the hills to the north. Views of the Kaipara River are obtained via laneways and other openings between the shops along Commercial Road.

The overlay area is bounded to the east by the Special Character Areas Overlay – Residential: Helensville.

15.1.6.7.2. Summary of special character values

Historical:

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

The overlay area is of significance as an example of an early rural settlement in the Kaipara region that developed between the late 19th and mid-20th centuries. It retains a collection of late 19th and early 20th century commercial and community buildings.

The Helensville township was established in the 1860s on the east bank of the Kaipara River and includes the Māori pa sites of Otamateanui, Te Horo, Maunga a Nu and Te Makiri, the lands of which were progressively surveyed and sold. The first blocks sold were at the northern end of the overlay area in 1862. The land was subsequently developed by John McLeod for a sawmill, trading along the Kaipara River. At the southern end, a courthouse, Helensville Post Office, customs house and hotel were built by 1865. The two areas were originally distinct, separated by undeveloped scrubland.

From 1870 there was a boat service from Riverhead to Auckland central. The Northern Union Steamboat Company and Kaipara Steamship Company were utilising the river from around 1879 and the early 20th century, respectively. Transport was first provided by horse-bus until the opening of the Riverhead-Helensville railway line in 1875, followed by an Auckland direct line in 1881. Helensville was a relatively small settlement prior to the opening of the Riverhead to Helensville railway, which marked a significant period of development and expansion.

The opening of the rail station on Railway Road shifted the centre of the settlement from north of the Awaroa River to its current location along Commercial Road. Helensville prospered during the turn of the 20th century with local industries including farming, fisheries, saw-milling, flour-milling, soap-making and canning. Housing developed in residential streets to the east of Commercial Road, which developed to serve the needs of the area.

There is an important relationship between the overlay area along Commercial Road and the adjacent Special Character Areas Overlay – Residential: Helensville.

Physical and visual qualities:

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

The overlay area is of significance for its physical and visual qualities as it retains a grouping of late 19th and early 20th century buildings that collectively reflect the area's settlement and subsequent development as the town centre grew. Its location on the Kaipara River dominated the urban form with the main street and building development located along its eastern edge. The mixture and combination of uses in the overlay area is also notable, and is characteristic of rural settlements from this era.

15.1.6.7.3. Description of physical and visual qualities

Built form

Period of development

The period of development is between the late 19th century and 1930s and a high concentration of buildings and features remain from this period. Significant fabric includes buildings, street layouts, and urban form including trees and landscaping.

Three main areas of development have been identified within the overlay area, representing its evolution over time. The northern area (Railway Street area) encompasses the earliest development of Helensville associated with the railway station and McLeod's sawmill of the 19th century. This area has various warehousing and service buildings as well as the railway station, Grand Hotel and several houses. The central area (upper Commercial Road to Garfield Road) is the commercial core, with groupings of late 19th and early 20th century buildings. The southern area (the lower part of Commercial Road, western side) developed as a retail centre in the first quarter of the 20th century.

Scale of development

While building types and forms vary considerably throughout the overlay area, the scale of development is generally single-storeyed. Various landmark buildings are two-storeyed, including the Grand Hotel (1 Railway Street) in the northern block; the former Regent Theatre (14 Garfield Road) defining the curve from Garfield

Street into Bridge Street; and the Helensville Post Office (102 Commercial Road), highlighting the bend in Commercial Road. The centre's early churches (118-122 and 124 Commercial Road) with their steeply pitched roof forms and the former post office (100-104 Commercial Road) with its elaborate parapet also present a more substantial scale to the street.

Form and relationship to the street

There is variation in the form of buildings and their relationship to the street throughout the overlay area. In the northern area over the Awaroa Bridge, buildings are generally freestanding on individual sites. This includes early residential housing, some industrial development, the Grand Hotel, the Helensville railway station, McLeod's Motors, the Awaroa Bridge and some shops. The principal buildings and shops are built to the street. The railway station is set well back from the road.

The commercial centre of Helensville extends from the bottom of Garfield Street through to the middle of Commercial Road, ending at and including the Kaipara Medical Centre. It is both a civic and commercial area mixed with some residential dwellings. The area includes early housing, individual and groups of shops, the Helensville Post Office, the former Bank of New Zealand, and Malolo House. Commercial retail shops are built to the street edge and have verandahs. The various residential buildings and landmark municipal, institutional and commercial buildings are generally freestanding structures seen in the round with roof forms visible from the street. Houses are close to, but set back from, the street boundary.

The southern end of the overlay area comprises the retail area of Helensville and includes shops and offices. The predominant architectural form consists of shops of a fine grain and similar single-storey scale and proportion, generally with parapets and verandahs over the footpath.

Various areas of landscaping, grassed berms and street trees, the setback of many buildings from the street edge, and the absence of verandahs on many buildings contribute to the varied built form. This adds to the diversity of the area and its distinctive rural town centre character.

Major features and buildings

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

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

- 108 Commercial Road – Bank of New Zealand building (a category B historic heritage place);
- 110 Commercial Road – Malolo House (a category B historic heritage place); and
- The centre's churches, medical centre, various railway cottages and villas.

Other features that contribute to the special character of the area include footpaths with bluestone kerbs and some remnant bluestone channels, street trees, traditional residential fencing, hedging, remnant basalt walls, grassed verges.

Density/Pattern of development

The overlay area has a varied density and pattern of development due to the range of building types that are present. It incorporates some areas where buildings are built to the road boundary and occupy the width of their lots, while in other parts buildings are set back from the road and side boundaries. The varied pattern reflects its progressive development as the centre of a rural community.

Types

The overlay area is strongly defined by the survival of a variety of building types including shops and service outlets, offices, municipal buildings, medical centre and churches, as well as examples of Victorian and Edwardian period houses.

Visual coherence

Due to its construction over a long timeframe, predominantly from the late 19th century to the 1930s, the area retains a range of building types, scales and styles. In addition, development has occurred over a relatively large linear geographic area along Commercial and Garfield Roads, Bridge and Station Streets. The centre is therefore defined by a mixed group collectively illustrating Helensville's development as a rural town centre.

15.1.6.7.4. Architectural values

Styles

Helensville's retail buildings date from the late 19th century through to the 1920s and 1930s and consequently exhibit a diverse range of architectural styles.

An earlier cluster of Victorian-style strip retail survives at 83 Commercial Road; this is the earliest commercial block in the centre. Prominent buildings in the special character area include the Bank of New Zealand building, which was designed in the Stripped Classical style; the Grand Hotel, a substantial two-storey Georgian revival building; the Edwardian Baroque Helensville Post Office; and the Art Deco Regent Theatre.

The row of shops from the southern edge of the special character area to just beyond Porters Crescent feature relatively continuous but visually diverse parapets and verandahs over the footpath which progressively step upwards following the street's slope.

Other examples of architectural vernacular from the early decades of the 20th century include the churches in Gothic Revival style, and various Victorian, Edwardian and transitional villas, Malolo House being a key Victorian example.

Materials and construction – built fabric

Typical of early to mid-20th century commercial buildings, those in Helensville are generally constructed in brick and masonry, and usually have a plastered and painted finish, although some feature areas of exposed brickwork. There are a few commercial buildings constructed of timber. Roofs are mainly clad in corrugated iron. Retained shop fronts and window joinery are generally timber with sash windows in the upper level of façades and some with leaded top lights to shop fronts. Some buildings retain pressed metal verandah soffits, entrance floor finishes (e.g. the terrazzo at the former chemist at 77 Commercial Road) and interior fabric that contribute strongly to the special character of the area.

The centre's residential buildings and the railway station building are of timber-framed construction typical of their period, and most are clad in timber weatherboards with corrugated iron roofs and timber sash window joinery.

15.1.6.7.5. Urban structure

Subdivision

The overlay area subdivision pattern comprises relatively narrow lot widths set along Commercial Road and connecting side streets, creating a fine-grained urban character. Section depths are determined in part by the curvature of the waterways and position of railway tracks; lots are particularly shallow from Creek Lane to north of Porter Crescent, and on the east side of Railway Street.

While some sites have been amalgamated in recent years, the subdivision pattern of the Helensville central area generally reflects the patterns created by the surrounding residential special character area to the east.

Road pattern

The road pattern of the area was shaped by the underlying topography, with the Kaipara River and its flats to the west and the hill rising to the east determining the position and direction of streets. The main part of the town centre is located along Commercial Road, which runs through Helensville in a north-south direction. Heading north, Commercial Road dips before rising again and curving slightly to the right to meet Garfield Road. Garfield Road then runs into Bridge Road, which crosses the Awaroa Stream and turns into Railway Street, marking the northern end of the town. This road is the main road north and further north becomes the Kaipara Coast Highway (State Highway 16). The road is approximately 20 metres wide.

At the southern end, the special character area terminates at Rata Street's intersection with Commercial Road, and Porter Crescent forms the first intersection north of this junction.

Streetscape

The character of the overlay area has evolved around various landmark buildings addressing and defining the street edge; these have combined with clusters of traditional strip retail to create areas of continuous built frontages to the street. This is complimented with residences that, while set back, are still orientated towards and directly engage with the street.

The areas of strip retail provide some sense of enclosure to the street with continuous building frontages and verandahs over the footpath, strengthened by on-street parking and narrow laneways providing connection to rear service and parking areas. This built character is particularly prevalent in the southern area. However the overlay area's overall visual appearance combines built form with landscape elements and vegetation. These features together form the centre's predominant character as a commercial and suburban area servicing the surrounding farming community.

Mature trees are particularly notable on the east side of Commercial Road to the north of Porter Crescent, and make an important contribution to the area's special character, as do public and private open spaces, grassed verges, traditional residential fencing, hedging, walls, asphalt footpaths and bluestone kerbing.

Vegetation and landscape characteristics

Trees and landscaping in public and private open space located within the special character area contribute to its character. Parts of the area have a vegetated quality that includes mature native and exotic street trees including Norfolk pine, pohutukawa and others, which strongly contribute to the character of Helensville. In addition, the areas of reserve at the northern end of the special character area, either side of Awaroa Stream, add amenity as well as understanding of the centre's development in relation to the waterways.

15.1.6.8. Special Character Areas Overlay – Business: Kingsland

15.1.6.8.1. Extent of area

Special Character Area Map:



Description

The overlay area is located on New North Road, as shown on the special character area map above. The extent includes the business area that extends along New North Road from the intersection with Bond Street and Sandringham Road and generally covers the area close to the Kingsland railway station, at the original intersection of New North Road and Sandringham Road (formerly called Cabbage Tree Swamp Road). The main period of development occurred between the 1880s and early decades of the 20th century. It incorporates a significant grouping of commercial and community buildings as well as some houses from this period.

The topography has resulted in a linear urban structure, with road and rail transportation routes running along or parallel to the ridge. Residential areas adjacent to the special character area are located on land falling to the north and the south.

The railway line is located to the south side of New North Road, running behind the buildings. The relationship to the railway is an important characteristic of this centre, with a direct pedestrian connection to the railway station via a public open space in the centre of the area.

The elevated position of the business area enables views between, and from the rear of buildings towards Mount Eden/Maungawhau, Eden Park and Arch Hill to the north.

15.1.6.8.2. Summary of special character values

Historical:

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

The overlay area is an example of an early commercial centre established in the early 1880s following the opening of the Auckland to Helensville railway. It expanded and grew following the early subdivisions of rural allotments for surrounding residential development. There was a significant period of development around the turn of the 20th century and into the 1910s and 1920s. It retains a significant group of buildings and urban form that collectively demonstrate these periods of development.

Page's Grain and Forage Store, established in 1885 and located at the corner of New North and Sandringham Roads, formed the heart of the business area, which expanded progressively as further subdivision occurred and public transport was developed.

One of the earliest buildings is the Trinity Methodist Church and Hall, located at the eastern end of the centre. Electric trams connected Auckland City with Kingsland by 1903 and Page's Grain and Forage Store was redeveloped around this time. The wedge-shaped corner building is an important landmark on this tapered site. The area has important associations with Arthur W Page who built

four of the key buildings. As well as Page's corner building this includes the adjacent Forage Store and Grain Store, and the Portland Buildings opposite, at the corner of New North Road and Central Road. Page's general store business was one of the largest in Auckland, offering deliveries by wagon and by train. His brother C H Page, a builder, constructed these buildings.

The Kingsland Post Office west of Page's Grain and Forage Store opened in 1912 and the substantial Portland Buildings opened in 1914. The Royal Theatre located on the south side of New North Road west of the Kingsland Post Office, opened in 1918. Buildings in the area demonstrate the development in taste and design of typical suburban centres in New Zealand, from establishment in the Victorian and Edwardian eras through ongoing development up to the 1920s and 1930s. Around this time the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb and western districts. The surviving buildings from this period reflect the range of earlier uses, such as shops, stores, church, theatre, and post office close to adjacent housing.

Physical and visual qualities:

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

The overlay area is significant for its physical and visual qualities as it demonstrates in its built fabric a significant period of development that occurred in the area between the 1890s and 1930s, with particularly high-style examples of commercial architecture. The area demonstrates in its urban patterns and built fabric the progressive development of Kingsland as a local town centre from the late 19th century to the present day.

15.1.6.8.3. Description of physical and visual qualities

Built form

Period of development

Kingsland demonstrates in its built fabric a significant period of development that occurred in the area between the 1890s and 1930s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to the Special Character Areas Overlay – Residential: Isthmus A.

Scale of development

The character buildings are both one and two-storeyed and generally have parapet walls facing the street increasing their apparent scale. There is a predominance of two-storied buildings at the intersections of New North Road and Sandringham Road/Bond Street, and the New North Road/Central Road intersection. East and west of this, the buildings are predominantly single-level. The scale and gabled form of the Trinity Methodist Church and Hall at the intersection of New North and Sandringham Roads defines the eastern end of the character area.

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 Kingsland Post Office and remaining residential properties are set back from the front boundaries. The buildings constructed close to the front boundary at the core of the area create a continuous building line facing the footpath, which are generally covered by verandahs. Some buildings were designed without verandahs including the former Page's Grain and Forage Store, the former cinema and Kingsland Post Office.

Many buildings are constructed with parapet walls to the road concealing roof forms. The remaining residential buildings, former post office and Methodist Church and hall are all freestanding structures, seen in the round with hipped or gabled roof forms visible from the street, contributing to the diversity of the established character of the area.

Major features and buildings

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

- 434-448 New North Road;
- 455 New North Road;
- 463-475 New North Road – Portland Buildings (a category B historic heritage place);
- 400 New North Road - Trinity Methodist Church and Hall;
- 468-472 New North Road – Page's Grain and Forage Store (a category B historic heritage place);
- 478 New North Road – Kingsland Post Office (a category B historic heritage place); and
- 486 New North Road - Royal Theatre.

Density/Pattern of development

Buildings built to the street edge and full width of sites form a relatively high built density and articulate the pattern of development, particularly around and opposite the intersection of Central Road and New North Road. Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. The density dissipates away from the central core of buildings particularly as the area changes to a predominance of residential buildings. The residential character contrasts with the enclosure created by the commercial development.

Types

Kingsland is strongly defined by the survival of a variety of building types including shops with dwellings above, early warehousing and store buildings, the church and hall, and houses.

Visual coherence

The overlay area retains a varied range of building types, scales and styles, constructed between the late 19th century and 1930s. The combination of these attributes contributes to the visual coherence of special character.

15.1.6.8.4. Architectural values

Styles

Buildings in Kingsland demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in traditional commercial and residential areas. The Trinity Methodist Church hall is a simple Gothic Revival gabled timber building. Page's grain and Forage Store and Portland Buildings are designed in Victorian/Edwardian Italianate styles. Art Deco styles are evident on the former cinema and remodelled building at 434-448 New North Road. Remnant residential buildings are typically Victorian or Edwardian Villas.

Materials and construction – built fabric

The early commercial buildings are generally of brick or plastered brick construction, with some constructed using timber. A number retain original glazed shop fronts with timber joinery and doors. Early or original interior detail is evident in a number of buildings.

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

Remaining residential type buildings retain features commonly found in villas of the period. The surviving houses are typically timber-framed with corrugated iron gabled or hipped roofs and with timber-framed door and window joinery. Verandahs have been retained facing the street.

15.1.6.8.5. Urban structure

Subdivision

Subdivision of lots on the north side of New North Road were part of the 1882 residential subdivision of the Kingsland Avenues, and are similar in size and

width to the residential lots. This subdivision pattern is evident in the relatively narrow lot widths and fine-grained urban character present. This gradually transitions to a residential character to the west. Section sizes on the south side of New North Road are similar in width, but are restricted by the adjacent railway corridor and are therefore shallower.

Road pattern

The curve in New North Road at Kingsland Avenue defines the western entry and the change in direction at Bond Street/Sandringham Road intersection defines the eastern entry. The extent of the special character area lies within this broader area from the intersection with Bond Street and Sandringham Road to approximately half way to Kingsland Avenue to the west. The road is 20 metres wide with dual carriageway and car parking on either side. Footpaths are relatively narrow with basalt edging.

Streetscape

The form of development within the overlay area is that of a traditional suburban retail strip located on a regional arterial route, between residential areas and low intensity service and industrial uses. The Trinity Methodist Church and Hall clearly define the eastern edge of the area, while the western edge blends more gradually into the neighbouring residential area.

The area contains a number of retail premises that create a positive relationship to the street, with active building frontages. A sense of street enclosure is enhanced by buildings being constructed to the front boundary, verandahs over the footpath, and service and parking areas located to the rear.

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 street has an urban built character with little vegetation along New North Road.

Vegetation and landscape characteristics

There is very little vegetation in the core of the business area, but some of the residential properties at the periphery include garden and plantings.

15.1.6.9. Special Character Areas Overlay – Business: Lower Hinemoa Street

15.1.6.9.1. Extent of area

Special Character Area Map:



Description:

The overlay area is located on the west side of Hinemoa Street in Birkenhead, and includes a significant grouping of commercial buildings from the late 19th century and early decades of the 20th century. The area comprises a group of buildings to the north side and south sides of the intersection with Rugby Road as well as a group of early commercial buildings opposite Le Roy Terrace. This area also includes a corner building located at the corner of Hinemoa Street and Maritime Terrace. The extent of the area is shown on the special character area map above.

The area is located along the Hinemoa Street ridgeline. The topography has resulted in a linear urban structure along Hinemoa Street, which is relatively level within the special character area. Residential areas adjacent to the Lower Hinemoa Street are located on land falling to the east and west sides of Birkenhead Point.

15.1.6.9.2. Summary of special character values

Historical:

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

The overlay area is of significance because it is the commercial centre associated with the residential development of Birkenhead that occurred from the 1860s. The area was the main shopping centre from around the 1890s until after World War I when commercial activities were relocated further north to Highbury.

Lots in this portion of Hinemoa Street were first created as part of the Raven Hill Subdivision, which was advertised for sale in 1889. A number of commercial buildings were built on Hinemoa Street near the intersection with Rugby Road around the turn of the 20th century. The most substantial of these was the former Hellaby's Building/Marinovic Building constructed in 1912 on the south corner of Rugby Road. The Edwardian building on the north corner of Rugby Road was built in 1910. Nearby at 128-130 Hinemoa Street is a two-storey Commercial building/Residence which was built around 1890. A number of other modest timber and plastered brick shops, such as Stott's Building, were also built in this vicinity from around the 1910s to 1920s, to serve the local community.

Birkenhead's business centre moved further north to the crossroads of Mokoia and Hinemoa Streets after World War I when regular motorised bus transportation began to operate from the wharf up to Birkdale and Zion Hill.

Lower Hinemoa Street services Birkenhead Point, which is significant as one of the earliest areas of residential development on the North Shore. Residential subdivisions were promoted from the 1860s; however, the area was initially developed for small farms, market gardens and orchards and became well-known for fruit growing. In the 1880s developments in local government, provision of a wharf, roading and other infrastructure and the establishment of the Colonial Sugar Refinery had a major effect on the development of Birkenhead and growth

of the local population. Residential and commercial development continued steadily and by the 1920s the suburb had extended north toward the present day Highbury commercial centre at the junction of Hinemoa Street and Mokoia Road. The earliest commercial buildings in Birkenhead were located close to the wharf and in lower Hinemoa Street, in proximity to surrounding residential streets.

Physical and visual qualities:

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

The overlay area is significant for its physical and visual qualities as it retains a group of commercial buildings from the 1890s through to the 1920s. The buildings collectively demonstrate a range of architectural styles and types from the late 19th and early 20th century period of development and illustrate the urban pattern of development of the North Shore and of Birkenhead.

15.1.6.9.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric a significant period of commercial development that occurred in Birkenhead Point on the North Shore from the 1890s to the 1920s. The built fabric includes the clusters of early commercial buildings, street layout, and urban form. The business area is adjacent to the Special Character Areas Overlay – Residential: North Shore – Birkenhead Point.

Scale of development

The late 19th and early 20th century commercial buildings in Lower Hinemoa Street are a mix of one and two-storeys. The two-storeyed buildings located on either side of the intersection with Rugby Road have parapet walls facing the street increasing their apparent scale. A generally more modest scale is evident in the group of buildings opposite Le Roy Terrace, which includes one and two-storeyed buildings with gabled roofs or simple parapets.

Form and relationship to the street

Buildings at the intersection of Hinemoa Street and Rugby Road are two-storeyed, built up to the road boundaries, and occupy the full width of their lots. They are constructed with parapet walls that conceal the roof form and have verandahs supported on posts. Single-level buildings adjacent to the north are also built to the road boundary with parapets and have suspended verandahs.

The group of buildings located opposite Le Roy Terrace include gabled timber buildings as well as modest plastered brick buildings with simple parapets. They are generally located as separate building forms within their own lots, with modest side yards. Verandahs, where evident in the group of buildings opposite Le Roy Terrace, are generally supported on posts.

Major features and buildings

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

- 100 Hinemoa Street – Shop (a category B historic heritage place);
- 94 Hinemoa Street – Hellaby's Building/Marinovic Building (a category A* historic heritage place);
- 102-108 Hinemoa Street – Fishers Building (a category B historic heritage place);
- 136-140 Hinemoa Street – Stott's Building (a category B historic heritage place); and
- 128-130 Hinemoa Street – Commercial building/Residence (a category B historic heritage place).

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a high density and pattern of development, particularly around the intersection of Hinemoa Street and Rugby Road. The density decreases away from this intersection where buildings are free-standing or set back within their lots and where residential buildings are interspersed.

Types

The overlay area incorporates a range of early commercial buildings including two-storeyed shops with dwellings or offices above, as well as modest single-level shops, or houses with shops attached. Over time these buildings housed a range of local businesses that have served the surrounding residential population.

Visual coherence

Clusters of early commercial buildings in lower Hinemoa Street are located in close proximity to the surrounding Special Character Areas Overlay – General: North Shore and contribute to the collective visual coherence of the area.

15.1.6.9.4. Architectural values

Styles

Early commercial buildings reflect a range of architectural styles typical of the late Victorian and Edwardian era and early 20th century. This includes two-storey Italianate buildings on the corner of Rugby Road. There are early 20th century Stripped Classical styled buildings and simple late Victorian or Edwardian vernacular styles evident in the modest timber shops in the area.

Materials and construction – built fabric

Early commercial buildings within the overlay area include examples of timber and masonry construction. The façades of the more substantial early commercial buildings on the corners of Rugby Road are modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. Walls are plastered brick, now most commonly paint finished. Window joinery is typically timber-framed and windows are generally set within a solid façade. On the modest and less ornate buildings the architectural detailing is plainer, in either plastered brick or timber.

Timber-framed buildings are typically clad with weatherboards and roofs with corrugated iron.

15.1.6.9.5. Urban structure

Subdivision

The pattern of subdivision is generally quite varied in Birkenhead. The undulating landform with a series of gullies around the coastal margin made a regular pattern of lots difficult to achieve. Hinemoa Street is located along the main ridgeline extending down towards the Birkenhead Wharf. Lots within the overlay area were formed as part of the Raven Hill Subdivision which was advertised for sale in 1889. The subdivision plan incorporated the substantial home and surrounding estate of W.F. Hammond, which had been further subdivided by around 1902. Lot sizes vary, with further subdivision of the approximately 1,000m² lots created by the 1889 subdivision having occurred over time. The width of lots is approximately 17 to 18 metres, with some variation.

Road pattern

Hinemoa Street is the earliest road on Birkenhead Point. Roads in the surrounding area reflect a modified grid, relating to the contours on Birkenhead Point, with Hinemoa Street located on the central ridgeline and Palmerston Road located parallel to the west. Cross roads are generally perpendicular and their positions relate to ridges and gullies to either side. Hinemoa Street is a standard one chain or 20 metres wide, with a dual carriageway and car parking on either side. The road carriageway is wider in Hinemoa Street than in nearby residential streets, which incorporate grassed berms. Hinemoa Street has a central median strip and footpaths to each side, without grass berms.

Streetscape

The form of commercial development within the overlay area is that of a traditional suburban retail strip located on one side of the main road. Early commercial buildings in the area contribute to a distinctive streetscape character where buildings are built up to the road boundaries, in contrast to the interspersed and surrounding residential character. A strong relationship and association with this surrounding residential development is an important aspect of the area's character. Some of the commercial buildings incorporate verandahs.

The active building frontages and a mix of uses encourage interaction with the street.

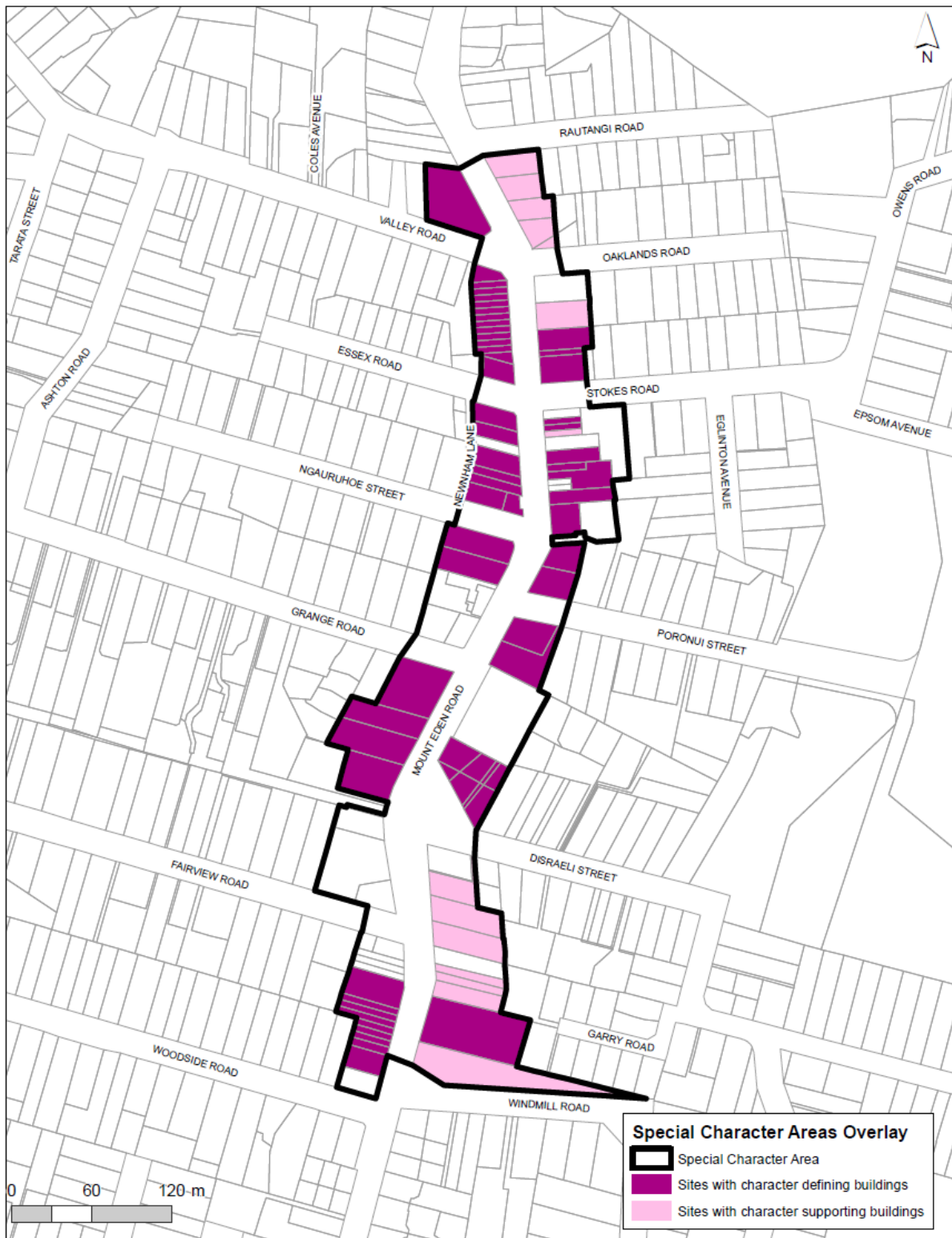
Vegetation and landscape characteristics

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

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

15.1.6.10.1. Extent of area

Special Character Areas Map:



Description:

The overlay area is located on Mount Eden Road, extending from the intersection with Raurangi Road in the north to the intersections with Windmill and Woodside Roads in the south. The extent is shown on the special character area map above. The area includes two distinct commercial areas, northern and southern, linked by a more residential spine, which collectively illustrate the early village character of Mount Eden.

Mount Eden Village is strongly defined by its relationship to the volcanic cone of Mount Eden/Maungawhau, located adjacent to the north, which was made a public domain in 1879. The immediate visual presence of the volcanic cone together with its geological and cultural significance makes it an important element for the special character area. Scoria and basalt walls and kerbing provide elements in the urban environment with a direct relationship to Mount Eden/Maungawhau. When entering the village from the north, views are also obtained to One Tree Hill/Maungakiekie.

15.1.6.10.2. Summary of special character values

Historical:

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

The overlay area is an example of an outlying rural village established in the mid to late-19th century that became an important residential and commercial centre. It demonstrates sustained development over an extended period of time and was focused around one of the earliest roads in the area. First established in the 1870s as an outlying village serving the surrounding small farm allotments and isolated residential areas, the buildings provide evidence of the significant expansion that occurred around the late 1890s and early 1900s. Around this time the city's population increased significantly, the electric tram service was extended along Mount Eden Road and rural allotments were subdivided for housing. Further consolidation and expansion of the village is evident in buildings constructed during the 1920s and 1930s.

The establishment of Mount Eden Village occurred in parallel to the development of surrounding land from early farming use to subdivision and residential development from the 1860s onwards. Roads were established as part of each subdivision. The first shop in Mount Eden Village was the Cucksey's Buildings, which opened on the corner of Mount Eden and Stokes Roads in 1873. By 1885 it had been joined by Till & Sons Building, and in 1905 a butcher and bootmaker were also operating. The first school, which was also used for church services, opened in 1877 on the corner of Mount Eden and Valley Roads. Mount Eden remained semi-rural until the turn of the century and developed rapidly in the early decades of the 20th century due to residential development pressure.

Development of Mount Eden Village's main street retail strip is closely associated with the establishment and expansion of Auckland's public transportation

networks. Horse drawn buses were provided in the 1870s and in 1881 a railway connection was established in Mount Eden as part of the Newmarket to Helensville railway line. The electric tram line extended part way down Mount Eden Road by 1908. Commercial construction in the main street expanded both north and south from the early cluster of shops around the intersection of Mount Eden Road with Stokes Road and Essex Road. A number of early timber buildings were replaced with more substantial masonry buildings at this time, along with some houses along the main street being replaced by commercial buildings or altered for use as shops. The extension of the tram line as far as Pencarrow Avenue in the 1920s stimulated another growth period in the centre, with blocks of shops, apartments and the Crystal Palace Theatre dating from the 1920s and 1930s. Increases in population were accompanied by progressive development of local government, schools, churches, shops, and industry, and through the early decades of the 20th century the centre provided most of the everyday services, supplies, religious and entertainment needs of the surrounding suburb.

Physical and visual qualities:

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

The overlay area is significant for its physical and visual qualities as it demonstrates in its built fabric the 19th and early 20th century development of an outlying rural village to a consolidated suburban commercial area. The village retains buildings from the period of considerable expansion and growth that occurred from the late 19th century through the 1920s and 1930s. It retains a distinctive mix of building types including shops, civic buildings, churches, and housing.

15.1.6.10.3. Description of physical and visual qualities

Built form

Period of development

Mount Eden Village is significant for its physical and visual qualities as it demonstrates in its built fabric, a significant period of development that occurred in the area between the 1890s and 1930s. The built fabric includes the buildings, street layouts and urban form.

The overlay area is surrounded by single house lots largely from the same period, with many late 19th and early 20th century villas retained.

Scale of development

While building types and forms vary throughout the overlay area, the scale of development is generally single or two-storeyed on small lots typical of the late 19th and early 20th century period of development. Two-storey commercial buildings are prevalent between Valley Road and Poronui Street in the northern block and between Woodside and Fairview Roads in the southern block (on the

western side of Mount Eden Road). In between is a range of mainly residential buildings, usually set back from the street, which present a modest scale of development to the street. The scale and freestanding gabled forms of the special character area's three churches create local landmarks.

Form and relationship to the street

Development along Mount Eden Road is in the form of a traditional main street in combination with residential and community buildings. The width of the Mount Eden Road carriageway remains relatively consistent through the village. Variation in the sense of street enclosure occurs with changes in footpath width, height and setback of adjoining buildings, and location and dimensions of verandahs. This diversity, augmented by varying levels of vegetation at the street edge, is significant in establishing the village character of the centre and in providing understanding of its evolution over time.

The greatest level of enclosure is experienced in the northern block, between the intersections of Mount Eden Road with Valley Road and Oaklands Road, and with Stokes and Essex Roads. Here continuous verandahs extend over the footpath and there is a predominance of two-storeyed commercial buildings built to the front boundary. The block between the Stokes and Essex Roads intersection and Poronui Street is somewhat less enclosed, with a greater mix of building heights, less continuous building frontage at its southern end and greater footpath width variation. This stretch of road also includes commercial buildings located in the front yards of earlier villas, some of which still exist.

At the southern end of the special character area the street enclosure is more one-sided, with retail development concentrated on the western side of the road and residential properties, Greyfriars Church and Windmill Domain creating a more open pattern of development on the eastern side.

The residential spine that connects the two commercial ends generally features dwellings set back from the street boundary with large gardens and specimen trees. This residential character contrasts with the more densely built-up appearance of the northern and southern retail strips.

Major features and buildings

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

- 391-393 Mount Eden Road – Free Methodist Church;
- 420-426 Mount Eden Road – block of three shops;
- 426 and 428-434 Mount Eden Road – Cucksey's Buildings (a category B historic heritage place);
- 421-425 Mount Eden Road – corner building;
- 427-429 Mount Eden Road – Till & Sons Building;

- 438-440 Mount Eden Road – Nichols Buildings;
- 447 Mount Eden Road – Ambury's Dairy;
- 466 Mount Eden Road – the former post office;
- 449 Mount Eden Road – Methodist Church of New Zealand;
- 488 Mount Eden Road – Poronui Flats;
- 457-465 Mount Eden Road – villas;
- 537 Mount Eden Road – Crystal Palace Theatre (a category B historic heritage place);
- 539-541 Mount Eden Road – block of shops; and
- 546 Mount Eden Road – Greyfriars Church (a category B historic heritage place).

Other important features that contribute to the special character values of the area include bluestone kerbs, specimen trees (street and private), traditional residential fencing, basalt walls, and public reserves.

Density/Pattern of development

The nature of the overlay area as a combination of residential, commercial and community functions means that it has a varied pattern of development. It has a generally medium density which was typical of Auckland's early suburban centres.

The area is generally experienced in three parts including the northern and southern commercial blocks linked by a more residential spine. Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Larger developments over amalgamated sites from the 1920s and 1930s have detailed and articulated façades that give the appearance of a series of smaller-scaled buildings. Buildings built up to the street edge create a strong street enclosure and high density (though relatively low-rise) pattern of development in the northern block; this is also the case to a lesser extent on the western side of the southern block. The density decreases through the middle of the special character area with its predominance of residential buildings set back from the street.

Types

Mount Eden Village is strongly defined by the survival of a variety of building types including shops, the former post office, a picture theatre, churches and houses. The retention of this range of building types demonstrates the progressive development of the area from its early rural beginnings to a well-established residential suburban centre.

Visual coherence

The overlay area is significant for its diversity of late 19th and early 20th century building types evident along Mount Eden Road, including commercial, residential

and community buildings. A range of Victorian, Edwardian and early 20th century architectural styles associated with this period of development are evident, which create a coherent though physically diverse character.

Churches and residences with front gardens and mature trees create variety in the established urban character of the area. Basalt walls are important features that contribute to the visual coherence of the area.

15.1.6.10.4. Architectural values

Styles

Buildings in Mount Eden Village demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in Auckland's older town centres. Some examples of modest timber shops remain (the Ambury's Dairy being a notable example), but most of the area's commercial buildings date from the early 1900s when earlier timber buildings were being replaced by more substantial, durable masonry constructions that reflected the growing prosperity of the suburb.

Commercial buildings from this period (circa 1900 - 1915) are generally designed in the Edwardian Italianate style; the Cucksey's Buildings and Till & Sons Building are good examples. They variously feature moulded pilasters, articulated parapets with pediments and balustrading, rolled or dentiled cornices, moulded string courses and other decorative detailing such as window architraves, keystones and corbels. Some of these buildings (for example Till & Sons) retain cast iron verandah posts (most buildings support their verandahs via tie rods from the upper façade). Some buildings from this period are built in an Edwardian Classical Revival style, such as the former post office, the design of which features a hipped tiled roof, symmetrically- arranged façade and shallow projecting central bay with a parapet and no verandah.

Commercial buildings from the slightly later period of development (1920s and 1930s) are generally designed in the Stripped Classical style. Façades are modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and articulated parapets concealing roof forms.

Late 19th and early 20th century residential buildings are Victorian and Edwardian villas typical of the style, often two storeys with hipped roofs, gabled bays, front verandahs, sash windows and modest decorative fretwork to eaves. The area also has some residences designed in the Arts and Crafts style, along with some good examples of inter-war multi-unit flats with stylistic influences common to the period.

The area's churches, while varied in age, generally demonstrate Gothic Revival influences in their gabled roof forms, lancet and rose windows, roof and gable vents, and (in the case of the Greyfriars Church) a steeple, with a belfry.

Modern buildings in the special character area display various stylistic influences and are generally sympathetic to the form, proportions and styles of the area's buildings.

Materials and construction – built fabric

The early commercial buildings within the overlay area are mostly two-storeyed; with parapets and façade modulation used to visually amplify their height. Typical of early to mid-20th century vernacular, commercial buildings are generally constructed in brick and/or concrete masonry, and usually have a plastered and painted finish, although some feature areas of exposed brickwork or pebbledash. There are a few earlier commercial buildings constructed of, or partially of, timber. Roofs are mainly clad in corrugated iron.

The construction of houses in the area is typical of their period; timber frame structures with corrugated iron roofs, timber-framed door and window joinery, and horizontal weatherboards. Churches are variously constructed in masonry and timber, while inter-war flats are masonry constructions with brickwork exposed or plastered. Modern buildings utilise concrete and steel frame construction techniques with various claddings.

Verandahs are generally supported on steel ties to the façade structure. Till & Sons Building retains a verandah supported on posts. Signage is largely restrained to fascias. Some buildings in the centre (e.g. the Till & Sons Building) retain early or original shop front detailing, including recessed entries, timber shop front joinery and leaded top lights. Retained shop fronts and window joinery are generally timber with sash windows in the upper level of façades and some with leaded top lights to shop fronts. These features provide evidence of retail design of the period. Similarly, some examples of early or original interior detail also remain, which due to the highly glazed shop fronts are apparent from the footpath.

15.1.6.10.5. Urban structure

Subdivision

The overlay area subdivision pattern reflects the surrounding residential subdivision pattern largely established in the latter part of the 19th century, and the subsequent subdivision and development of the commercial core. Narrow lot widths and a fine-grained urban character is particularly evident in the northern block and more variegated in the south, with the intervening residential sites following the pattern of the surrounding traditional development. The staged process of subdivision around the curves of Mount Eden Road also contributes to the shape and size of sections.

Road pattern

Bends in Mount Eden Road within the overlay area contain and define the discrete northern and southern commercial areas and reflect the fine-grained pattern of subdivision. The street structure of the area is based on an informal

grid associated with incremental processes of subdivision around Mount Eden Road and is defined by short blocks.

Streetscape

While Mount Eden Road, which forms the spine of the centre, is of a consistent dimension, changes in alignment and the relationship of adjoining land-uses and site development contributes to the creation of distinct areas of streetscape character within the area. The street environment of the northern retail block is strongly defined on both sides of the road by shop fronts and verandahs. The southern block is confined to the western side of the street. The form of development particularly in the northern centre represents a traditional main street configuration, with strong street enclosure and active street frontages. In the area between the retail centres and on the eastern side of the southern centre, churches and houses are set back from front boundaries and landscaping and trees located within front gardens contribute to the streetscape. Basalt walls and bluestone kerbing through the special character area provide a detailed street edge element that makes reference to the underlying volcanic geology and developmental history of the area and contributes to the streetscape character.

Vegetation and landscape characteristics

Large-scale specimen trees both on private property and in Windmill Green along Mount Eden Road contribute to the area's vegetated character. They assist in defining the entry points to the village and contribute to the diversity evident between the village's northern and southern commercial centres.

15.1.6.11. Special Character Areas Overlay – Business: Newmarket

15.1.6.11.1. Extent of area

Special Character Areas Map:



Description:

The overlay area includes the original commercial area centred on Broadway, Khyber Pass Road, and Remuera Road. The area extends beyond the main thoroughfares to include some streets off Broadway to the south and west and a small residential area off Remuera Road. The extent of the area is shown on the special character areas map above.

Newmarket is located on a reasonably flat elevated basin, encircled by the slopes of Mount Eden/Maungawhau, Mount Hobson/Ōhinerau, and the Auckland Domain/Pukekawa. The Newmarket commercial area is bound by the Southern Motorway to the south and west and the main rail line to the east.

15.1.6.11.2. Summary of special character values

Historical:

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

The overlay area is of significance as one of Auckland's earliest established town centres. It is an area of sustained commercial and residential use and development over a long period.

The Newmarket commercial area was established as early as the 1850s and continued to grow as commercial activity in the area increased and residential expansion occurred immediately surrounding the town centre. Significant development occurred during the late 1890s to 1930s and again during the mid-20th century. It retains groups of buildings and urban form that demonstrate these periods of development.

Newmarket was originally formed at the junction of two main routes that led from central Auckland established in the 1840s. These routes were either the natural southern route that led along the Parnell ridge, or the route from the Queen Street valley that led up the Symonds Street ridge and along Khyber Pass Road. Newmarket was established at the junctions of Broadway, Khyber Pass, Remuera, Manukau, and Great South Roads. The early township developed as a commercial, residential and manufacturing centre. Breweries were located along Khyber Pass Road and the commercial retail area developed at the main intersections and as a strip development along Broadway.

The commercial area also benefited from close proximity to the Auckland-Mercer rail line and served as the commercial centre for the surrounding residential suburb. In the 1920s and 1930s Newmarket experienced a surge of commercial development assisted by the sale or lease of railway land on the eastern side of Broadway. Other substantial buildings were constructed at this time including the Rialto Theatre, and the matching Kent's and Excelsior Buildings on Khyber Pass Road.

Light industry was located close to the commercial centre with industrial expansion occurring between the mid-1920s and the 1960s mainly to the west of

Broadway, replacing early workers cottages. Businesses included Cashmore's Timber Merchants and Hayes Metal Refineries Ltd. Development continued into the 1950s and 1960s with ongoing commercial development including construction of the Auckland Electric Power Board offices and workshops in Nuffield Street.

Physical and visual qualities:

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

The overlay area is of significance for its physical and visual qualities as it retains in its built form and urban patterns evidence of its development from establishment in the mid to late 19th century through to the mid-20th century. This includes a group of commercial main street buildings constructed between the late 1890s and 1930s on Broadway and Khyber Pass Road and groups of mid-century warehousing and light industrial buildings, together with associated administrative offices, around the periphery of Broadway. The area also retains evidence of housing, both late 19th and early 20th century villas as well as 1920s and 1930s apartment blocks. Special character elements are still evident in these areas and form cohesive clusters, despite extensive large-scale redevelopment in surrounding streets.

15.1.6.11.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates, in its built fabric and urban patterns, periods of development particularly between the late 1890s and the 1930s and during the mid-20th century. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to the Special Character Areas Overlay – Residential: Isthmus A.

Scale of development

A range of building scales is evident in the Special Character Areas Overlay – Business: Newmarket, reflecting the different development periods. The commercial strip along Broadway and Khyber Pass Road contains one and two-storeyed buildings of brick or plastered brick construction. The later inter-war and mid-century buildings range in scale from small single level buildings to three and four levels. As a metropolitan centre, Newmarket has been an area of sustained growth and change over time, and the scale of more modern development is quite different from the older scale. Late 20th and early 21st century buildings are typically larger in scale, with examples on Broadway ranging from three to six-storeys, and apartments to the rear adjacent to the rail line of around seven-storeys.

Form and relationship to the street

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Groups of commercial buildings create a continuous and fine-grained building line facing the footpath, and reflect the early subdivision pattern and narrow lots.

The division of some building façades into structural bays of around six to eight metres further reinforces the fine-grained rhythm of the remaining late 19th and early 20th century commercial building frontages. Some have had additional floors subsequently added. Early commercial buildings are constructed with parapet walls to the road concealing roof forms. Verandahs evident along Broadway are suspended or supported from building façades.

In streets to the west of Broadway, light industrial and commercial buildings from the early to mid-20th century were constructed without verandahs. Canopies rather than continuous verandahs are evident.

Residential character buildings include villas that are set back from the street edge with small gardens located in front yards.

Major features and buildings

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

- Groups of late 19th and early 20th century buildings on Broadway around the intersection with Teed Street and opposite, and at the corner of Remuera Road;
- Mid-century light industrial and commercial buildings in Kent Street; and
- 2 Nuffield Street – Auckland Electric Power Board offices.

Density/Pattern of development

The widths of late 19th and early 20th century buildings identified on Broadway reflect the relatively narrow lot widths created by the early subdivision pattern, typically ranging from around 10 to 20 metres. Buildings built up to the street edge in this part of Broadway create a high density and pattern of development.

Residential areas reflect a typical pattern of reasonably high density commonly found in late 19th and early 20th century development, with houses located close to the road boundary.

Types

The area incorporates retail and commercial building types along Broadway and a mix of light industrial and commercial buildings in streets to the west. Other parts of the area, including the area between Middleton Road and Belmont Terrace to the north-east side of Remuera Road, include residential building types (both freestanding timber houses and apartment blocks from the 1920s and 1930s).

Visual coherence

There is a degree of visual coherence where groups of special character buildings remain evident. This varies throughout the area depending on the scale and type of buildings.

On Broadway there is a degree of visual coherence in the buildings that line both sides of the street which derived from the period of development from the early 20th century through to the 1930s. On the periphery of Broadway, the mid-century light industrial and commercial buildings combine to provide a consistent pattern of development and visual characteristics.

15.1.6.11.4. Architectural values

Styles

Buildings in Newmarket demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in traditional commercial and residential areas. Commercial buildings on Broadway are designed in Victorian and Edwardian Italianate styles. The façades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines, and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to two-storeyed buildings.

Inter-war and mid-century warehouses and light industrial buildings with associated offices in the surrounding streets are designed in a range of simple utilitarian designs, Moderne and Art Deco styles together with Modernist buildings such as the former Auckland Electric Power Board offices in Nuffield Street.

The residential area off Remuera Road, between Middleton Road and Belmont Terrace, extending up to Mamie Street includes predominantly examples of one and two-storey villas, some bungalows, Arts and Crafts and Moderne style houses, as well as a range of more recent houses. Villas are evident in Belmont Terrace.

Materials and construction – built fabric

The commercial strip along Broadway and Khyber Pass Road contains one and two-storeyed buildings of brick or plastered brick construction.

The later inter-war and mid-century buildings are typically constructed from plastered brick or reinforced concrete.

Examples of Victorian and Edwardian villas and Arts and Crafts style houses in the area are typically timber-framed with corrugated iron gabled or hipped roofs and with timber-framed door and window joinery. The Moderne and Spanish Mission style apartments are constructed in plastered masonry.

15.1.6.11.5. Urban structure

Subdivision

The Crown land sales in Newmarket took place from 1841 onwards. Finer-grained subdivision for residential and commercial allotments occurred from the 1860s onwards. The grid of narrow streets on the west side of Broadway is shown in maps dating from the 1870s, and the early period of subdivision is still evident today in the narrow width of streets such as the east end of Teed Street.

Lot sizes along Broadway where special character buildings remain generally range from around 10 to 15 metres wide. There is variation in the size of lots due to amalgamation or further subdivision over time. Early lot sizes in the area west of Broadway range from around 300 to 500m².

Road pattern

The area is located at the junction of main arterial routes with a linear urban structure along the main thoroughfares. Broadway has a road reserve of around 25 metres wide while other main roads are a standard 20 metres. The road pattern with the grid of narrow streets to the west of Broadway reflects the early period of residential subdivision, from around the 1860s.

Streetscape

The form of commercial development within the overlay area along Broadway is that of a traditional suburban retail strip located on a regional arterial route. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath. The one and two-storey scale of character buildings establishes an appealing scale at the street edge, although those on the east side are viewed in context of much larger scaled development to the rear as well as interspersed in parts.

The areas around the periphery of Broadway generally follow a rectilinear pattern of development following the original street grids, with the buildings located close to the street edge with narrow footpaths and generally no verandahs. While the previous use for light industry and manufacturing remains evident, there has been a shift to retail and entertainment use in these areas. The streetscape character contrasts with the retail character evident on Broadway.

Vegetation and landscape characteristics

There is very little vegetation in the core of the business area, but some of the residential properties at the periphery include gardens and plantings.

15.1.6.12. Special Character Areas Overlay – Business: Parnell

15.1.6.12.1. Extent of area

Special Character Areas Map:



Description:

The overlay area is located on Parnell Road and extends from approximately its intersection with Parnell Rise at the northern end to the intersection with St Stephen's Avenue. The extent is shown on the special character area map above. The extent of the area reflects the late 19th and early 20th century development along Parnell Road which included commercial, residential, civic, and community buildings.

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 overlay area is of significance as one of the earliest established suburban commercial main streets within the Auckland region. It was the first suburb outside the central city, established in the 1840s. The progressive pattern of development throughout the 19th and early 20th centuries is demonstrated in the significant collection of buildings that date from its initial settlement and subsequent development. This includes a concentration of commercial buildings from the 1880s to 1920s, as well as early residences, hotels, and public buildings. The commercial area along Parnell Road developed to serve the surrounding residential neighbourhood, and there remains a significant relationship with the surrounding residential area.

Parnell Road was important for its strategic location on the main route from Auckland City to the eastern suburbs and southern provinces. Its pleasant aspect and views of the harbour, coupled with good road access to the city made it a desirable locale. The overlay area retains evidence of continuous development from the 1840s onwards, including some of Auckland's early residences.

The Parnell area developed rapidly through the 1850s and 1860s with several churches and schools being established, while new houses and shops were built in and around Parnell Road. By the late 19th century Parnell Road was dominated by retail and other small businesses north of Gibraltar Crescent, with residential development predominating near the top of the hill.

In 1902 horse drawn buses to Parnell from the city were replaced with a new electric tram service. Consolidation of the commercial area is evident in numbers of retail and commercial buildings from the early 1900s to the 1940s during which time Parnell was Auckland's largest inner-city suburb.

Physical and visual qualities:

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

The overlay area is of significance for its physical and visual qualities as it contains a significant grouping of 19th and early 20th century buildings, demonstrating a progressive and ongoing development from initial establishment in the 1840s.

The area retains Auckland's earliest residence, Hulme Court built in 1843, Windsor Castle Hotel built in the 1850s and remodelled in the 1880s, St John the Baptist church, opened in 1861 and enlarged in 1898, the adjacent convent built in 1903, the basalt Whitby Lodge built by the early 1870s as well as commercial buildings and public buildings such as the 1923 Parnell Library and Hall.

15.1.6.12.3. Description of physical and visual qualities

Built form

Period of development

The overlay area is significant for its physical and visual qualities as it demonstrates, in its built fabric, an early period of development within the Auckland region together with development over time, from the 1840s to 1940s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to parts of the Special Character Areas Overlay – Residential: Isthmus A in Parnell.

Scale of development

The special character buildings in the overlay area are typically one and two-storeyed, with some larger buildings such as the four-storey Heard's Building on the north corner of Ruskin Street. Examples of 19th and early 20th century commercial buildings generally have parapet walls facing the street increasing their apparent scale. There is a predominance of two-storeyed commercial buildings from this period along the south-west side of the street and particularly on corner sites. Residential buildings also include one and two-storeyed examples. Buildings reflect the narrow lot widths that occurred as part of an early period of subdivision. Just to the north of the special character area, the five storey Mayfair Apartments, were built in 1928, near the corner of Heather Street. More recent office and apartment buildings are generally between two and six-storeys.

Form and relationship to the street

There is diversity in building forms and the relationship of buildings to the street in the overlay area due to the variety of building types, as well as the long period over which development has occurred. Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Groups of commercial buildings create a continuous and fine-grained building line facing the footpath, and reflect the early subdivision pattern and narrow lots. The division of buildings into structural bays of around six to eight metres further reinforces the fine grained rhythm of commercial building frontages. Verandahs are typically suspended, with some examples that have post supports at the corner of the south end of Birdwood Crescent. Verandahs have generally been modified to enable road widening at some stage.

The gabled and hipped roof forms of residential buildings and St John the Baptist Church and convent contribute to the diversity of forms evident and the varied but harmonious silhouette of pediments, parapets and sloping roofs. Residential buildings are set back from the road boundary, with variety in the depth of setbacks evident. Early residences on the north-east side of Parnell Road such as Hulme Court and Whitby Lodge have generous setbacks of approximately 10 to 20 metres. Houses on the south-west side, for example those forming part of Parnell Village, are closer to the road boundary with setbacks of around three to six metres. St John the Baptist Church and the adjacent former convent are also set back from the road boundary. Some buildings reflect early lot boundaries, set at an oblique angle to the road. Buildings including houses and the Parnell Library and Hall are generally built at an angle to the street. The church, library and early residential buildings are free-standing structures seen in the round with roof forms visible from the street.

Post-World War II commercial and apartment buildings have also been set back from the original road boundary in parts of Parnell Road, presumably allowing for road widening requirements that may have applied or in response to specific zone provisions of their era. This is particularly evident on the north-eastern side of Parnell Road south of Ruskin Street, where a number of office and apartment buildings are evident.

Previous district plan zoning included a predominantly business zone on Parnell Road with a high intensity residential zone on the north-east side of Parnell Road, south of Ruskin Street, influencing the building form of more recent development. Areas between these buildings and the street contain a mix of built and natural landscaping, as well as car parking in some places. These buildings are also typically set back from side boundaries, with small side yards or driveways to access car parking areas. While differing from the pattern of commercial development, the spaces between these buildings allow for sunlight and views. 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 (a category A historic heritage place);
- Early hotel buildings;
- 390 and 394 Parnell Road – Parnell Library and Hall (a category B historic heritage place);
- 350 Parnell Road – Hulme Court (a category A historic heritage place); and
- 330 Parnell Road – Whitby Lodge (a category B historic heritage place).

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a high density and pattern of development, particularly on the south-west side of Parnell Road and on both sides north of Ruskin Street. The narrow width of a number of the early side streets and lanes enhances the density, with little distance between corner buildings. The density dissipates on the north-east side south of Ruskin Street, where buildings, including post-World War II offices and apartments, are generally set within larger sites.

Types

The overlay area incorporates a variety of building types that reflect its development over a long period. These include commercial buildings from the late 19th and early 20th centuries, houses from as early as the 1840s as well as late 19th and early 20th century houses and apartments, the church and convent, hotels, and the former Parnell Library and Hall. The varied range of building types contributes to the diversity of the streetscape. A number of houses have been adapted for commercial and retail use while maintaining their residential form.

Visual coherence

The main commercial area at the northern part of the overlay area has a strong visual coherence due to the similar age, scale, and design qualities of the buildings where these are constructed close to the street edge and occupy the full width of the site. Towards the south a more varied pattern of development exists. This variance is part of its development pattern and contributes to an understanding of the area's development.

15.1.6.12.4. Architectural values

Styles

Buildings in the overlay area demonstrate a range of Victorian, Edwardian, and early 20th century architectural styles typically found in traditional commercial and residential areas. This includes examples designed in Victorian and Edwardian Italianate styles, as well as inter-war Classical and Stripped Classical styles. St John the Baptist Church is designed in a simple Gothic Revival style.

Residential architectural styles include the late Georgian Regency influenced style of Hulme Court and Whitby Lodge as well as Victorian and Edwardian villas reflecting a classical influence in their decorative detail. Modern architecture has supported the context of the special character area, including the award-winning Geyser Building, built in 2012, located at the north corner of Garfield Street.

Materials and construction – built fabric

The existing early commercial buildings include examples constructed of timber, brick or plastered brick construction. Some retain early shop fronts with timber joinery and doors, recessed entries and stall boards. The façades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to two-storied buildings. Plaster decoration and detailing is evident on the more substantial buildings. Window joinery is typically timber-framed and windows are generally set within a solid façade. On less ornate buildings, the architectural detailing is plainer, in either rendered brick or timber.

Houses within the overlay area include plastered masonry, stone as well as timber-framed and clad examples. Gabled or hipped roofs are clad in corrugated iron or slate and door and window joinery is in timber. Brick or plastered brick chimneys and verandahs are a prominent feature of many of these houses.

15.1.6.12.5. Urban structure

Subdivision

Subdivision and sale of land in Parnell occurred early and the area quickly began to develop into Auckland's first suburb. In September 1841 three to five acre sections were offered for sale in Parnell, just a few months after the first government land sale at Auckland. The finer-grained subdivision for residential and commercial lots generally occurred from the 1840s onwards, forming the roads to either side of Parnell Road. Lots along Parnell Road were formed as part of the series of subdivisions that occurred from this time and varied in size. The narrow width (some less than 10 metres) of some lots along Parnell Road indicates the early period of subdivision.

Road pattern

The earliest roads to be established in the Parnell area included Parnell Road, St Georges Bay Road and St Stephen's Road which all ran along ridges. Secondary roads and lanes are perpendicular to Parnell Road at variable spacing. They

were formed as part of early subdivisions, with crescents and terraces located parallel to either side of the main road, taking the sloping topography into account. Parnell Road is 20 metres wide. The narrow width of roads and lanes to either side of Parnell Road demonstrates its early period of subdivision. A number of side streets are 10 metres wide, with some lanes of around seven metres wide.

Streetscape

The form of commercial development within the overlay area is generally that of a traditional suburban commercial main street located on a regional arterial route, between surrounding residential and commercial areas. There is a vibrant mix of retail, dining, office, service and residential uses focused on Parnell Road. There is a positive relationship between the public and private realm, achieved by the interrelationship between the scale of the buildings in relation to the width of the street, active street frontages, and a mix of uses that encourages interaction with the street, provision of verandahs and on street parking. There are generally continuous shop-fronts, particularly on the south-west side of Parnell Road as well as the lower north-east side. There is a generally consistent streetscape rhythm on the south-west side and northern part of the north-east side, marked by individual developments and repetitive shopfronts on sections of around 10 to 20 metres wide.

There is some variation of streetscape character through the area. On the north-eastern side of Parnell Road the character is more varied where recent office and apartment buildings are located or car parking and landscaped areas have been formed between the buildings.

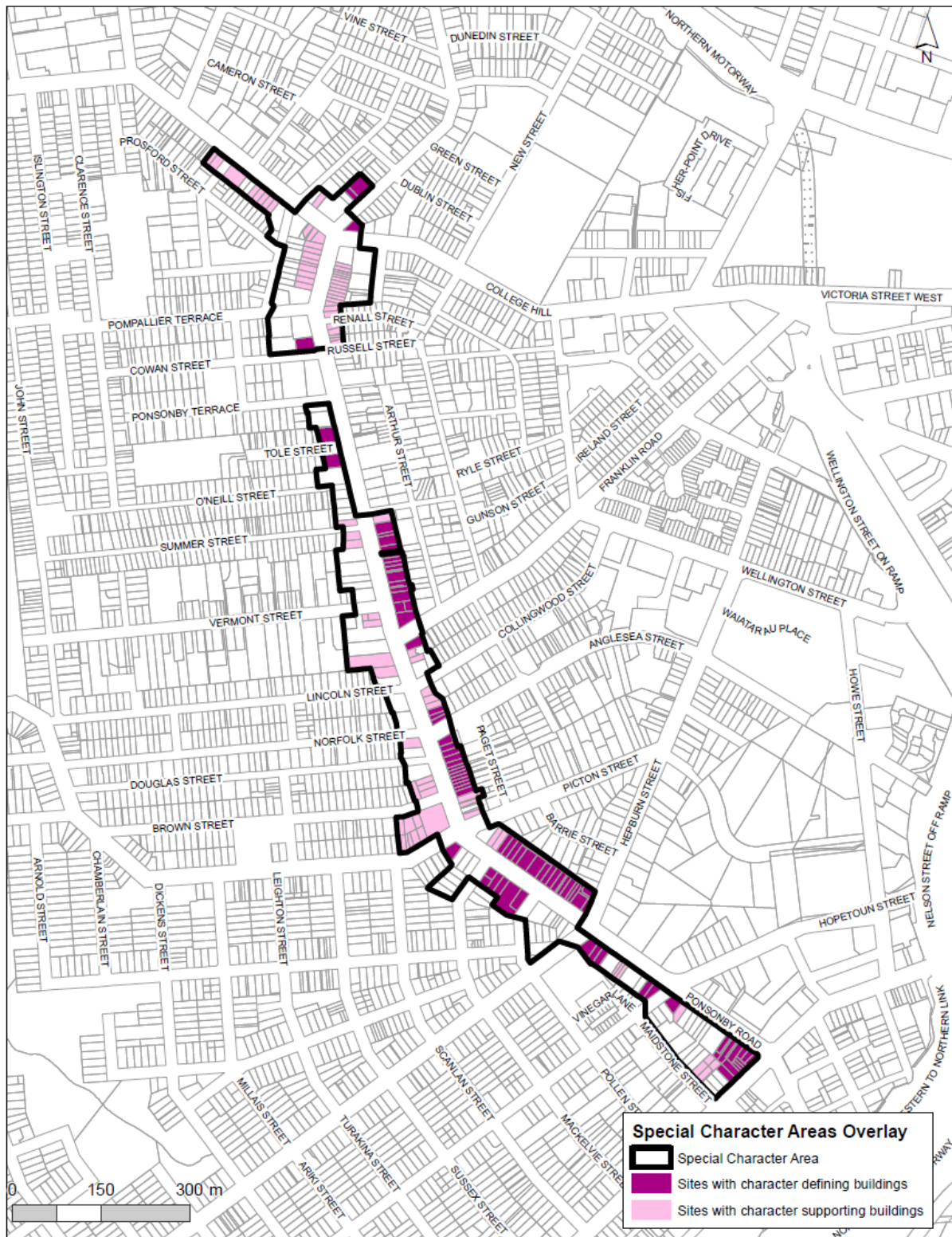
Vegetation and landscape characteristics

A presence of small reserves, street trees, as well as planting and mature trees, typically associated with surviving early dwellings along Parnell Road contribute to the distinctive character of the area. Notable trees include a mature Norfolk pine at 320 Parnell Road and an English oak in Gibraltar Crescent, visible from Parnell Road. There are westerly views down a number of side streets to the tree-covered slopes of the Auckland Domain. There is a protected viewshaft to the Auckland War Memorial Museum over much of Parnell Road.

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 overlay area is located along Ponsonby Road and is shown on the special character area map above. The extent includes the Three Lamps area around the intersection of Ponsonby Road with Jervois Road, St Mary's Road and College Hill and extends southwards along Ponsonby Road to the intersection with Great North Road. It includes properties to either side of Ponsonby Road and extends down some of the intersecting side streets. The Special Character Areas Overlay – Residential: Isthmus A also applies to a section on the east side of Ponsonby Road, between Franklin Road and Pember Reeves Street.

Ponsonby Road is located on a ridge, which has influenced the linear urban structure and provides elevated views of the city, harbour and Waitakere Ranges. The overlay area incorporates significant groups of commercial, community and residential buildings from the late 19th and early 20th centuries.

15.1.6.13.2. Summary of special character values

Historical:

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

The overlay area is of significance because it is one of the earliest established suburban commercial main streets within the Auckland region. Ponsonby Road developed as a main transport route located to the west of Auckland City and served the residential suburbs of Ponsonby and Freemans Bay. A significant period of built development occurred along Ponsonby Road during the late 19th century and early 20th centuries including shops, churches, civic and community buildings as well as houses. The commercial area along Ponsonby Road developed in conjunction with the residential neighbourhoods, with which there remains a significant connection.

Residential subdivision of land either side of Ponsonby Road started in the 1860s and the small allotment sizes in the area reflects its early period of development. The Ponsonby area is an early and important representative example of a Victorian walking suburb, located close enough to the city for workers to walk to their places of employment.

Public transport was established along Ponsonby Road with horse-drawn trams in the 1880s. Because College Hill was too steep for these trams, all traffic from Auckland City came along Karangahape and Ponsonby Roads.

The electric tram service on College Hill and Ponsonby Road opened in 1902 and brought more working people to Ponsonby, and the increased suburban development that occurred was a catalyst for further commercial development along Ponsonby Road.

The Ponsonby Road ridge was the main commercial strip, with clusters of buildings for retail and services located along its length, particularly concentrated

at the Three Lamps area at the northern end, which was an important public transport terminal.

Ponsonby Road was supplied with gas for street lighting in 1889, including the well-known three gas lamps at the intersection of Ponsonby Road, Jervois Road and College Hill, for which this area became known. The Three Lamps area was the commercial and cultural focus for the Ponsonby area as well as serving nearby St Mary's Bay, Herne Bay and Freeman's Bay.

The Leys Institute Gymnasium and Public Library in St Mary's Road opened in 1905 and the former Ponsonby Post Office opened in 1912. Other substantial blocks of shops were built on many of the corner sites along Ponsonby Road. St John's Church opened in the 1880s, its spire clearly visible on the ridgeline.

Houses, including some substantial homes such as Allendale/Edward Allen's House built in the 1890s, were constructed along the Ponsonby Road ridge, taking advantage of harbour views. In addition to shops and houses, many early public and administrative buildings were located in the southern part of Ponsonby Road, including the former Newton Borough Council Offices, opened in 1889 at the intersection with Williamson Avenue, and the former Newton Police Station, opened in 1905 between Hopetoun Street and Karangahape Road. The Unitarian Church was opened in 1901. Western Park was formed in the 1870s and was the first public park on the western side of the city.

Physical and visual qualities:

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

The overlay area is of significance for its physical and visual qualities as it contains an especially large grouping of Victorian and Edwardian buildings as well as those built in the 1920s and 1930s and onwards. The area is strongly defined by the survival of a variety of building types including commercial and civic buildings, shops, houses and churches along and close to the main street that collectively reflect the area's earliest settlement and subsequent development.

The area contains a number of key landmark buildings from the Victorian and Edwardian eras, such as the former Ponsonby Post Office, Leys Institute Gymnasium and Public Library, Allendale House/Edward Allen's House, the former Newton Police Station and St 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, which developed during the same period.

Scale of development

The buildings in the area are predominantly one and two- storeyed. Examples of 19th and early 20th century commercial buildings generally have parapet walls facing the street increasing their apparent scale. Residential buildings are one and two-storeyed. Buildings reflect the narrow lot widths that occurred as part of Victorian era subdivision. More recent infill construction has occurred on Ponsonby Road, with mixed-use buildings up to four stories tall; while this represents an increase in scale, most of these buildings have been designed in a manner that reinforces the scale of the area.

Form and relationship to the street

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Many late 19th and early 20th century commercial buildings are constructed with parapet walls facing the road, concealing roof forms. Corner sites are often defined by two storey commercial buildings, many of which were designed to address the corner.

Most commercial buildings have suspended verandahs, although there are some examples remaining of verandahs supported on posts. There is variation along Ponsonby Road where commercial buildings are interspersed with houses and churches, which are set back from the road boundary, and often with fenced and landscaped front yards. The remaining residential buildings, churches, and the former Newton Borough Council Chambers and Fire Station, and Newton Police Station are all freestanding structures, seen in the round with hipped or gabled roof forms visible from the street, contributing to the diversity in the established character of the area.

Major features and buildings

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

- Commercial buildings grouped in rows and located at corners of a number of the road intersections;
- 20 St Mary's Road – Leys Institute Gymnasium and Public Library (a category A historic heritage place);

- 1-3 St Mary's Road – Ponsonby Post Office; and
- 50-52 Ponsonby Road – Allendale (a category B historic heritage place).

A number of other significant heritage places along Ponsonby Road are located outside the extent of the special character area, or within the Special Character Areas Overlay – Residential: Isthmus A area.

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern in Ponsonby. Buildings built up to the street edge create a high density and pattern of development, particularly at Three Lamps and where commercial buildings are grouped in rows or define corner sites. Residential and church buildings create variety in the density and pattern of development, as they are typically set back from the road boundary and viewed as three dimensional forms.

Types

The overlay area is strongly defined by the survival of a diversity of building types including shops with dwelling above, commercial buildings, churches, houses, as well as civic administration and community buildings

Visual coherence

The overlay area retains a range of building types, scales and styles, constructed between the late 19th century and 1930s. The combination of these attributes contributes to the visual coherence of special character. Ongoing development has occurred along parts of Ponsonby Road, but the large groupings of buildings from the late 19th and early 20th centuries are what define the distinctive character of Ponsonby.

15.1.6.13.4. Architectural values

Styles

Buildings in the area demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in traditional commercial and residential areas. As one of the earliest established suburban commercial main streets within the Auckland region, Ponsonby features a particularly large concentration of buildings from the Victorian and Edwardian eras.

Commercial buildings include examples designed in Victorian and Edwardian Italianate styles, Edwardian Baroque as well as Stripped Classical and Moderne styles that became popular in the inter-war period.

Churches on Ponsonby Road include St John's Church designed in Gothic Revival style, the Unitarian Church in an Arts and Crafts-derived style and the mid-20th century modern All Saints Church.

Residential buildings also demonstrate a range of Victorian and Edwardian architectural styles, but are generally substantial examples.

Materials and construction – built fabric

The existing early commercial buildings generally feature brick or plastered brick construction, as well as some constructed using timber. Some retain original glazed shop fronts with timber joinery and doors and tiled stall boards, which strongly enhances the special character of the area. Early or original interior detail is evident in a number of buildings, visible through glazed shop fronts from the footpath.

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

Houses within the overlay area include those constructed in plastered masonry as well as examples built in timber. Gabled or hipped roofs are clad in corrugated iron or slate and door and window joinery is in timber. Brick or plastered brick chimneys and verandahs are a feature of some of these houses.

15.1.6.13.5. Urban structure

Subdivision

Crown subdivision of the Ponsonby area into large allotments occurred in 1845, and Ponsonby has some of the earliest residential subdivisions in Auckland. The finer-grained subdivision for residential and commercial lots generally occurred from the 1860s onwards, forming the roads to either side of Ponsonby Road. Lots along Ponsonby Road were formed as part of the series of subdivisions that occurred from this time and varied in size. Some were the same size as the small residential lots within the subdivision; others included larger sites along the main road designed to accommodate commercial uses. The narrow width (around 10 metres) of some lots along Ponsonby Road indicates the early (1860s) period of subdivision.

Road pattern

Ponsonby Road, College Hill, Jervois Road, St Mary's Road, Franklin Road, Richmond Road, and Great North Road are the earliest roads in the area. Secondary streets were formed running perpendicular to the main road, through a series of residential subdivisions on either side of Ponsonby Road. The different periods of subdivision and lot sizes within these is reflected in the variable spacing of streets intersecting with Ponsonby Road.

The earliest roads are the narrowest, around 10 metres, compared to the 20 metres width typically evident from the 1880s onwards. As the main street Ponsonby Road was wider at around 28 metres, as were Jervois Road, College Hill, Franklin Road, Richmond Road, Williamson Avenue, Anglesea Street, Picton

Street, Hepburn Street, and Great North Road. The corners were prime sites and are where many of the prominent two storey late 19th and early 20th century commercial buildings were built. Following the ridgeline in a generally north-south direction, there are changes in the alignment of Ponsonby Road at the Richmond Road intersection and at the intersection of Pompallier Terrace at the northern end near Three Lamps.

Streetscape

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

There is some variation of streetscape character through the area, with a mix of one to four storey buildings. Commercial buildings are typically built up to the street edge and continuous building frontages contribute to the sense of enclosure of the street. Generally this is reinforced with continuous verandahs over the footpath. However, on the western side, north of Vermont Street, some post-World War II buildings are set back from the road boundary with car parking at the front, with less definition to the street edge. On parts of Ponsonby Road where there is more variety in building types, the street edge is less defined but the elements of the streetscape still combine to create a strong character. At the southern end of Ponsonby Road, Western Park contributes to a well vegetated quality to this part of Ponsonby Road.

Vegetation and landscape characteristics

Mature trees in Western Park, at the top of Picton Road, Franklin Road and other side roads, as well as street trees and plantings in residential gardens that remain along Ponsonby Road contribute to the established character.

15.1.6.14. Special Character Areas Overlay – Business: Sandringham

15.1.6.14.1. Extent of area

Special Character Area Map:



Description:

The overlay area is located on Sandringham Road, extending north and south from the main intersection with Kitchener Road and Calgary Street, as shown on the special character area map above. The extent includes the earliest blocks of the business area and incorporates a largely continuous and intact group of commercial buildings representing the centre's major period of development from the 1920s to the 1940s. It also includes the Sandringham Reserve, a public open space on the corner of Sandringham and Lambeth Roads at the south-east of the centre.

The land is relatively low-lying and flat, and was once swampland (known as Cabbage Tree Swamp). The special character area is surrounded by traditional residential suburban areas, typified by modest standalone dwellings.

15.1.6.14.2. Summary of special character values

Historical:

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

The overlay area is of significance as an example of a traditional commercial area formed as the town centre of an early 20th century residential tram suburb. The area was established as the result of significant drainage infrastructure works being undertaken that enabled construction of the tram line along Sandringham Road and subsequent residential subdivision of the surrounding land.

The area was once part of several farms that straddled the boundary between the Titirangi and Waitemata parishes. In 1866 the land, known as Cabbage Tree Swamp, was recorded as being boulder-strewn and prone to flooding, but at the turn of the century this changed with the first residential subdivisions and site settlement. More rapid and widespread subdivision of the area including the formation of side streets off Sandringham Road (then Kingsland Road) occurred between 1908 and 1910.

The development of the town centre itself followed this residential development, with the earliest shops opening in 1911-12, slightly to the north of the special character area boundary. These included a small confectioners and an Edendale Telephone Bureau. The first building was built around 1915 at Warings Corner (2-6 Kitchener Road) and around the time of World War I, new shops began to be built on the western side of Sandringham Road around the Kitchener Road intersection.

While motor buses began serving the Sandringham area from circa 1914, an electric tram service to the Sandringham centre arrived later than other suburban centres due to the need for a rail overbridge near Sandringham Road's junction with New North Road. The bridge construction and associated realignment of Sandringham Road occurred around 1924 and the tramline extension to the

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 overlay area is of significance for its physical and visual qualities as it demonstrates in its built fabric and urban form an example of a suburban tram-related commercial centre from the early 20th century period.

15.1.6.14.3. Description of physical and visual qualities

Built form

Period of development

The oldest building in the overlay area dates from 1915, but the majority of its early commercial buildings are from the 1920s, with a smaller number constructed in the 1930s and 1940s. This coincides with the arrival of the tram in Sandringham in 1925. These all contribute to a unified built character. Significant fabric includes buildings, street layouts, and urban form including trees and soft landscaping.

The area is adjacent to the western edge of the Special Character Areas Overlay – Residential: Balmoral Tram Suburb. State housing from the 1930s and 1940s was also developed around the Sandringham town centre.

Scale of development

The centre's built form runs along both sides of Sandringham Road to form continuous retail strips intersected by Kitchener Road and Calgary Street. Special character buildings are mostly two-storeyed, with some single storey buildings such as Carries' Buildings at 533-541 Sandringham Road. Buildings generally have parapet walls facing the street which increase their apparent scale. More recent infill shops, towards the north and south ends of the Special Character

Areas Overlay – Residential: Balmoral Tram Suburb, are predominantly single-storeyed and are less prominent physically and stylistically.

Form and relationship to the street

The town centre is characterised by most of its buildings being constructed to the front boundary line and occupying the full width of the site facing the street. There are exceptions, with some buildings constructed after the special character period of development being set back from the street boundary. The generally continuous line of façades on each side of the road within the special character area establishes a strongly unified street presentation and visual character. The built form creates a strong enclosure to the street through the use of roof-concealing parapet walls to street edges and verandahs overhanging the footpath.

Major features and buildings

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

- 575-579 Sandringham Road;
- 2-6 Kitchener Road – Warings Corner;
- 533-541 Sandringham Road – Carries' Buildings;
- 531 Sandringham Road – Empire Buildings;
- 519 Sandringham Road – Gordon Buildings;
- 513 Sandringham Road – unnamed building which marks the northern end of the centre;
- 526 Sandringham Rd – Baillie Buildings; and
- 578-586 Sandringham Rd– Winstone Buildings.

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 overlay area is strongly defined by the survival of an unusually intact and visually unified collection of early to mid-20th century retail buildings with residential accommodation provided at the upper level.

Visual coherence

The overlay area retains a generally intact and consistent group of main street commercial buildings. It presents a cohesive visual character with regard to building type, scale and style, all constructed in the early to mid-20th century. This visual coherence, which physically demonstrates the centre's period of establishment, contributes to the area's special character.

15.1.6.14.4. Architectural values

Styles

Buildings in the overlay area feature a range of architectural styles used in the design of main street retail and commercial buildings from the 1920s to the early 1940s. Some were designed by well-known Auckland architectural practices and collectively represent good examples of their style. The centre also includes some good examples of the shop-with-dwelling type (such as the Arcadia Building) that was built in many of Auckland's commercial centres around this time.

The town centre's architecture is characterised by the 1920s Stripped Classical style, with examples including the Warings Corner building and the Gordon Buildings. The façades of this style are generally modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and decorative parapets concealing roof forms. Some parapets feature recessed panels and corbels that further modulate the façade, and more ornate buildings have simple pediments that highlight the building's centre and symmetry. Some upper storey windows are highlighted by plaster-moulded architraves. Buildings typically have verandahs suspended from façades, and many have the building name or construction date inscribed on the parapet.

The Empire Buildings are a Spanish Mission styled building incorporating terracotta tiled roofs above recessed balconies to the bays at each end. There are also buildings designed in the Moderne style dating from the 1940s, such as 513 Sandringham Road. Stylistic features include horizontal recessed banding at upper windows and parapet, steel-framed windows, and stylised central moulding and geometric line work capping the parapet.

A few buildings retain early or original shop front detailing, including recessed entries, timber shop front joinery and leaded top lights which greatly enrich the pedestrian environment and provide important evidence of retail design of the period. Early or original interior detail also remains, which are apparent from the footpath due to the highly glazed shop fronts.

Materials and construction – built fabric

Construction is generally in plastered brick paint finished. Plasterwork is largely painted over, although there are some remnants of unpainted plaster and exposed brick on side elevations. Upper storey windows were originally timber-framed sashes and casements, and many of these remain.

Verandahs, which are supported on steel ties to the façade structure, have been variously modified including new soffit linings and signage.

15.1.6.14.5. Urban structure

Subdivision

Subdivision of the land within the overlay area occurred as part of the broader residential development in Sandringham. Consequently lots are generally similar to the surrounding residential lots. Further subsequent subdivision of these lots has occurred. The relatively narrow lot widths create a fine-grained urban character, which is contained and well defined within the broader residential area. Modulation of the built form reflects the relatively narrow lot widths of these early subdivisions.

Road pattern

There is a distinctive road alignment within the overlay area with the off-set alignment of Sandringham Road. This was a result of land ownership of the larger farm allotments and subdivision in the late 19th and early 20th centuries. The street alignment, together with intersecting side streets and the buildings that define corners, creates a distinctive focus to the centre. There are no four-way intersections. The road width is 20 metres with dual carriageway and car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

Streetscape

The character of the centre has evolved in a traditional strip retail configuration, with generally two storey commercial premises creating a continuous street edge and a strong street enclosure enhanced by continuous verandahs. As noted above, the unusual alignment of Sandringham Road and the offset configuration of the town centre's main intersection are distinctive. The mix of commercial activities maintains a positive relationship with the street environment.

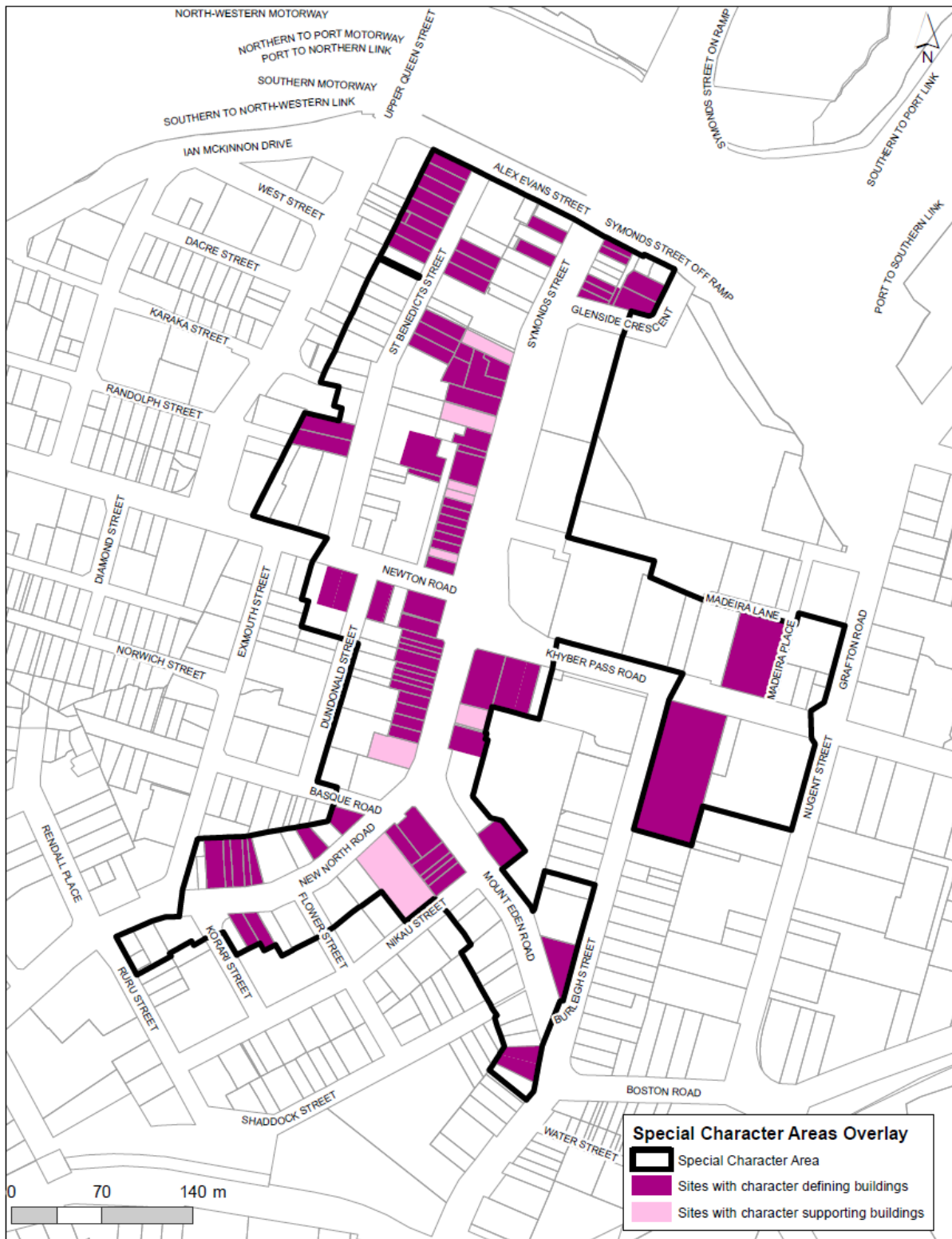
Vegetation and landscape characteristics

The overlay area has a strongly built character with little vegetation within the town centre. Ornamental trees and small-scale street trees characterise the immediately surrounding residential environment outside the special character area, providing a contrast to its predominantly built streetscape. Sandringham Reserve on the corner of Lambeth Road defines the southern end of the special character area. In 1930 the public toilets were built in this reserve.

15.1.6.15. Special Character Areas Overlay – Business: Upper Symonds Street

15.1.6.15.1. Extent of area

Special Character Area Map:



Description:

The overlay area is located on the southern fringe of Auckland's CBD, physically separated from the city centre by the southern motorway. The special character area is centred on Upper Symonds Street, extending from the Southern Motorway in the north to the top sections of New North Road and Mount Eden Road in the south. To the west, it encompasses St Benedicts Street and the upper part of Newton Road, and to the east, Khyber Pass Road to Madeira Place. The extent is shown on the special character areas map above.

The area generally comprises the built form of a traditional shopping strip on the west side of upper Symonds Street, partially extending down New North, Mount Eden, and Khyber Pass Roads. It incorporates a significant remnant group of commercial buildings representing the area's first period of development into the turn of the 20th century.

An important aspect of the overlay is the underlying topography. Symonds Street runs to a high point at the intersection with Khyber Pass Road, with land falling to either side. This has resulted in a linear urban structure with elevated views. Upper Symonds Street follows the ridgeline, which is the highest point of land in the isthmus not identified as a volcanic cone. Views are afforded from parts of the area to the Manukau Heads, Waitākere Ranges, Maungawhau, Rangitoto, Auckland CBD, and the Hauraki Gulf.

15.1.6.15.2. Summary of special character values

Historical:

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

The overlay area is of significance as an example of the city's earliest phase of European settlement in the Auckland region, and subsequent consolidation and expansion from the mid-19th century. The commercial and business area is concentrated in and around main arterial routes leading to and from the city established in the 1840s. The progressive pattern of development throughout the 19th and early 20th centuries is demonstrated in the significant collection of buildings that date from this period, when it was a vibrant commercial and community centre, serving both local residential areas and commuters passing to and from the city. This includes a concentration of commercial buildings from the 1880s to 1920s, as well as churches, hotels, and public buildings.

Establishment of the principal roads in Auckland was undertaken in the 1840s and the alignment of Symonds Street, along the ridge adjacent to Grafton Gully, and its connection to Khyber Pass Road were established at this early stage. This was one of the principle routes from the Queen Street valley, which lead along the Symonds Street ridge and down Khyber Pass Road. The 1840s saw the first purchases in the Upper Symonds Street area under Crown Grant; several large blocks were divided into individual allotments and subsequently sold for the most part by 1848. The area was initially a residential suburb, popular because of its

proximity to central Auckland and its elevated situation. Wealthy residences dominated the ridge crests and worker residences clustered in the gullies.

Its geographic location soon made Symonds Street a major arterial between the Auckland township and outlying areas. Because of its strategic significance, the intersection of Symonds Street with Khyber Pass Road was given priority for development, and both roads were surfaced and designated as primary thoroughfares. Commercial activities began to flourish around Symonds Street's two main intersections. These were located at Khyber Pass and Newton Roads and at Mount Eden and New North Roads. Corner hotels were established in the mid-1860s and Symonds Street itself developed as a main street shopping strip. Its growth correlated with a rapidly increasing population and improvements in public transport; bus-tram services were extended to Newmarket, Epsom, and Onehunga via Symonds Street and Khyber Pass Road in the 1880s, further cementing this intersection as a key gateway to the city. Electric trams were established in the area by 1902.

Initially, residences and early commercial buildings had been constructed in timber, but as the area prospered more substantial masonry buildings were built from the early 1880s. Between 1880 and 1915 upper Symonds Street became firmly established as a primary city-edge commercial centre, with notable Auckland businesses locating to the area and earlier residences being replaced by commercial buildings. The area's consolidation was evidenced by the appearance of churches, hotels, schools, banks, a post office, a fire station, libraries, halls and other public buildings. Industrial premises were also present, including The Stables in St Benedicts Street, a meat processing plant, several furniture factories and the Auckland City Dye Works. In Madeira Place there was a concrete factory and a terrazzo manufacturer. By the 1920s the area was well known for its entertainment, with theatres and halls such as the Lyric Theatre (later the Oriental Ballroom), Scots Hall and the Orange Ballroom being very popular venues for various forms of social and leisure activities.

The area did not undergo any radical modifications in layout or function between 1920 and 1950. This changed dramatically with the construction of the Southern Motorway extension and associated major road works in the 1960s. Thousands of residences in Newton and Grafton Gullies were progressively demolished. A continuous strip of commercial buildings on the east side of Symonds Street between Glenside Crescent and Khyber Pass Road was demolished for road widening in the mid-1990s. Upper Symonds Street continues to be a major thoroughfare for the city.

Physical and visual qualities:

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

The overlay area is of significance for its physical and visual qualities as it demonstrates in its remaining built fabric one of Auckland's earliest and, for a

period, most prosperous suburban centres. It contains a significant grouping of late 19th and early 20th century buildings, which demonstrate the centre's consolidation and development from the 1880s through to the 1920s and 1930s. This includes a range of building types including shops, hotels, churches, entertainment halls, and stables, in a range of architectural styles consistent with the evolving architectural tastes during this period.

15.1.6.15.3. Description of physical and visual qualities

Built form

Period of development

The buildings and streetscapes that remain extant demonstrate the area's development from the 1880s to 1930s as a primary residential and commercial centre closely connected to the Auckland CBD, while later developments illustrate the maturing of Auckland as a whole, with consequential effects on built fabric and urban form. Significant fabric includes buildings, street layouts, and urban form including soft landscaping.

Scale of development

The built form of the overlay area ranges in scale from one to four-storeyed buildings, but the predominant scale of development is two-storeys. There are some notable buildings that are three-storeys, such as the corner retail and office building at 211-213 Symonds Street, and the former post office at 224 Symonds Street. Significant parapets facing the street increase the apparent scale of the buildings. This is further enhanced in some cases, such as the Orange Ballroom at 143-149 Newton Road, by a large base with stairs to a grand entrance.

The scale, gabled forms and steeples of the area's four churches define the northern, eastern and southern edges of the special character area, including St Benedict's Catholic Church and Presbytery, St David's Presbyterian Church, Holy Sepulchre Church and Cityside Baptist Church.

Form and relationship to the street

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Variations occur at church sites, where church buildings are set back in landscaped grounds, with associated areas of car parking, and at the former Grafton Library (now Gailbraith's Alehouse, 2 Mount Eden Road) which also has a small setback to allow an entrance portico and front gardens.

Buildings constructed to the front boundary generally also have verandahs over the footpath (although some buildings were designed without verandahs such as the former Auckland Savings Bank at 29 Khyber Pass Road). The main uninterrupted line of such buildings is along the western side of Upper Symonds Street, from just north of Basque Road to just south of Glenside Crescent. This section forms a retail strip with strong footpath enclosure and an active street edge. The street relationship dissipates away from this line, as buildings become

interspersed among more modern developments that have in some instances maintained an active edge but generally have limited street engagement.

Major features and buildings

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

- 1 St Benedicts Street – St Benedict’s Catholic Church and Presbytery (a category A historic heritage place);
- 132 Symonds Street – commercial building;
- 30 St Benedicts Street – The Stables (a category B historic heritage place);
- 141-149 Newton Road – Orange Ballroom (a category B historic heritage place);
- 211 Symonds Street – corner retail and office building;
- 2-10 Burleigh Street – Holy Sepulchre Church and Hall (a category A historic heritage place);
- 70 Khyber Pass Road – St David’s Presbyterian Church (a category A historic heritage place);
- 241, 251, and 253 Symonds Street – strip retail block;
- 1-13 Mount Eden Road – strip retail block;
- 2 Mount Eden Road – Grafton Library (a category B historic heritage place);
- 8 Mount Eden Road – Cityside Baptist Church; and
- 59 New North Road – strip retail block.

Other features in the special character area include bluestone kerbing to footpaths, remnant basalt walls, and mature trees (including street trees and those on private property).

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge and utilising most of the site area creates a high density pattern of development throughout the special character area and particularly along Symonds Street. The density dissipates at the edges of the area, with empty lots breaking the built pattern of urban form. The northern part of the St Benedicts/Symonds Street block at the north extent is particularly open with large areas of car parking.

Types

The overlay area is strongly defined by the survival of a variety of building types including strip retail shops and other commercial premises, offices and banks, early warehousing and store buildings, the stables, entertainment halls, and a variety of churches and housing.

The integration of these diverse building types demonstrate the progressive development of the area from its early city fringe residential beginnings to its heyday as a significant suburban town centre, and then on to the current period of renewal and adaptive reuse. These elements collectively reinforce the area's special character.

Visual coherence

The area's main retail strip along the western side of Symonds Street has a strong visual coherence due to the similar age, scale and design qualities of its largely continuous late 19th and early 20th century buildings. The legibility of this main axis is strengthened by similar built form on the southern corners of Khyber Pass Road and Mount Eden Road.

The surrounding parts of the special character area retain a range of building types, scales and styles, and special character buildings interspersed with modern developments. This variance contributes to an understanding of Upper Symonds Street's evolved context and consequently altered urban form.

15.1.6.15.4. Architectural values

Styles

The overlay area presents exemplars of Victorian, Edwardian, and early 20th century architectural styles typical of city fringe suburban centres in New Zealand. As a key gateway to the city, Upper Symonds Street was a prosperous centre and many of its buildings were designed by prominent Auckland architects, including E. Mahoney & Sons (St. Benedict's Catholic Church and Presbytery and Holy Sepulchre Church), Edward Bartley (former Grafton Library), Daniel Patterson (St David's Presbyterian Church) and A. Sinclair O'Connor (Orange Ballroom).

The Victorian/Edwardian Free Classical style is dominant in late 19th/turn of the century buildings, with some incorporating Italianate influences typical of the era. These have highly modulated and decorated façades which variously feature ashlar line work, quoins, moulded pilasters and window architraves, articulated parapets with elaborately detailed pediments and balustrading, rolled or dentiled cornices, moulded string courses and other decorative detailing such as keystones, scrollwork and corbels.

Buildings from the inter-war era are generally designed in the Stripped Classical style. These façades are typically modulated vertically and horizontally with simplified classical detailing such as pilasters, string courses, cornice lines and parapets concealing roof forms. Detailing is more restrained. In some cases earlier façades were plastered over between the wars in imitation of an Art Deco style, for example 167- 169 Symonds Street.

Most buildings on the strip retail blocks have projecting verandahs, although some, such as former banks, are specifically designed without them. Although most shop fronts have been substantially modified, some shops still have original or early ground floor detailing such as large timber-framed display windows, panelled stall boards, leaded top lights, and recessed entrances with terrazzo tiling. Some early buildings retain original interiors or some of their interior detail, which is evident from the footpath through glazed shop fronts. The survival of shop front and interior elements contributes to the authenticity of special character buildings.

The area's churches are generally designed in the Gothic Revival style, with specific architectural influences from their various denominations. The Stables building at 30 St Benedicts Street is a well-preserved example of late 19th century industrial architecture in a Victorian Italianate style, and the Orange Ballroom provides an example of a large entertainment venue designed in the Stripped Classical style.

Materials and construction – built fabric

The special character buildings in Upper Symonds Street are typically constructed in brickwork, which is either finished in plaster or left exposed. While there are some remaining examples of unpainted plaster and exposed brick, many façades have now been painted.

Many upper storey windows in the area have retained their original or early timber-framed sashes or steel-framed casements; some have been replaced with aluminium but original openings have generally been retained such that the surrounding original masonry fabric is largely intact. There is some intact ground floor form and fabric throughout the centre as noted above, although there have been various modifications and introductions of modern materials to the shop fronts. Verandahs are supported by steel ties to the façade structure, some of which have been retrofitted to replace original cast iron posts. Signage includes some original building names and/or dates in plastered relief on parapets, modern signs on fascias, and large billboards.

The area's churches are of timber or brick construction. The Stables are particularly significant as one of Auckland's earliest known industrial buildings constructed in concrete (its upper storey is timber frame with corrugated iron cladding). Modern buildings utilise concrete and steel frame construction techniques with various claddings.

15.1.6.15.5. Urban structure

Subdivision

The overlay area is characterised by relatively small, narrow lots which reflect early subdivision patterns from the mid to late 1800s. Subdivision occurred progressively as the centre prospered, expanded and changed character from 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

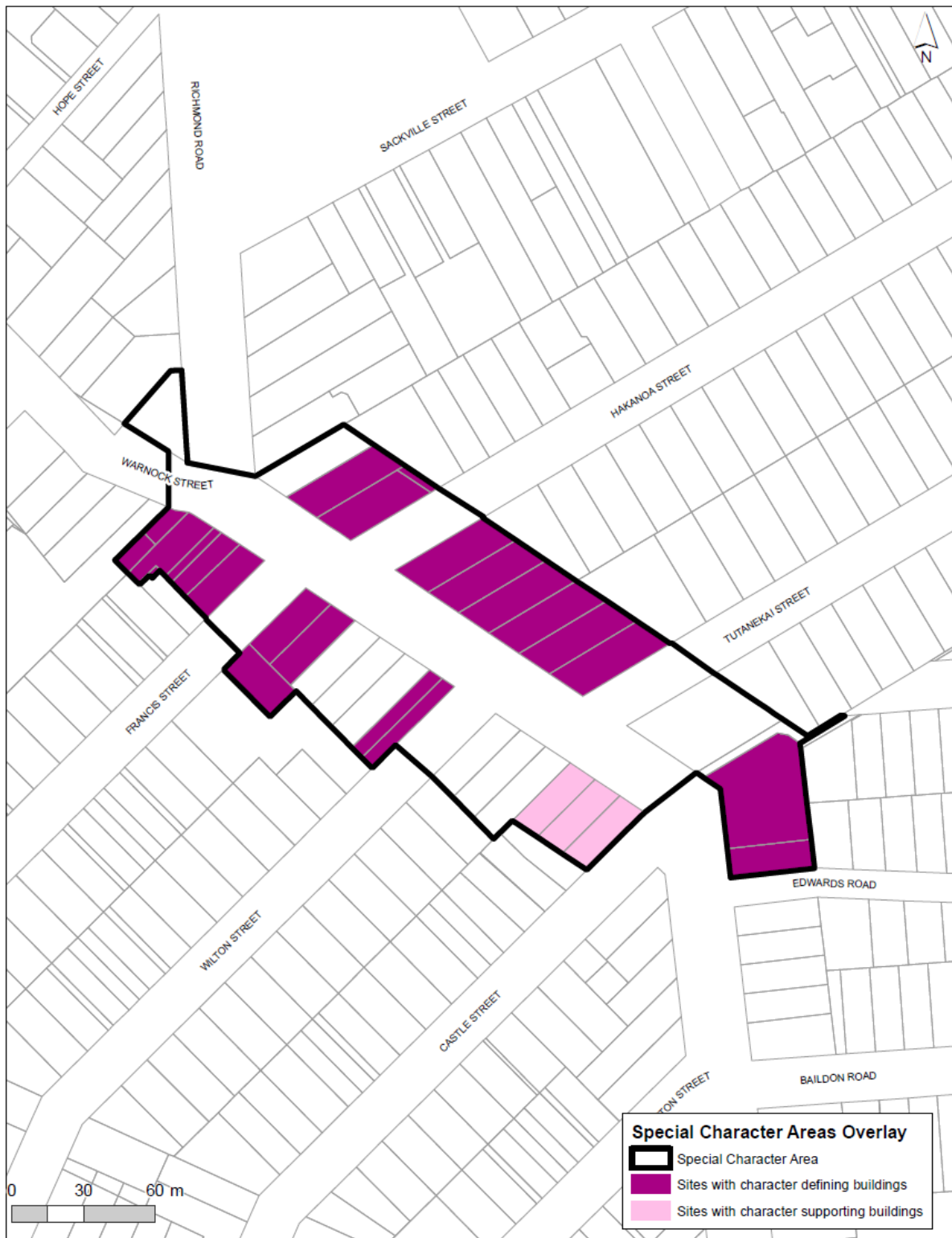
The commercial core is generally devoid of any distinctive street planting, vegetation or landscaped spaces, apart from the section of Symonds Street between Khyber Pass and Alex Evans Street which has specimen trees and planting in the median strip. On Khyber Pass Road, the landscaped grounds of the 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 overlay area is located on Richmond Road, between Warnock Street and the intersection with Castle Street and Edwards Road, as shown on the special character area map above. The extent includes the earliest blocks of the town centre and incorporates a collection of scheduled historic heritage places.

The undulating topography of the area, with the commercial spine of Richmond Road following the ridgeline, contributes to the built and visual character of the West Lynn town centre. Its elevated position affords glimpses to the coast and to the city centre.

15.1.6.16.2. Summary of special character values

Historical:

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

The overlay area is of significance as an example of an early 20th century suburban centre established in conjunction with adjacent residential development in the Richmond area of Grey Lynn as a result of an increasing Auckland City population. Buildings in the area collectively demonstrate a significant period of development from the early 1900s, as land around it was subdivided for housing. Extension of the electric tram service facilitated the surrounding suburban expansion.

The area developed in the early decades of the 20th century along Richmond Road, around the junction with Francis Street and Hakanoa Street. It formed the heart of the Richmond area, which evolved from a rural locale close to industrial activities at Cox's Creek to a densely populated residential neighbourhood.

By 1910 there was a substantial block of red brick shops (the West Lynn Shopping Centre – 401-413 Richmond Road), together with a fire station, butchers shop and several wooden shops. The opening of a tram line to these shops in 1910 served as a catalyst for further commercial and residential development in the area, with the next major period of construction occurring in the 1920s and 1930s when more blocks of shops and a picture theatre (demolished in the late 1980s) were built. The centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb through the first half of the 20th century.

The area has associations with James Tattersfield, who ran an importers and drapers business from the West Lynn Shopping Centre and established the substantial mattress making and textile business in Sackville Street nearby. The centre also has important associations with the Warnock brothers, who lived nearby and ran a soap and candle making business at Cox's Creek, as well as being prominent in early local government.

Physical and visual qualities:

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

The overlay area is of significance for its physical and visual qualities as a collection of neighbourhood-serving commercial buildings constructed in the early 20th century. It contains a mix of commercial, community, and residential buildings, constructed as the town centre progressively developed from the early 1900s. The area retains in its built form and urban patterns, evidence of its development from when it was established.

15.1.6.16.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric a period of development from the 1900s to 1930s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to parts of Special Character Area – Residential: Isthmus A in the Richmond area of Grey Lynn.

Scale of development

The special character buildings are mostly two-storeyed and generally have parapet walls facing the street which increase their apparent scale. Other more modern developments in the centre are generally two or three storeyed and of similar scale and mass to the original commercial buildings. The three Victorian villas at 452, 458, and 466 Richmond Road are exceptions as single-storey residences with gardens to the street edge.

The centre's built form runs along both sides of the street, punctuated by side streets and service lanes. Most street corners are strengthened by more substantial corner buildings with angled entrances that create physical 'book ends' to each block and visually maintain the centre's commercial scale.

Form and relationship to the street

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. These buildings largely feature parapet walls which conceal roof forms and verandahs over the footpath which provide a level of street enclosure. The three Victorian villas are set back from the street with small front yards and picket fences to the street edge, contributing to the diversity of built form.

Major features and buildings

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

- Buildings located at corners of street intersections;

- 401-413 Richmond Road – West Lynn Shopping Centre (a category B historic heritage place);
- 453 and 455 Richmond Road;
- 428-440 Richmond Road – C. Norgrove Butcher;
- 452, 458, and-466 Richmond Road – villas; and
- 510 Richmond Road – West Lynn Community Centre.

Other features that support the special character of the area include asphalt footpaths with bluestone kerbing (this has been lost in parts by footpath alterations), mature trees (street trees and those on private property), and a large mural on the south-eastern wall of the office block at 490 Richmond Road.

Density/Pattern of development

Built development is in the form of a traditional suburban main street with commercial buildings set to the street edge and reflecting a fine-grained pattern of subdivision. A contrasting pattern is evident where houses in the main street retain front gardens and fences.

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Many buildings extend across several sections; however, their architectural planning and vertical modulation divide them into a series of discrete shops at ground level, creating a fine-grained urban pattern. This character is generally replicated or supported by modern infill buildings. There is a clear edge to the commercial area where this abuts the adjoining residential development.

Types

The overlay area 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 (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 overlay area demonstrate a range of early 20th century architectural styles typically found in traditional commercial and residential areas. Buildings from the earliest establishment of the centre (1900-1915) are generally designed in the Edwardian Italianate style. The West Lynn Shopping Centre is the best example of this, and features decorated pilasters, articulated parapet and moulded window architraves headed by semi-circular fans. Buildings from the slightly later period of development (1920s and 1930s) are generally

designed in the Stripped Classical style. Façades are modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and articulated parapets concealing roof forms. Building verandahs are generally suspended from building façades. The verandah on the Richmond Buildings is supported on posts.

Buildings retain early or original shop front detailing, including recessed entries, timber shop front joinery and leaded top lights. These features enrich the pedestrian environment and provide important evidence of retail design of the period, and strongly enhance the special character of the area. Similarly, some examples of early or original interior detail also remain, which are apparent from the footpath due to the highly glazed shop fronts.

Older residential buildings are Victorian and Edwardian villas typical of the style, with hipped roofs (the central villa has a single gabled bay), front verandahs, sash windows and modest decorative features to eaves.

Modern buildings in the special character area display various stylistic influences and are generally sympathetic to the form, proportions and styles of the centre's older buildings.

Materials and construction – built fabric

Commercial buildings are generally constructed in plastered brick. There are some examples of timber-constructed commercial buildings, such as the two storey building at 417 Richmond Road.

Upper storey windows are generally the original or early timber-framed sashes and casements. Verandahs are generally supported on steel ties to the façade structure and signage is largely restrained to fascias.

The construction of older houses in the area is typical of their period; timber frame structures with corrugated iron roofs, timber-framed door and window joinery, and horizontal weatherboards. Modern buildings utilise concrete and steel frame construction techniques with various claddings.

15.1.6.16.5. Urban structure

Subdivision

The subdivision pattern of the overlay area reflects the period of development of the area, as large farm blocks were subdivided for commercial and residential purposes in the late 19th century. The lot sizes within the area are generally narrower than the surrounding residential lots. The generally narrow lot widths create a fine-grained urban character to the centre.

Road pattern

Richmond Road is located along a ridgeline, and changes in its alignment define the north-western and south-eastern entrances to the centre. The road is relatively wide at 27 metres, with dual carriageway, median strip and angled car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

The off-set spacing of residential side streets on both sides of Richmond Road, formed as part of late 19th century residential subdivisions, created a number of corner sites within the centre, many of which are occupied by two-storeyed early 20th century commercial buildings.

Streetscape

The mix of retail, commercial and residential activities within the town centre results in a built form with varied levels of enclosure of the street environment. The area contains a number of two storey retail premises that create a positive relationship to the street, with active building frontages. A sense of street enclosure is enhanced by buildings being constructed to the front boundary, verandahs over the footpath, and service and parking areas located to the rear.

The overlay area includes residential uses within the centre, which contributes to a diverse mixed streetscape appearance.

Vegetation and Landscape Characteristics

The mature avenues of plane trees in Francis and Hakanoa Streets are a distinctive characteristic of the overlay area, and area visible where these roads intersect with Richmond Road. Other street trees and the front gardens with trees associated with the group of three villas also contribute to the area's character.

15.1.6.17. Special Character Areas Overlay – Business: Onehunga

15.1.6.17.1. Extent of area

Special Character Area Map:



Description:

The overlay area is oriented north/south and rises gently from the Port of Onehunga, northwards to Campbell Road and extends between the Arthur and Princes Street intersections. This area reflects the street network, subdivision pattern and subsequent commercial development in the town centre from the late 19th and early 20th century. Running parallel to the Onehunga Mall are the service lanes of Gerrard Beeson Place and Upper Municipal Place to the west with Waller Street and Brays Rise to the east providing rear service access.

15.1.6.17.2. Summary of special character values

Historical:

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

Onehunga was an early and significant trading port for Māori and European settlers and one of four Fencible settlements to the south of Auckland including Ōtāhuhu, Panmure, and Howick.

Early trading activity centred on the foreshore, then the adjacent Princes Street where the commercial nucleus of hotels, stores and industries developed. Subsequently, the focus shifted to Queen Street (Onehunga Mall), which following street levelling works in the 1860s became the pre-eminent civic and business centre for the developing residential and industrial area while providing an easier route to the city.

A civic nucleus established itself around the Princes Street intersection including the former post office (1901-02) and the Carnegie Library (1912) and this group was at one time joined by a fire station, the Onehunga Borough Council Chambers and the Railway Terminus Hotel.

Excellent transport connections, by boat from the earliest days, trains from 1873, and trams from 1903, consolidated the importance of the town centre, which was strengthened by the trading activities of the port together with its function as a major transport interchange for southbound passengers until the provision of the main trunk line in 1908.

Despite a number of fires between 1860 and 1900, a number of Victorian and turn-of-the-century buildings remain. Kemp's Building is the oldest in the area (1888-89) and others spread along the Mall include the William T Court building (1894), the former post office (1901-02), former Canadines Building (1900), Rishworth's Building (1900-01), and the former Arcadia Billiards Saloon (1907).

Buildings in the overlay area represent the traditional town centre with its typical pattern of 19th and early 20th century retail development, with groups of Victorian, Edwardian and inter-war shops constructed along the Mall, in a consistent but diverse range of styles, with the key development periods of 1880-1914 and 1918-1939 being revealed in the surviving buildings. Sites were developed successively, with an inter-war concentration in the Church to Arthur Street area.

Post-World War II buildings spread throughout the area, with a concentration in the Princes to Church Street block and much of it is of utilitarian character, and modified lacking the consistency of scale and diverse but consistent styles that characterise the buildings from the areas periods of significance.

At a regional level, Onehunga Mall is one of a representative group of compact, local, traditional shopping centres on the isthmus with special streetscape character.

Physical and visual qualities:

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

In response to the underlying grid of similarly-sized lots, the shops, of various eras, are built to the street boundary, and, in keeping with the building techniques and methods of the day, are constructed from a palette of permanent materials. They are predominantly two-storeys in height with tall parapets concealing the roof from view, providing a strong sense of enclosure to the street. Ground floor shops had entry porches and sheltering verandahs, and upper level façades were enlivened by the regular placement of windows, with a vertical and horizontal emphasis being given with pilasters, spandrel panels and the use of decoration.

15.1.6.17.3. Description of physical and visual qualities

Built form

Period of development

The overlay area has buildings dating from 1880s onwards but its key development periods of 1880-1914 and 1918-1939 are shown in the surviving building stock.

Scale of development

The overlay area buildings are both single and double-storeyed. The Princes to Church Street block contain a mix of heights and, in contrast, the Church to Arthur Street group is predominantly double-storey. Corner buildings, such as the former post office (Princes Street intersection) and the Pardington and Sutherland Building (Church Street intersection) celebrate the corner, the later with its angled corner providing a 'bookend', terminating this street block.

Form and relationship to the street

The overlay area is well defined along the Onehunga Mall beginning with the Princes Street intersection with its former civic buildings, extending through the Church Street intersection with St Peter's Anglican Church and graveyard and terminating at Arthur Street.

This area represents the core main street and traditional town centre with its strong street enclosure, its active retail edge sheltered by verandahs. Parallel kerbside parking is provided with rear access from the service streets/lanes.

Major features and buildings

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

- 55 Princes Street – Carnegie Library (a category A historic heritage place);
- 120 Onehunga Mall – Onehunga Post Office (a category A historic heritage place);
- 133 Onehunga Mall – ASB Building;
- 165-169 Onehunga Mall – AEPB Building;
- 171-173 Onehunga Mall – Rishworth's Building (a category B historic heritage place);
- 172 Onehunga Mall – Onehunga Boot Factory;
- 186-188 Onehunga Mall – Courts Building (a category B historic heritage place);
- 197 Onehunga Mall – Arcadia Billiards Saloon (a category B historic heritage place);
- 216 Onehunga Mall – William T Court Building; and
- 235-245 Onehunga Mall – Brays Building.

Other features in the special character area include the streetscape works undertaken in the late 1980s in the Arthur to Princes Street blocks which included new footpaths, kerb extensions, planting of street trees and roundabout planting and the installation of new street lights reminiscent in design of the former tram poles. These works have calmed and slowed traffic while providing an additional sense of containment. Other street furniture includes the ceramic table and couch art work by Karen Kennedy by St Peter's church and the kerbside public toilet with its exterior decorative wrought iron filigree work to its walls.

Density/Pattern of development

In response to the underlying subdivision configuration, the buildings reflect the narrow lot widths. Building frontages on the larger sites, such as the Brays Building and the Community Link Building, are modulated into smaller 'bays', reflecting this established pattern of small lots.

Types

The overlay area contains retail/commercial buildings of several eras but continues to have an identifiable retail focus. St Peters Anglican Church is located in the heart of the centre and outside the special character area to the west is the Community Centre and Library and to the east the Dress Smart outlet shopping centre.

Visual coherence

Visual coherence is provided by the shops in the Church to Arthur Street block and around the Church and Princes Street intersections, giving a special character area that is legible in terms of scale and area.

15.1.6.17.4. Architectural values

Styles

The style of the buildings reflects the time in which they were built, providing a snapshot in time of retail/commercial architecture.

The Victorian/Edwardian period was characterised by a number of stylistic influences, some of which are evident in the Onehunga Mall buildings, from the simple Edwardian Classical style of the former Pardington and Sutherland Building on the Onehunga Mall/Church Street corner (183–187 Onehunga Mall) to the elaborately decorated Carnegie Library, former post office and former Onehunga Boot Factory (172 Onehunga Mall), all in the Victorian Free Classical Style, and Kemps Building in the Victorian Italianate style.

After World War I and during the inter-war period a simpler style prevailed and decoration was used more sparingly, although this was not always universal, and the overlay area buildings show an eclectic approach to style varying from the unadorned shop at (125-127 Onehunga Mall), to the more decorative Grbic building (129-131) and adjoining former ASB building. Arts and Crafts influences are seen in the former Courts Building (206) and adjoining buildings (208-210), these latter pair showing bungalow influences with their first floor bay windows.

Some buildings from all periods of significance were architect-designed, by the Government Architect John Campbell for the former post office, well known Auckland architect Edward Bartley for the former ASB building and others better known locally, such as John Park and Adam Jones.

Scale, Materials and Construction

The building stock is one or two-storeyed and, with the exception of the former Rishworth's Building, which is unusually constructed from timber, the shops are built from a similar palette of permanent materials, including plastered and fairfaced brick and timber joinery (with some metal joinery in the inter-war period). The façades were vertically and horizontally modulated through the use of pilasters, spandrel panels and decorative mouldings. Windows at first floor level were arranged individually or grouped together. Often vertically or horizontally proportioned, they revealed the domestic nature of this floor. Substantial parapets, often capped with cornices, hid the roof from view, the parapet often displaying the name of the building together with its construction date in raised plaster lettering.

Urban structure and subdivision

The typical commercial subdivision pattern of small lot sizes is shown in the special character area with buildings on larger sites dividing their façades into smaller units to reflect the traditional subdivision unit.

Road pattern

Street levels were established along the Mall in the 1860s and Onehunga Mall shows a typical grid layout with the street being bisected east/west by Princes Street, Church and Arthur Street which provide full four way intersections. Rear service lanes to the east are provided by Brays Rise which is accessed by Paynes Lane and to the west by Pearce Street which provides access to Upper Municipal Place.

A number of pedestrian ways to the west run between the Mall and rear parking areas and provide good access to the shops.

A dual carriageway extends the length of the Mall with parallel parking on both sides and the street upgrade works undertaken in the 1980s provides a pedestrian-friendly environment.

Streetscape

The streetscape is a combination of the built environment with a strong sense of enclosure provided by buildings built to the boundary and often two-storeys in height. The streetscape is enhanced by purpose-designed footpaths, kerb extensions, planting, and lighting, which has strengthened the identity of the area and provided additional amenity.

Vegetation and landscape characteristics

Street trees have been planted in kerb extensions on either side of the road to mark pedestrian crossings or refuges and planted roundabouts have been provided at the Arthur and Church Street intersections. Mature specimen trees are seen in St Peter's Anglican Church and graveyard.

15.1.6.18. Special Character Areas Overlay – Business: Ōtāhuhu

15.1.6.18.1. Extent of area

Special Character Area Map:



Description:

The overlay area is located on Great South Road, extending from the intersection with Princes Street in the north to just beyond the intersection with Atkinson Avenue in the south, as shown on the special character area map above.

The extent includes properties on both sides of Great South Road and reflects the pattern of subdivision, street network establishment and progressive commercial development along Great South Road in the late 19th and early decades of the 20th century.

The Ōtāhuhu town centre sits on relatively level low-lying land. The alignment of the main street rises gently to the south. In the Ōtāhuhu town centre, Great South Road forms the western side of a triangle of land, bound on the east side by Atkinson Ave, containing commercial development. Civic facilities including churches, schools and local and central government buildings are clustered around the Great South Road main street spine. The intersection of Great South Road with Atkinson Ave is marked by a small open space, which contains a number of commemorative features.

15.1.6.18.2. Summary of special character values

Historical:

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

The overlay area has significance for its comparatively early establishment within the Auckland region as an important commercial centre. It demonstrates sustained development over a long period from the late 1840s. Buildings in the centre along Great South Road demonstrate its development from the late 19th and early 20th centuries, with major growth periods in the 1920s and the 1950s and 1960s.

The overlay area developed as a European Fencible settlement from 1848, with Great South Road being well established by 1850. Transportation routes have been of great significance in the settlement and development of Ōtāhuhu. The portage was of strategic importance to Māori and was one of the reasons for locating a Fencible settlement in this location. The Tamaki River was important to initial settlement but, with the construction of bridges, Great South Road became the major route from the late 19th century.

As the main road south from Auckland, Great South Road was important in relation to the earliest land subdivisions in Ōtāhuhu and the establishment of commercial development. The earliest businesses were established on Great South Road in the late 1840s. The opening of the railway line from Auckland to Mercer in 1875, and through to Wellington in 1908, was an important catalyst for development, including industrial activities close to Ōtāhuhu.

Subdivisions for residential development in the 1920s, together with industrial development including the opening of the Ōtāhuhu Railway Workshops in the late

1920s, spurred population growth and commercial development. The town centre has progressively developed along Great South Road. The 1889 Star Hotel is one of the earliest buildings in the main street. While a small number of late 19th and early 20th century buildings remain, during the 1920s a significant number of retail and commercial buildings were built. The opening of the Southern Motorway in the mid-1950s was a catalyst for further development. A number of commercial buildings as well as local and central government offices were built around this time.

Physical and visual qualities:

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

The overlay area is of significance for its physical and visual qualities as it retains evidence of its development in its built form and urban patterns. This includes groupings of late 19th and early 20th century buildings, demonstrating a progressive and ongoing development from initial establishment in the late 1840s.

A distinctive period of development during the 1920s is evident, when a number of substantial two-storeyed buildings were built, including the Central Buildings in 1926, Progressive Buildings in 1927, and Kents Building in 1928. A number of buildings in the town centre were designed by well-known Auckland architects, and many were built by Thomas Clements Ltd, a significant building contractor, based in Ōtāhuhu. A further period of development is evident dating from the 1950s and 1960s.

15.1.6.18.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric significant development that occurred from the late 1880s, with major periods of construction in the 1920s and again in the 1950s to 1960s. Significant fabric includes buildings, street layout, and urban form.

Scale of development

The town centre's special character buildings are both single and two-storeyed and generally have parapet walls facing the street which increase their apparent scale. The centre's built form runs along both sides of the street to form continuous retail strips. More substantial corner buildings with angled entrances create physical 'book ends' to each block at street intersections.

The scale of the built form varies throughout the town centre. It diminishes at the north end, where continuous façades give way to parking areas and warehousing. At the south end, continuous one and two-storey buildings continue

to the street edge along both sides of Great South Road to the junction with Atkinson Avenue.

Form and relationship to the street

The overlay area exhibits a traditional main street configuration with a strong street enclosure and continuous retail edge, with an orientation towards the street and openings and glazing providing activation to the street. This is enhanced by verandahs providing footpath coverage, and rear parking and service areas accessed off side streets.

The special character area is well defined within the longer Great South Road route. The main street core begins at the Princes Street intersection in the north. This is marked by the former Ōtāhuhu Borough Council building. The town centre clearly terminates in the south at the intersection with Atkinson Avenue.

Major features and buildings

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

- Buildings located at corners of the road intersections, particularly at the cross road with Mason Avenue/Avenue Road;
- 388-392 Great South Road – the former Star Hotel (a category B historic heritage place);
- 475-481 Great South Road – Central Buildings (a category B historic heritage place);
- 423-433 Great South Road – Progressive Buildings (a category B historic heritage place);
- 391-401 Great South Road – Kents Building;
- 310 Great South Road – Bank of New Zealand Building (a category B historic heritage place);
- 339-345 Great South Road – Royal Buildings;
- 293 Great South Road – Kingsway House; and
- 214 Great South Road – Ōtāhuhu Borough Municipal Chambers.

Other features that contribute to the special character of the area include bluestone kerbing to footpaths, clusters of fan palm street trees at intersections, bluestone walls at the north-western end of the area that identify the entrance to Ōtāhuhu Primary School, murals on each side of Park Avenue, and the small open plaza at the southern apex junction with Atkinson Avenue, with commemorative features, tree and clock tower.

Density/Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a dense (although

relatively low rise) development pattern that is maintained through the length of the town centre. The density and street enclosure rapidly dissipates outside of the special character area's boundary as the main street gives way to a variety of generally larger, more modern building types and areas of car parking.

Types

The overlay area is defined predominantly by strip retail buildings of several eras. The centre continues to have a strong retail focus. A more varied mix of activities is evident behind the main street frontage, including a greater service and industry function along the Atkinson Avenue corridor (outside the special character area). Similarly, community facilities such as churches, schools, and the recreation centre are located down side streets off the main spine.

Visual coherence

Buildings along the main street spine collectively give a strong visual coherence to the town centre due to the one and two-storeyed scale, evidence of early subdivision pattern with small lot sizes and corresponding building widths, and strong definition of the street edge. A distinctive period of development during the 1920s is evident, with many buildings along Great South Road within the boundary of the special character area dating from this period.

15.1.6.18.4. Architectural values

Styles

The overlay area has some remnants of late 19th century architecture; the Star Hotel (388-392 Great South Road) built in 1889 is a surviving, though modified, example of this late Victorian style. However, the area is particularly distinctive for its 1920s buildings which establish the dominant character of the town centre. Clustered particularly on the west side of Great South Road, they collectively present a clear picture of main street building typologies that were being built throughout New Zealand around this time. They are generally two-storeys, originally with residential accommodation on the upper level and/or rear, and designed in the Stripped Classical style. This developed as a transition between the ornate detailing of 19th century buildings and mid-century modernism, with architectural articulation and decorative detail subdued.

A number of these buildings were designed by well-known Auckland architects, and many were built by Thomas Clements Ltd, a significant building contractor, based in Ōtāhuhu. They present a formal façade to the street which is generally modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, fenestration, window architraves, string courses, cornice lines and decorative parapets concealing roof forms. A number were quite elaborately detailed with plaster decoration. Upper storey windows are typically vertically proportioned and appear as openings in a predominantly solid wall. The buildings have projecting verandahs to provide cover for pedestrian use below. Some notable examples include the Central Buildings, Progressive Buildings, and Kents Building.

Buildings constructed in the 1950s and 1960s on Great South Road reflect developments in New Zealand modernism following World War II. A number of these buildings are designed with an asymmetrical façade arrangement, horizontally proportioned window openings or detail framing the main elevation, reduction of ornament, and use of large expanses of glazing.

Materials and construction – built fabric

Late 19th and early 20th century buildings are one or two-storeyed. Parapets and façade modulation are used to visually amplify height. Construction is generally in painted plastered brick. Some buildings retain unpainted render finish and some buildings feature exposed brick.

Window joinery is generally timber and often incorporates multi-paned top lights. While shop fronts have been progressively altered, some examples of original or early window and shop front detailing have been retained.

Buildings constructed during the 1950s and 1960s are generally of a similar scale to earlier buildings but utilise a more diverse range of materials and construction methods, with reinforced concrete being the main structural material.

Verandahs feature throughout the centre and are supported by steel ties to the façade structure. Signage is typically located on verandah fascias. Some buildings feature building names and dates in plastered relief on parapets.

15.1.6.18.5. Urban structure

Subdivision

The overlay area demonstrates the pattern of small lot sizes typical of late 19th and early 20th century subdivision. This creates a fine-grained urban character which is largely continuous through the special character area. On larger sites, the building frontages are usually modulated into bays which reflect the width of the early narrow lot sizes.

Road pattern

Great South Road is one of the earliest roads in the Auckland region to have been surveyed and formed, providing a link from Auckland to pioneering rural settlements in the south. The surveying and construction of Great South Road commenced in 1843 and by 1851 the Great South Road had been metalled as far as Ōtāhuhu. In the triangular block of land between Atkinson Avenue and Great South Road, some of the main cross streets were defined on subdivision maps dating from around 1855 and the small sizes of the allotments indicate the block was intended for commercial use. To the west side of Great South Road John Hall's 1865 subdivision created streets including Park Avenue, Victoria Street and Queen Street.

Great South Road is a standard one chain or 20 meters wide, with a dual carriageway and car parking on either side. Side streets are generally offset from each other, with the Mason Avenue/Avenue Road intersection being the only full four-way intersection in the special character area.

Streetscape

The special character of the Ōtāhuhu town centre has evolved around the traditional strip retail centre configuration.

The area contains a number of retail premises that create a positive relationship to the street, with active building frontages. A sense of street enclosure is enhanced by buildings being constructed to the front boundary, verandahs over the footpath, and service and parking areas located to the rear.

Parallel parking on both sides of the street and several pedestrian crossings moderate traffic and give the centre a pedestrian-dominated character. Basalt kerbing is evident. At a number of intersections the footpath has been widened to provide amenity areas which contain seating, planting and public toilets. In a limited number of locations, arcades provide pedestrian links from the main spine to the service lanes behind.

Vegetation and landscape characteristics

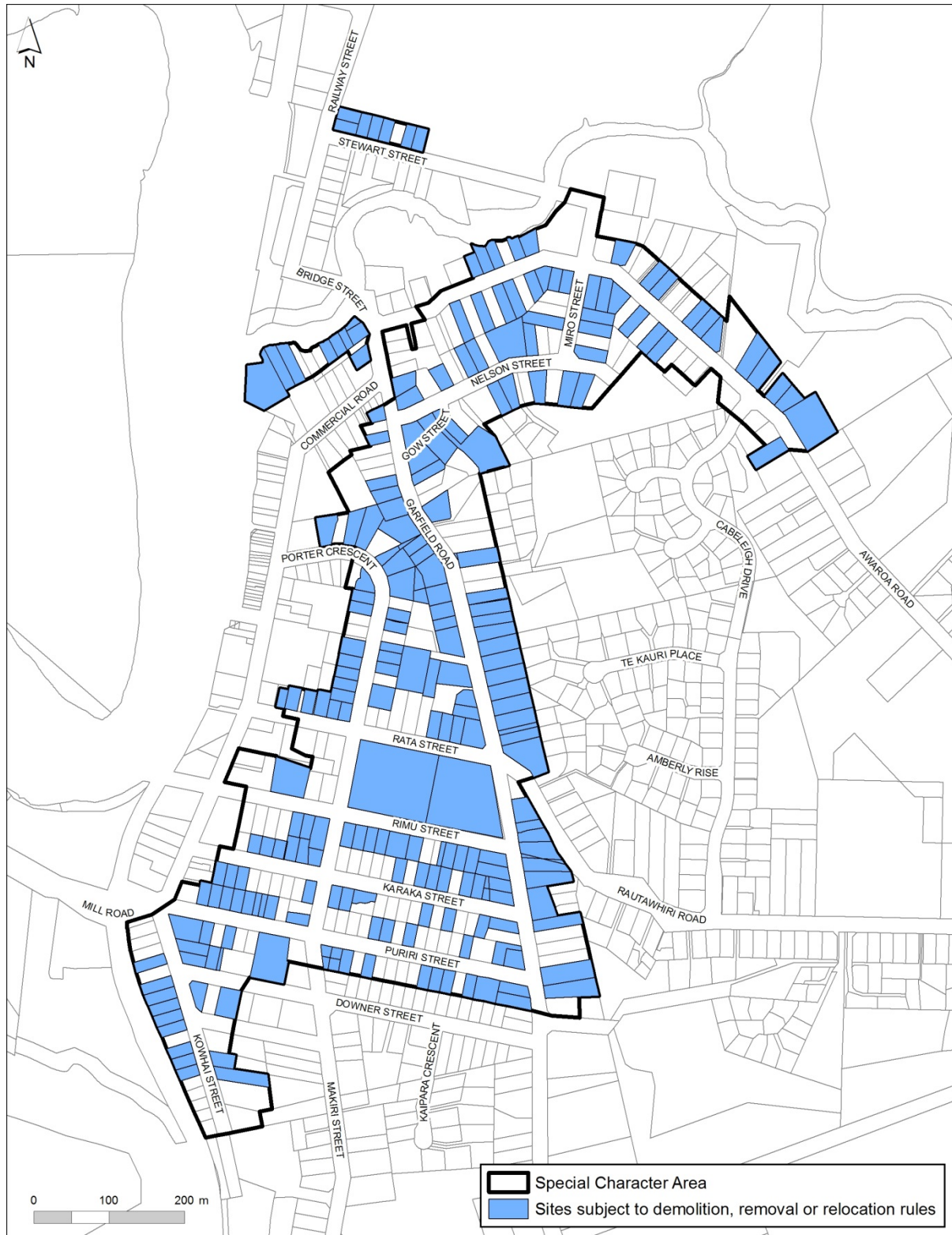
Street trees (fan palms) located in groups at intersections along the main street provide markers to pedestrian crossings, street seating, and other amenities. Mature trees in the wider context are also visible from Great South Road, down side streets. Examples include the mature specimen trees in the grounds of Holy Trinity Anglican Church on Mason Avenue, St Andrews Presbyterian Church on Station Road and the Ōtāhuhu Primary school, also on Station Road.

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 overlay area is located in the centre of Helensville on the eastern shore of the Kaipara River, and reflects the area where the largest groupings of late 19th and early 20th century houses are evident in Helensville. The extent of the area is shown on the special character area map above.

The main residential area is elevated above the commercial centre. Most of the residential buildings are located to the east of, and close to, the town centre. The character of the residential area of Helensville derives, in part, from the town's setting on the banks of the Kaipara River and the natural landforms such as the hills that surround the town. Helensville is part of the greater Kaipara area, which includes the Kaipara Harbour into which the Kaipara River flows. The town is surrounded by hills which rise to the east.

15.1.7.1.2. Summary of special character values

Historical:

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

The overlay area is of significance as an example of an early rural settlement in the Kaipara region that developed between the late 19th and mid-20th centuries. It retains a large number of houses from the 1860s to 1940s that demonstrate this period and pattern of development in Helensville.

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. The Northern Union Steamboat Company and Kaipara Steamship Company were utilising the river from around 1879 and the early 20th century respectively. Transport was first provided by horse-bus until the opening of the Riverhead-Helensville railway line in 1875, followed by an Auckland direct line in 1881. Helensville was a relatively small settlement prior to the opening of the Riverhead to Helensville railway, which marked a significant period of development and expansion.

The opening of the rail station on Railway Road shifted the centre of the settlement from north of the Awaroa River to its current location along Commercial Road. Helensville prospered during the turn of the 20th century with local industries including farming, fisheries, saw-milling, flour-milling, soap-

making and canning. Housing developed in residential streets to the east of Commercial Road, which developed to serve the needs of the area.

There is an important relationship between this overlay area and the adjacent Special Character Areas Overlay – Business: Helensville Central area along Commercial Road.

Physical and visual qualities:

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

The overlay area is significant for its physical and visual qualities as it retains a grouping of late 19th and early 20th century houses that collectively reflect the early period of Helensville's development. Houses in Helensville demonstrate a range of architectural styles and types from this period including settlers' cottages, villas, bungalows and railway cottages. Small settlers' cottages and plain square-front villas represent the earliest phases of development in Helensville, while larger and more ornate villas, as well as bungalows represent the later thriving settlement. Housing is generally single level and of timber construction. The special character is evident in the pattern of subdivisions and lot sizes, density of housing, setbacks and front gardens, fences, walls and hedges.

15.1.7.1.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its physical and visual qualities a significant period of development that occurred from the 1860s to 1940. This covers the early period of residential construction in Helensville from the mid to late Victorian period through to around 1940. The built fabric comprises the houses, street layouts and urban form.

Scale of development

Houses in the overlay area built between the 1860s and 1940 are predominantly detached one and two-storey houses. There is a degree of variation in scale and size of houses, ranging from the modest workers cottages built in the 1860s and 1870s to substantial two storey houses from a similar period, through to the larger Victorian and Edwardian villas and later Californian bungalows.

Form and relationship to the street

Throughout the overlay area property frontages are generally open to the street and the house forms are clearly visible. The architectural form and character of the houses, with gabled and hipped roofs, bay windows and verandahs, make a strong contribution to the streetscape. Houses are generally located close to the road boundary. Early cottages in Stewart Street have setbacks of only one or two

metres. In other streets setbacks vary, but typically range from around three metres to six metres.

The generally regular positioning of houses on their lots contributes to a consistent pattern of residential forms along streets. There is some variation evident where more recent houses are interspersed with older housing types. Verandahs and porches are typically evident, providing transitional spaces between the public and private realm. Front yards are often landscaped with a range of planting and hard landscape features with generally low fencing enabling views to and from the street.

Density/Pattern of development

The overlay area reflects a range in terms of the pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. Consistent lot sizes are evident in the roads subdivided in the early 1880s from Rimu Street to Downer Street, while greater variation is evident in other parts of the area that may have been developed more progressively. Lot widths are often around 15 metres, with some variation.

Types

The area is strongly defined by the survival of its residential housing stock, which includes Victorian cottages and villas, Edwardian villas, transitional villas, railway workers' houses, as well as bungalows, Moderne, and English Cottage style houses.

Visual coherence

The surviving houses of similar scale, materials and age (in a range of late 19th and early 20th century styles) create a strong visual coherence within the overlay area. This coherence is further enhanced by a consistent urban form and structure, with associated front yards and typically low fence types, the 19th century subdivision pattern, and regular lot sizes in parts of the area clearly evident.

15.1.7.1.4. Architectural values

Styles

The houses within the overlay area date from different periods and are designed in a variety of architectural styles. They include settler's or worker's cottages; Victorian, Edwardian and transitional villas; Californian and cottage bungalows; railway workers' cottages; Moderne houses; and English Cottage style State houses.

Settler's cottages represent the early period of residential development in Helensville. Such cottages were among the earliest houses to be constructed in New Zealand. They have simple gabled or hipped roofs and the front façades were often symmetrical, a characteristic derived from England's Georgian architecture. Other housing from the 1860s in Helensville includes a two storey house in Carpenter's Gothic style.

Examples of flat-fronted and bay villas from the Victorian and Edwardian period are evident throughout the overlay area, including modest as well as larger and more elaborately detailed examples. Typical of the villa type, roofs forms are gabled or hipped and may be flat-fronted or incorporate projecting bays in a variety of configurations. The houses utilise a variety of decorative detail, particularly gable ends and verandahs at the front of the house and sometimes returning down the side elevations. Villa verandahs feature sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a significant feature of many rooflines in the area.

Dating from around 1910, transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

Californian bungalows are evident in parts of the overlay area. The development of the bungalow type around the turn of the 20th century in New Zealand was influenced by developments overseas, as a housing type that embodied principles of the Arts and Crafts movement. By the end of World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Bungalows typically incorporated shallow-pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne, and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are less common but still evident in Helensville.

Materials and construction – built fabric

Timber is the predominant material used for houses throughout the area, with many houses clad in weatherboards and decorated with timber detailing. A small number of early 20th century houses built in brick or with a rendered finish are evident. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are also evident.

15.1.7.1.5. Urban structure

Subdivision

Residential lots were formed as part of a series of subdivisions. The 19th century period of subdivision in the area is reflected in the relatively small residential section sizes: in roads from Rimu Street through to Downer Street, subdivided in 1883, sections are around 460 to 500m². Predominantly there is only one house per site and there has been little change to the pattern of subdivision such as the further subdivision or cross-leasing of lots. In other parts of Helensville where the road alignments vary, there is consequently greater variation in lot sizes ranging from around 500 to over 1000m².

Road pattern

The street layout in Helensville is as shown on maps dating from at least the 1880s including the grid of residential streets from Rata Street south to Downer Street and McLeod Street, originally known as Avenues One to Eight. Road widths are typically 100 links or 20 metres wide which was a set standard after the 1880s to allow for a footpath and grass berm with a carriageway formed between. The grid of established residential streets in Helensville have a reasonably narrow carriageway and generous grassed berms, with footpaths set back adjacent to the street front boundaries, contributing to a rural settlement character.

Streetscape

The character of the overlay area is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself.

Properties typically have low and often traditional fence types such as picket fences, allowing open views between houses and the street. Front gardens often have reasonably modest shrubs and plantings, which also allows views to the houses reinforcing a strong architectural character in the established residential streets in Helensville.

Vegetation and landscape characteristics

Vegetation and landscape qualities vary throughout the area. Some houses are located close to the road boundary with modest front gardens and limited planting, while others have a variety of trees and shrubs. Generous grassed berms are evident in most streets, with street trees in some streets.

15.1.7.2. Special Character Areas Overlay – Residential: Isthmus A

15.1.7.2.1. Extent of area

Special Character Area Map

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

Description

The overlay covers a series of areas in the earliest suburbs close to Auckland City centre, including Parnell, Grafton, Freemans Bay, St Mary's Bay, Ponsonby, Herne Bay, Arch Hill, and Eden Terrace. Other suburbs adjacent to these include Grey Lynn, Kingsland, northern parts of Mount Eden, Sandringham and Balmoral, Epsom, and Mount St John. The overlay area also covers areas of early residential development associated with other town centres including Avondale, Onehunga, Ellerslie, Ōtāhuhu, and St Heliers Bay.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitematā and Manukau harbours. A series of ridges and valleys are located between the maunga and rise from the surrounding harbours. Typically the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with residential areas located along coastal edges, and areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

15.1.7.2.2. Summary of special character values

Historical:

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

The overlay area is of significance because it includes substantial areas of the earliest European settlement and development that occurred in and around Auckland City in the late 19th and early 20th centuries. This special character area (which comprises a series of geographic areas) illustrates the mid to late 19th and early 20th century residential pattern of development that took place, predominantly in the inner-city suburbs, the tram suburbs and around other town centres as Auckland expanded beyond its initial settlement.

The area is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains large groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development. The overlay area reflects the changes in the pattern of residential subdivisions and development, and the predominant residential types and styles used from the 1860s to 1940s.

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.

The overlay area is of significance for its physical and visual qualities as it encompasses a substantial grouping of mid to late 19th and early 20th century houses, together with associated urban patterns of development, that collectively reflect important trends in New Zealand's residential architectural design and the development of urban and suburban residential areas in the Auckland region.

The area represents Auckland's first suburbs and is notable for retaining an exceptionally large collection of Victorian, Edwardian and early 20th century houses, including cottages, villas, transitional villas and bungalows, as well as other styles of the period. While there are exceptions, the houses are generally single and two-storeyed timber-framed detached dwellings on individual sites. The age and style of housing is very consistent in some areas, while others show greater variation, as development occurred progressively.

Residential sections in the 'walking suburbs' were often formed as part of a series of small subdivisions, sometimes over a number of decades. In addition, larger

allotments initially formed for housing in the 19th century were further subdivided into smaller residential lots over time.

The housing styles in these areas is often more mixed or varied than in the late Victorian and Edwardian suburbs, demonstrating a development pattern over an extended period. There is often a greater variety of housing styles including examples of early residential types such as workers cottages and modest Victorian villas, as well as later Edwardian villas, bungalows, with smaller numbers of Arts and Crafts and Moderne styled houses.

The tram suburbs within the area were developed with larger section sizes, more generous and regular road layouts. Houses were typically larger and the Victorian and Edwardian villa is the dominant style followed later by the Californian bungalow. Greatest consistency of architectural style and house type occurs in these subdivisions where most of the housing was built within relatively short time periods.

The surviving stock of houses in the area demonstrates changing requirements and design ideas in domestic architecture in the change from the earliest simple worker cottages to the Victorian-Edwardian villa and the Californian bungalow. The houses demonstrate the use and application of, and changes to, building materials, methods and craft skills from the 1860s to 1940s.

The special character is also evident in the pattern of subdivisions and lot sizes, density of housing, setbacks and front gardens, fences, walls and hedges. In the earliest subdivisions, streets are narrow and there are typically no grass berms. Areas subdivided later were typically of a wider standard street width, allowing for grass berms and street trees.

15.1.7.2.3. Description of physical and visual qualities

Built form

Period of development

The overlay area, demonstrates, in its physical and visual qualities, a significant period of development that occurred from the 1860s to 1940. The period covers the first residential subdivision within the Auckland region and construction during the mid to late Victorian period through the onset of World War II. The built fabric comprises the houses, street layouts, and urban form.

Scale of development

Houses in the area built between the 1860s and 1940 are predominantly detached one and two-storey houses. There is a degree of variation in scale and size of houses from the modest workers cottages from the 1860s and 1870s located on relatively small lots in the earliest suburbs, through to the larger Victorian/Edwardian villas and later Californian bungalows.

Form and relationship to the street

Throughout the area property frontages are generally open to the street and the house forms clearly evident. The architectural form and character of the houses,

with gabled and hipped roofs, bay windows and verandahs, make a strong contribution to the streetscape. In the earliest subdivisions where small lot sizes are evident houses are located close to the road boundary, sometimes with setbacks from only one metre to three metres. Some houses are built to the street boundary. In subdivisions from the 1880s onwards lot sizes were typically larger which allowed for more generous front gardens, with set-backs ranging from around four metres to 10 metres.

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 to 1870s) generally reflect a higher density with houses closely spaced and located close to the road boundary on small lots. Areas subdivided from the 1880s onwards include a range of moderate to larger lot sizes. Houses continued to be generally located towards the front boundary, and typically occupy much of the width of their sites.

Lot widths are typically narrower in the earliest areas to be subdivided, ranging from 10 to 12 metres. In much of the area lot widths are around 12 to 15 metres wide, although some variation exists. Throughout the area, there is generally a clear and well-articulated rhythm to the positioning of houses within subdivisions, whether they are smaller early houses on small lots or larger villas and bungalows on moderate to larger lots.

Types

The overlay area is strongly defined by the survival of its residential housing stock which includes Victorian cottages and villas, Edwardian villas, transitional villas, and bungalows.

Visual coherence

Throughout the overlay area there is a generally a high degree of visual coherence due to the general consistency, within particular geographic areas, of subdivision

pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character.

15.1.7.2.4. Architectural values

Styles

Within the overlay area the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Examples include the Avenues to the south of Jervois Road, Herne Bay and King Edward Street and Burnley Terrace in Sandringham, which were filled with villas by the end of the Edwardian era. Other areas, where development has occurred over a longer period of time, reflect changing tastes in style and there is a greater variety. Grey Lynn, one of the single largest subdivisions, took a number of years to be developed and consequently housing styles vary from Victorian and Edwardian villas, through to Californian bungalow.

The earliest areas to be subdivided and built retain examples of one and two-storey cottages as well as Victorian and Edwardian villas. Victorian cottages and villas, of one and two-storeys, represent the early period of residential development evident in parts of the area, and are evident in parts of St Mary's Bay, Ponsonby, Freemans Bay, Arch Hill, Eden Terrace, Parnell, Grafton, and Onehunga.

Examples of flat-fronted and bay villas from the Victorian and Edwardian period are generally evident throughout the area, including modest as well as larger and more elaborately detailed examples. They are typically single storey; however, two storey villas are also evident in some areas.

Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house sometimes returning down the side elevations. They featured sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a significant feature of many rooflines in the overlay area.

From around 1910 transitional villas demonstrate a shift in design approach, moving towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

The development of the bungalow type around the turn of the 20th century in New Zealand was influenced by developments overseas, as a housing type that embodied principles of the Arts and Crafts movement. By the end of World War I,

the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Californian bungalows proliferated in Auckland after World War I, and are evident in parts of the area. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the special character area.

Materials and construction – built fabric

Timber is the predominant material used for houses throughout the area, with most houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are also evident. There are also examples of Victorian and Edwardian villas, as well as houses in other styles from the early 20th century, constructed of brick or plastered brick.

15.1.7.2.5. Urban structure

Subdivision

The subdivision of residential lots occurred progressively over an extended period of time. There is a noticeable distinction between the patterns of the earliest subdivisions (1860s to 1880s) and ones developed after this date. All areas are subdivisions of the larger sections first surveyed in the 1840s. These larger sections were formed off the principal roads, which ran along main access routes formed in the 1840s, often following ridge lines. Examples of this are Great North, Parnell, Richmond, Ponsonby, and Jervois Roads.

The residential subdivisions were generally formed by subdividing parts or all of these larger blocks of land. The earliest subdivisions tended to include smaller sections, on narrower streets, sometimes with less regular road patterns. The early subdivisions also tended to cover smaller areas of land. Later subdivisions tended to include larger sections, with wider streets, laid out on a more regular pattern, where the topography and existing road patterns permitted. Generally all road widths after 1880s were standardised.

Lot sizes vary considerably throughout the area. The earliest subdivisions, closest to the city, tend to have the smallest lot sizes, with some sections less than 300m². A medium section size tended to be 300 to 450m². In some of the later, more generous, subdivisions (such as Grey Lynn, subdivided as the Surrey Hills Estate from 1883 to 1886) section sizes were between 450 and 600m².

There are also examples of larger lot sizes, which tended to be formed on more valuable land where large houses were built, as evident for example on the slopes of Herne Bay, where sections sizes were originally 3000 to 4000m². These were subsequently subdivided into smaller, but still generous, sites of up to 1800m².

In larger subdivisions, the most efficient means of subdivision was to create sections with a ratio of three times the length to width, which allowed consistent section widths on all street frontages and led to regular street patterns.

Within parts of the area some further subdivision of the original residential lots has occurred, where the original lot size (greater than 700 to 800m²) has permitted. Generally the subdivided section is at the rear with driveways formed from the road in the side yards, maintaining the ability to perceive the original subdivision pattern along the street.

The pattern of subdivision and sequence has been determined by a number of factors including proximity to the central city area, the development of public transport and other services including reticulated water supply and sewer disposal. There is a clear correlation between the development of the spreading suburbs and the expansion of tram services. As the tram service reached further across the isthmus, residential development followed.

Road pattern

Throughout the area the road pattern is generally based on an orthogonal layout determined by the alignment of main roads, shape of the early large allotments and topography of a particular area.

Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets. Variations in the width of early city roads led to government intervention to achieve consistency. The 1875 Act to regulate the Plans of Towns set out requirements for the minimum width of roads, which as far as possible were to be laid off in straight lines and perpendicular to each other. Subdivision plans had to be prepared by an approved engineer or surveyor. Generally all road widths after the 1880s were standardised to 100 links (approximately 20 metres), with a carriage-way formed within. Some main roads are wider. In earlier subdivisions the road widths were typically 75 links (approximately 15 metres) and in some cases only 50 links (approximately 10 metres).

In residential areas formed by early subdivisions between the 1860s and 1880s, road widths are narrow, which typically allowed only for narrow footpaths, and no grass berms. Later suburbs laid out with standardised road widths incorporate grass berms and street trees.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is variation throughout areas within the area. The earliest

subdivisions with narrow streets did not allow for grass berms or street trees and hence the character is more urban, with houses often located close to the road boundary.

Wider streets permitted grass berms to be formed. These vary in width depending on the carriageway and whether roadside car parking is provided. Some streets have no kerbside parking and generous berms, often in areas where there is little localised traffic. Busy roads with kerbside parking tend to have narrow grass berms or in some situations no grass berms. Where grass berms are evident, street trees may also be present and some roads within the area includes avenues of mature street trees.

Areas that were developed as a part of larger subdivision demonstrate consistency in terms of lot size, setback, spacing and rhythm of housing as well as the age and styles of housing, collectively contributing to an established streetscape character. Predominantly front yards, whether modest or larger, are separated from the street with low fences, walls or planting, allowing good visibility of the houses from the street. However, there are also some examples of higher fencing and denser planting. Properties on main roads often tend to have a higher degree of separation between the public and private realm.

Vegetation and landscape characteristics

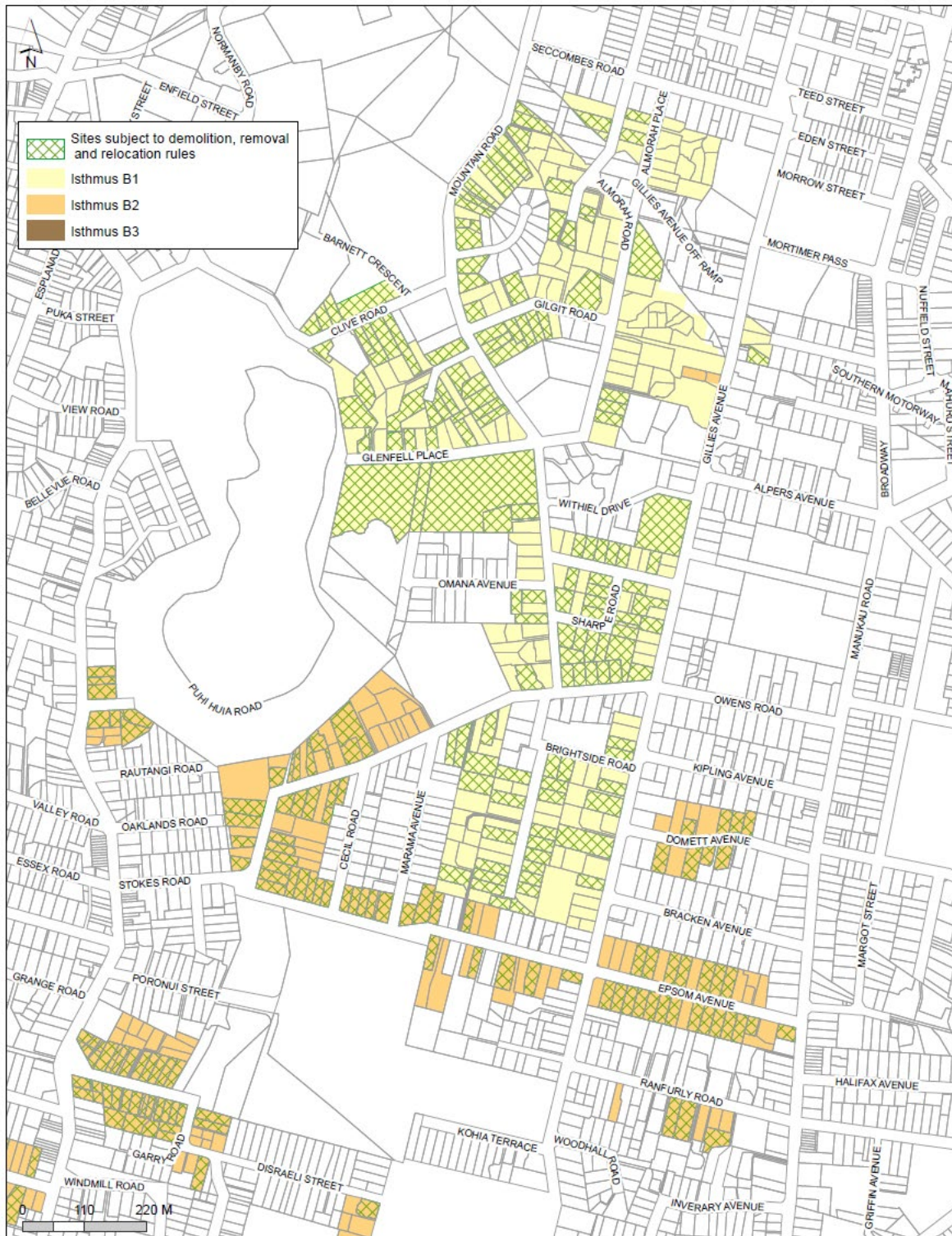
Throughout the overlay area there is variety in terms of vegetation and landscape characteristics. The earliest subdivisions did not allow for grassed berms or street trees and houses were often set close to the road boundary with very small front gardens. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the overlay area contribute to an impression of reasonably well-vegetated parts of the area.

15.1.7.3. Special Character Areas Overlay – Residential: Isthmus B

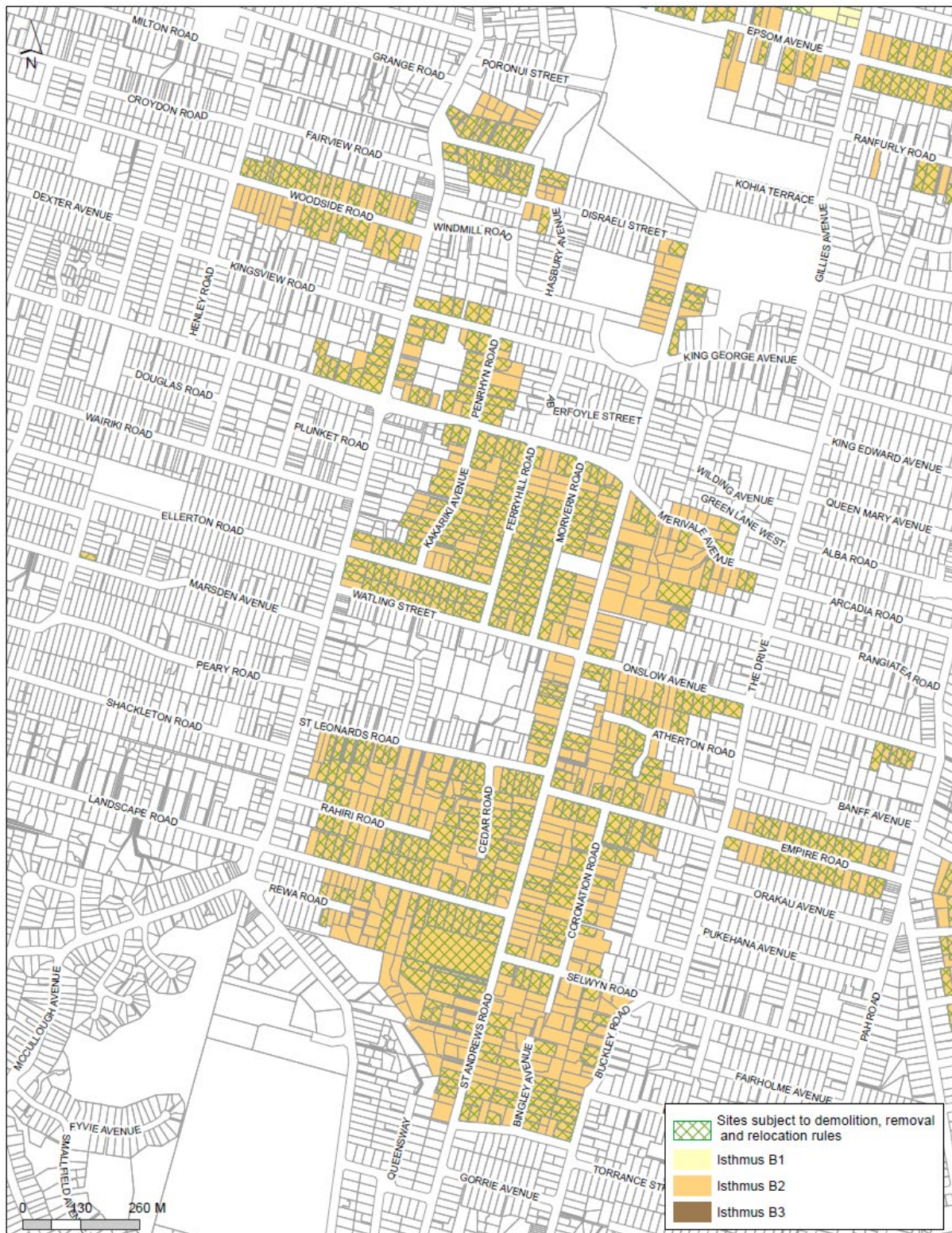
15.1.7.3.1. Extent of area

Special Character Area Maps:

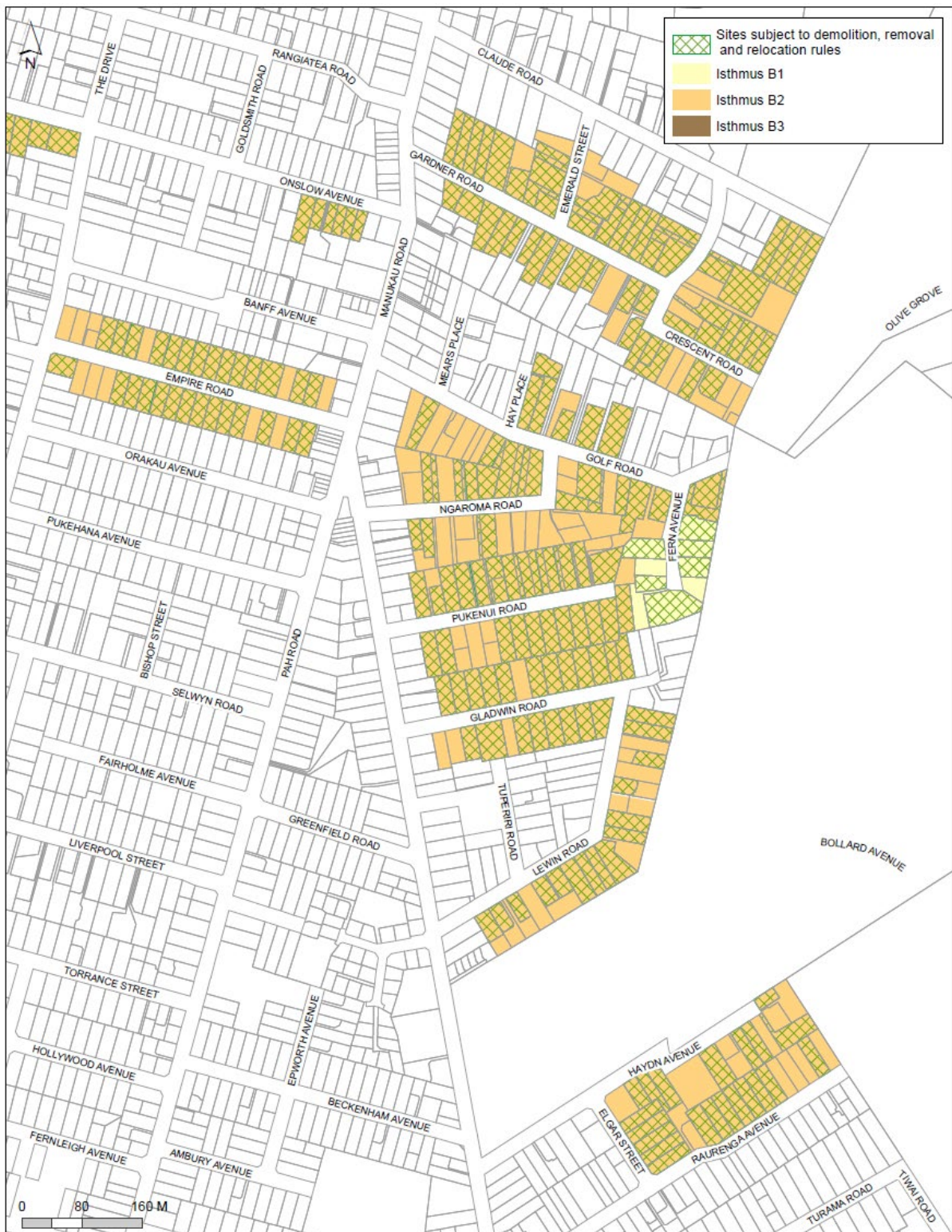
- (1) Special Character Areas Overlay – Residential: Isthmus B – Mount Eden/Epsom (Part A)



(2) Special Character Areas Overlay – Residential: Isthmus B – Mount Eden/Epsom (Part B)



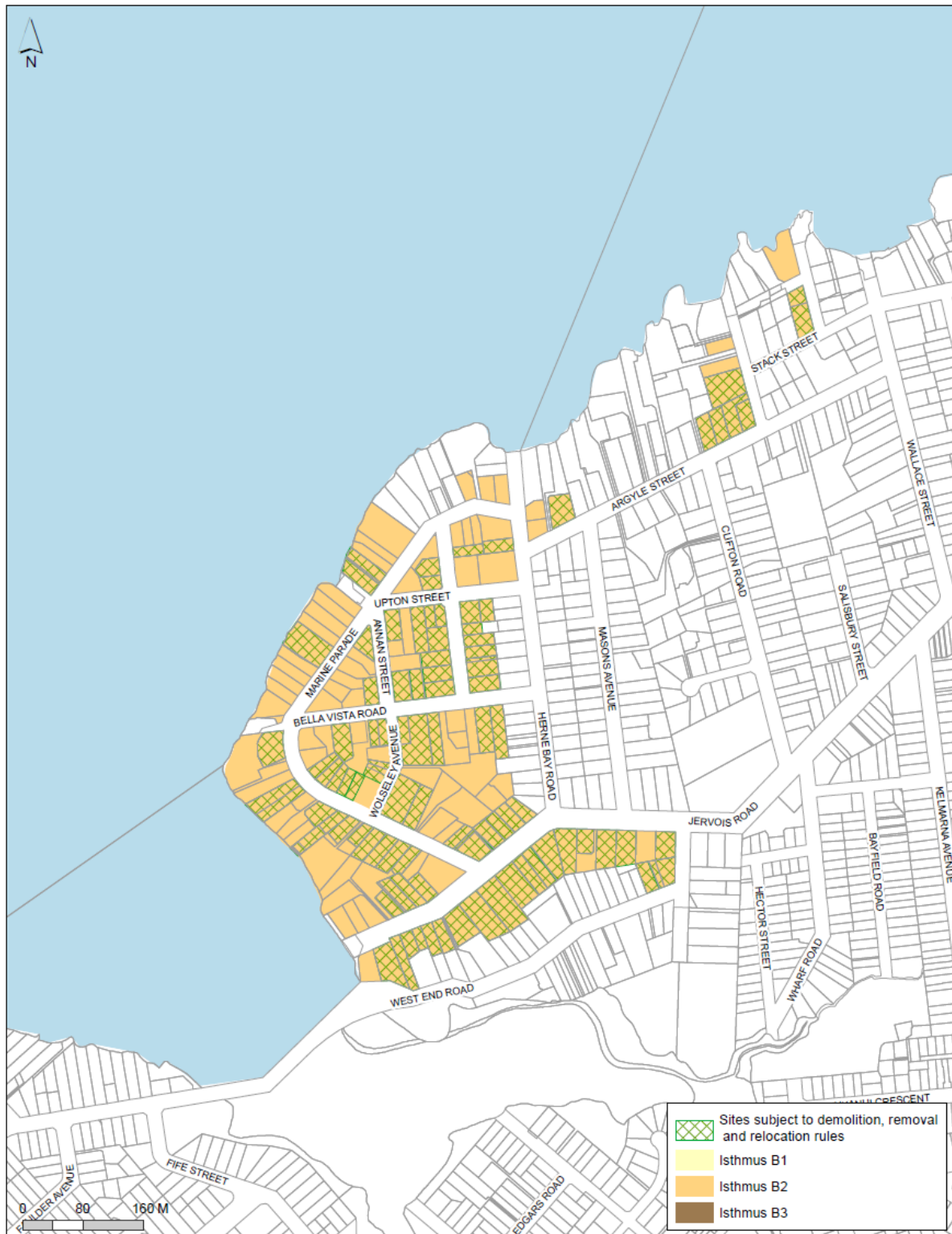
(3) Special Character Areas Overlay – Residential: Isthmus B – Epsom



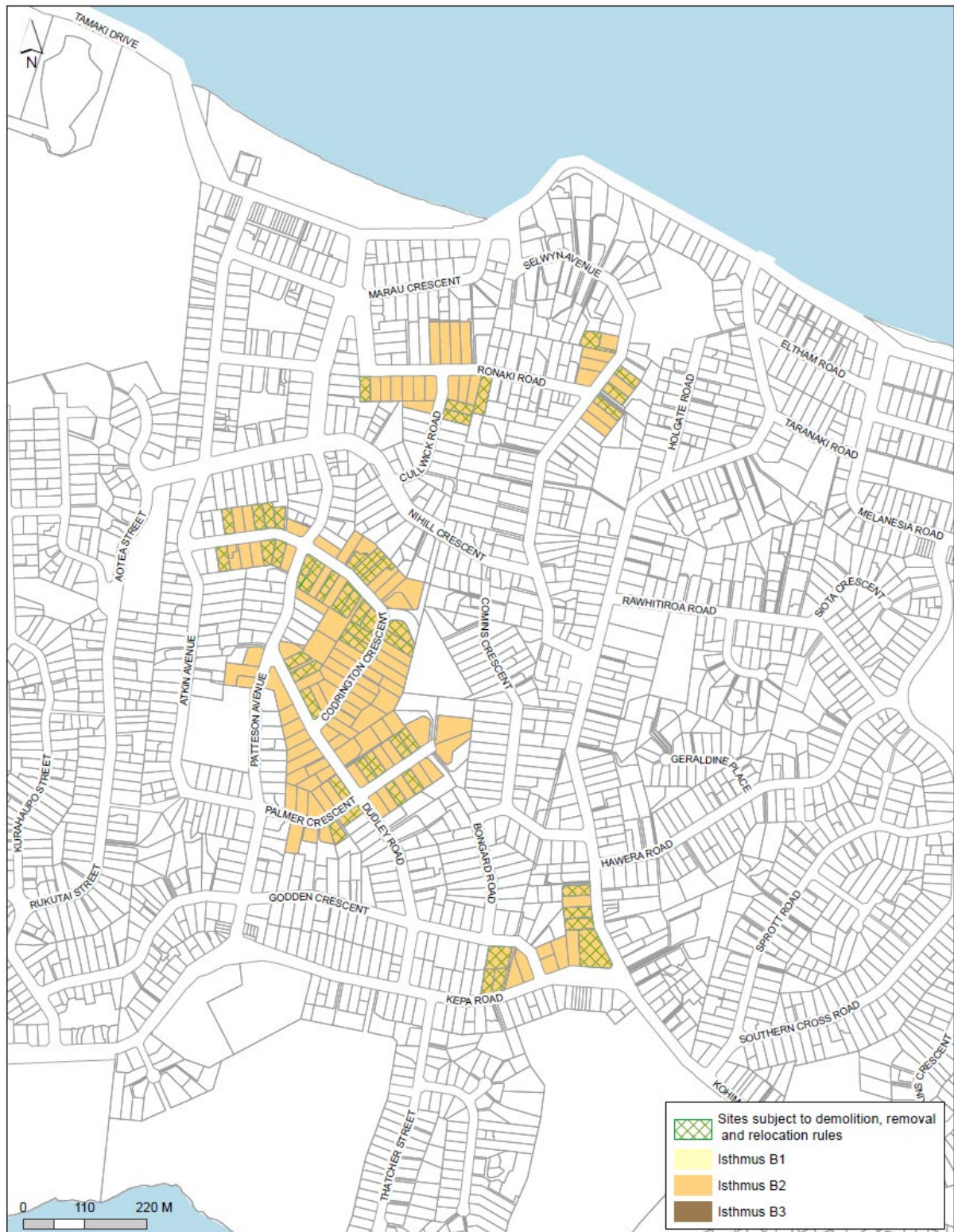
(4) Special Character Areas Overlay – Residential: Isthmus B –
Epsom/Greenlane



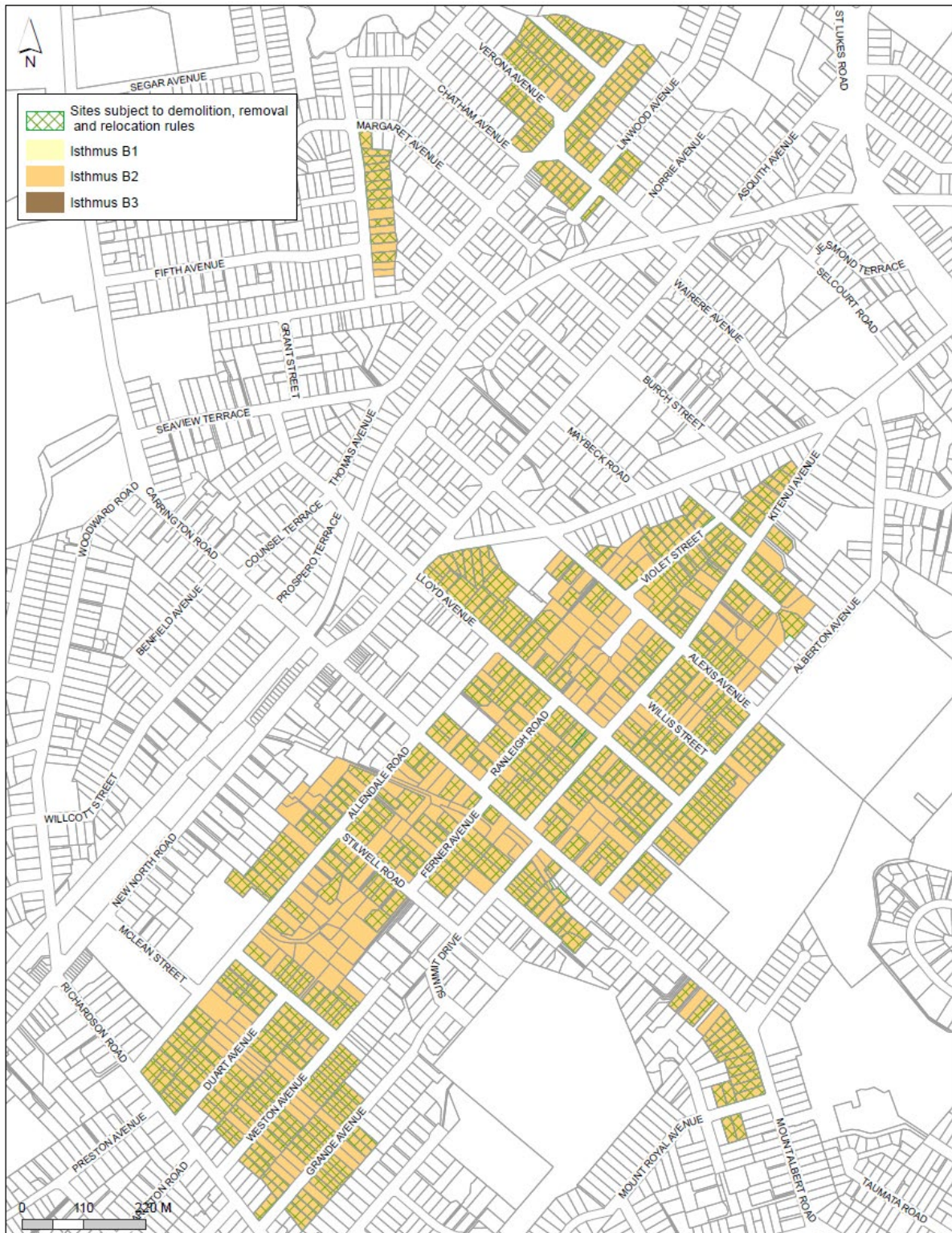
(5) Special Character Areas Overlay – Residential: Isthmus B – Herne Bay



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



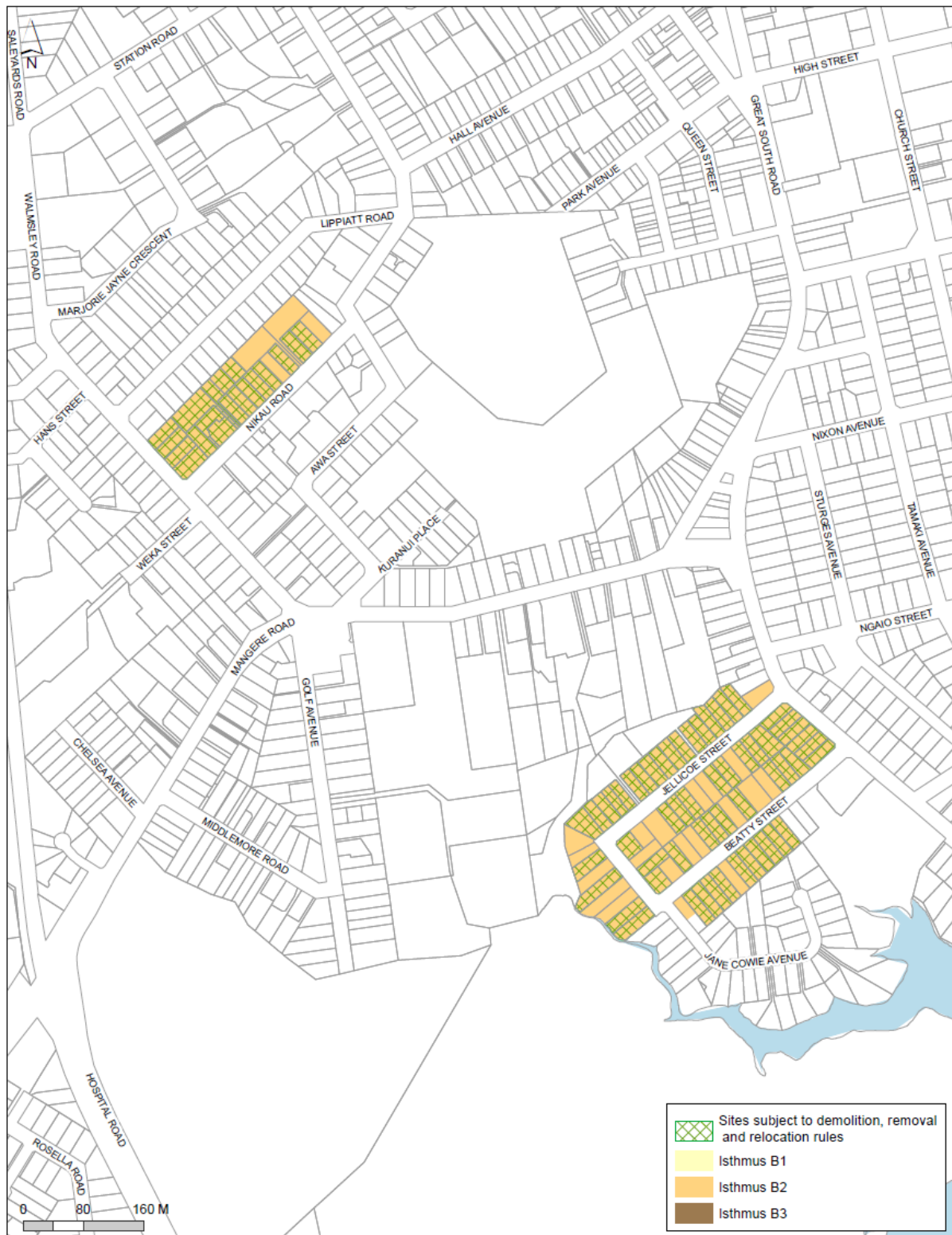
(7) Special Character Areas Overlay – Residential: Isthmus B – Mount Albert



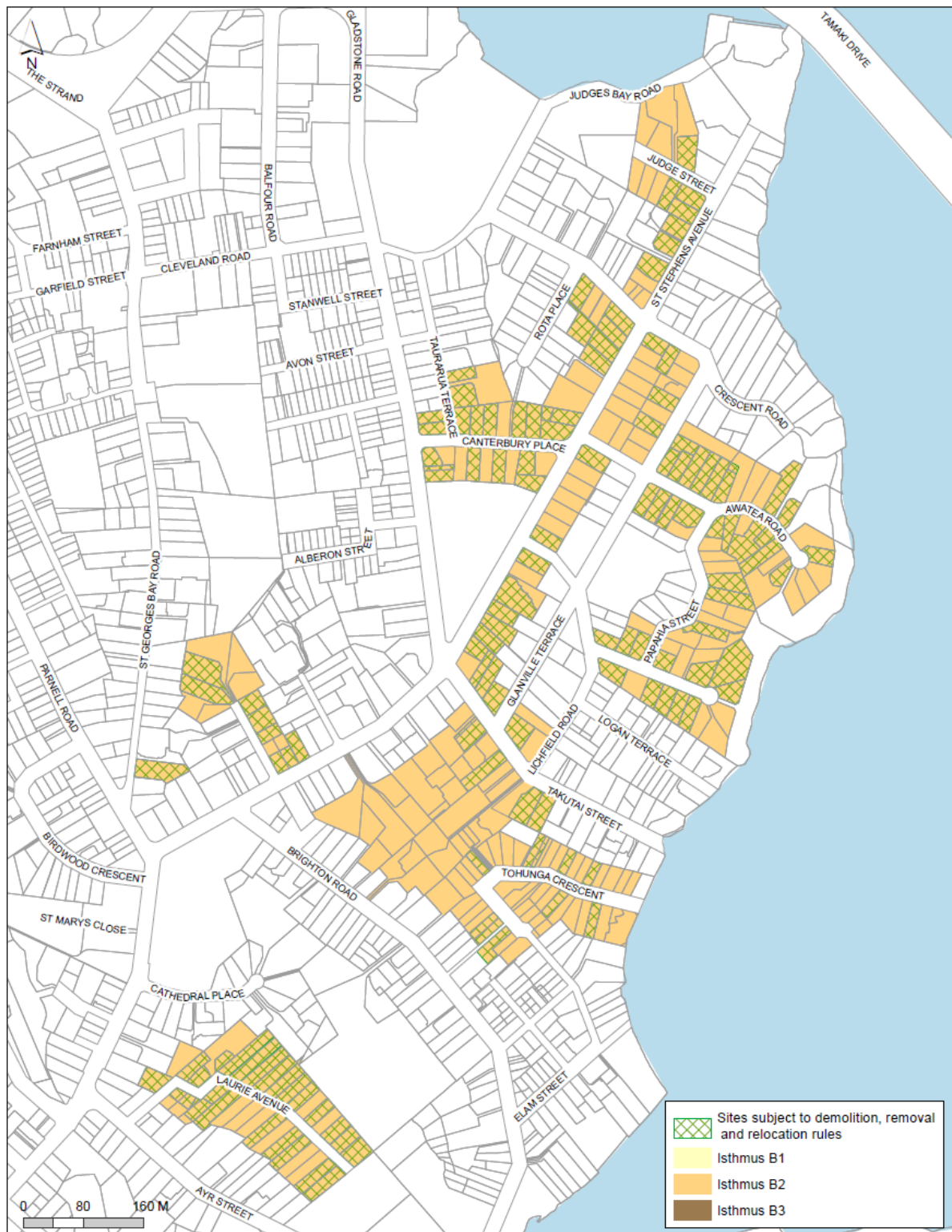
(8) Special Character Areas Overlay – Residential: Isthmus B – Mount Roskill



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



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



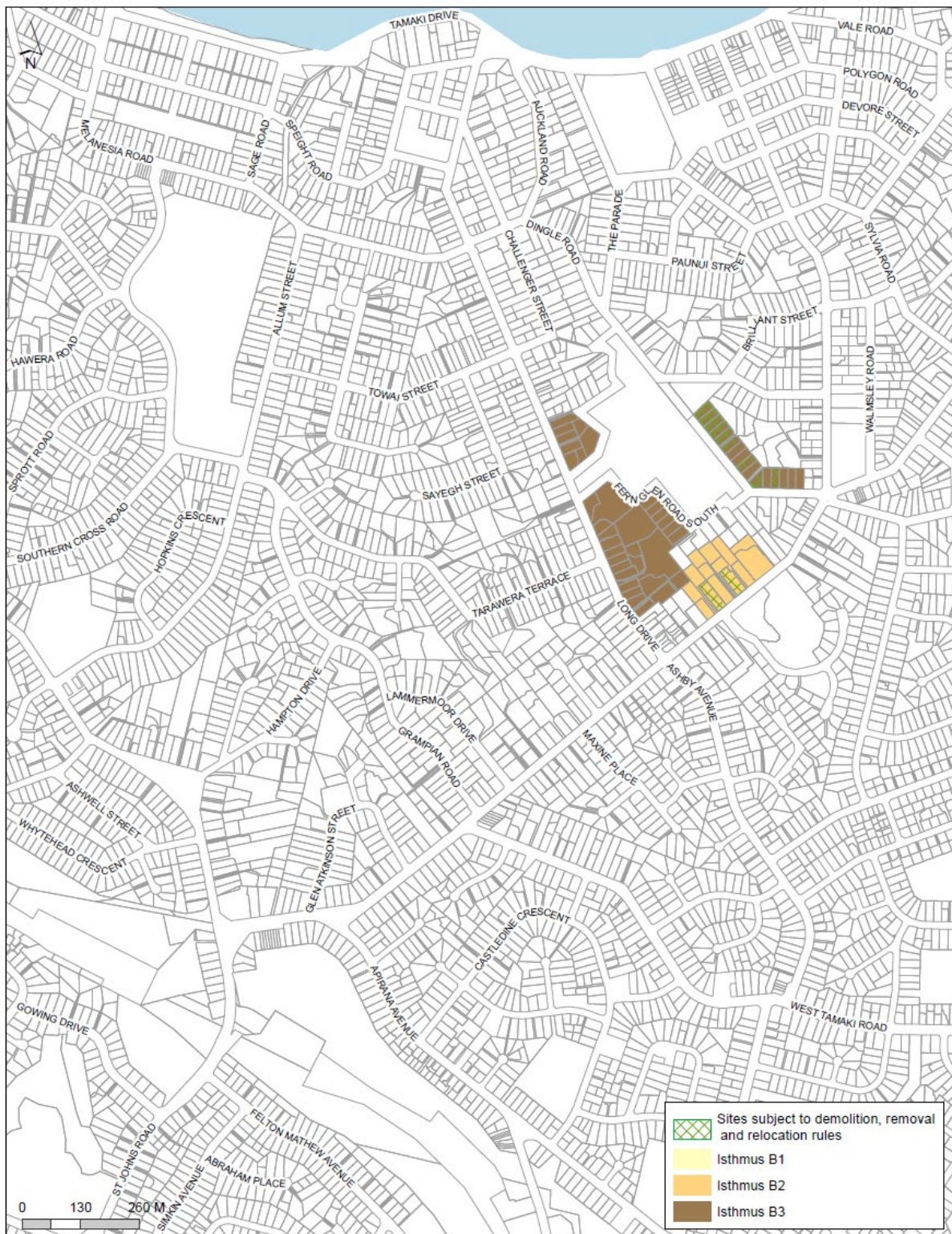
(11) Special Character Areas Overlay – Residential: Isthmus B – Remuera



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



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



Description:

The overlay area is shown on the 13 special character area maps above. The overlay area covers a series of areas including parts of Remuera, Kohimarama, Mission Bay and St Heliers, as well as parts of Herne Bay, Parnell, Mount St John, One Tree Hill, Mount Eden, Epsom, Mount Albert, Mount Roskill, and Ōtāhuhu.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitematā and Manukau harbours. A series of ridges and valleys are located between the maunga and rise from the surrounding harbours. Typically, the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with residential areas located along coastal edges, and areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

15.1.7.3.2. Summary of special character values

Historical:

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

The overlay area is of significance as it demonstrates an early period of residential development in Auckland City. It retains a number of representative areas of late 19th and early 20th century suburban residential developments. House designs and streetscape character are typically that of the Edwardian villa suburb, English Cottage revival and the Garden Suburb movement.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19th and early 20th centuries. Rural land located close to the city centre was developed as a result of improvements in roading and the provision of public transport including the opening of the electric tram network. The overlay area illustrates the pattern of residential development that occurred in response to improvements in public transport and the roading network.

The suburbs within the overlay area are generally those developed to provide larger sections for bigger homes than those typically found in the overlay area from the same period. Houses are generally located on generous sections facing wide streets. Larger sections with wider road allowed for the development of private gardens and street tree planting which is a dominant aspect of these areas consistent with the Garden Suburb design ideals. The area generally demonstrates houses in a range of styles from this period.

The area also includes representative areas of State housing from the 1930s and 1940s. These are areas of early government built social housing to provide for

people that could not afford their own. These represent a significant move by government at a time when there was a shortage of housing in metropolitan areas. The suburban developments and house designs were developed by government architects and based on a modern interpretation of the Garden Suburb and featured generous sweeping road layouts and generous sized sections.

Physical and visual qualities:

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

The overlay area is of significance for its physical and visual qualities as it encompasses an exceptionally large grouping, of mid to late 19th and early to mid-20th century houses, together with associated urban patterns of development, that collectively reflect important trends in New Zealand's residential architectural design (particularly the Garden Suburb concepts described above) and the development of suburban residential areas in the Auckland region.

The style of dwellings can be diverse and the area includes examples of Victorian and Edwardian villas, Arts and Crafts influenced houses, Art Deco houses, English Cottage style dwellings and Californian bungalows. The overlay area also includes good examples of the cottage-style State housing of the late 1930s and early 1940s, characteristically set well back on the lots and surrounded by unfenced lawns.

Dwellings in the overlay area are typically set well back from the road, and there is an abundance of trees and vegetation both on private and public land. The Special Character Areas Overlay – Residential: Isthmus B1 and B3 areas are characterised by lower housing densities generally combined with period housing and an abundance of planting. The Special Character Areas Overlay – Residential: Isthmus B2 areas generally have higher housing densities and building coverage than areas in the Special Character Areas Overlay – Residential: Isthmus B1 and B3 area, and also include period homes.

15.1.7.3.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its physical and visual qualities a significant period of residential development that occurred from the late 19th century to 1940. The built fabric comprises the houses, street layouts and urban form.

Scale of development

Houses in the overlay area, built from the late 19th century to the 1940s, are predominantly detached one and two-storey houses. There is a wide range in scale with some very substantial dwellings on large sections, as well as smaller houses on modest section sizes.

Form and relationship to the street

Typically gabled and hipped roof forms of a variety of houses types (including villas, Arts and Craft style houses, English Cottage style houses, bungalows, and State houses) are evident throughout the overlay area.

There is variety in the architectural form and character of the houses in parts of the area. Some areas demonstrate substantial Edwardian and Arts and Crafts style houses on generous lots (such as in Remuera, One Tree Hill, and Epsom), while others demonstrate more modest houses including villas, bungalows and State houses (such as in Mount Albert, Ōtāhuhu, and Mount Roskill).

Variation in the set back of houses is evident, with often generous landscaped front gardens, as well as street trees in many parts of the area. Setbacks generally range from around four to 12 metres, with some deep front yards of over 15 metres. Within the State housing areas setbacks range from around four metres to over 12 metres.

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 overlay area predominantly reflects a range of residential types from the late 19th century through to the 1930s and 1940s. This is predominantly detached houses and moderate to large lots.

Visual coherence

There is variation in the degree of visual coherence evident in parts of the area. Within particular areas, there is consistency in subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. In other parts of the overlay area there is less visual coherence, where lots sizes vary and development may have occurred over time, with more recent housing interspersed amongst the historic housing.

15.1.7.3.4. Architectural values

Styles

The overlay area reflects a range of residential architectural styles including Victorian and Edwardian villas, transitional villas, Arts and Crafts, English Cottage, Neo-Georgian, and Moderne style houses, as well as examples of bungalows and State housing from the 1930s and 1940s.

Within the overlay area the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Other areas, where development has occurred over a longer period of time, reflect changing tastes in style and there is a greater variety.

Victorian and Edwardian villas, of one and two-storeys, represent the early period of residential development evident in parts of the area. They are typically single storey; however, two storey villas are evident in some areas. Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a prominent feature of many roofs in the area.

From around 1910 transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details such as exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

In the early decades of the 20th century the influence of Arts and Crafts movement of late 19th century as well as the Garden Suburb movement is evident in the development of suburban areas, in terms of architectural styles as well as an emphasis on picturesque siting of buildings in tree-lined streets, preferably close to public amenities.

The area retains examples of houses in Arts and Crafts, English Cottage, and neo-Georgian styles. English Cottage style houses were often characterised by steep-

pitched asymmetrical roofs. Materials included weatherboards, timber shingles, or brick, often incorporating use of picturesque features such as small-paned windows, arches and tall chimneys. Roofs were commonly clad in clay tiles.

The development of the bungalow type around the turn of the 20th century was also influenced by principles of the Arts and Crafts movement. By the end of World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after World War I, and are evident in parts of the area. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne as well as English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the area.

The area also includes examples of State housing built in the late 1930s and 1940s. State houses of this period were a compact, simplified version of the English Cottage style. The roofs were typically tiled, mostly hipped or gabled, with minimal eaves and a typical pitch of 30 degrees. Windows were casement type with high sills, divided horizontally into three panes. The houses were usually brick veneer or weatherboard, although a range of cladding materials were also used.

Materials and construction – built fabric

Timber is the predominant material used for houses in the area, with many houses clad in weatherboards and decorated with timber detailing. However, houses in the Arts and Crafts, English Cottage and Moderne styles were often constructed in brick, plastered brick or partially clad in timber shingles. Roof materials generally include corrugated iron, as well as clay and concrete tiles.

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 century and early decades of the 20th century. The area includes residential lots of regular size formed as part of a particular subdivision, as well as areas where large lots have been progressively subdivided over time. Lot sizes vary ranging from regular lots of around 600m² to a varied range of larger lots. There are also examples of larger lot sizes, which 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 State housing areas, based on Garden Suburb models. Curved streets and cul-de-sacs were a feature of most planned subdivisions and road widths varied, with local roads being narrower.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is variation among the different geographic areas within the special character area. Wider streets permitted grass berms to be formed and street trees are evident in many streets. Some parts demonstrate regular lot widths, with generally consistent spacing of houses, while others are more varied.

Predominantly, front yards, whether modest or larger, are separated from the street with low fences, hedges, walls or planting, however, there are examples of higher fencing and or denser planting.

In State housing areas, front yards were generally quite deep, with variety in the depth of setbacks, and often unfenced so that each dwelling would be a coordinated part of a whole community.

Vegetation and landscape characteristics

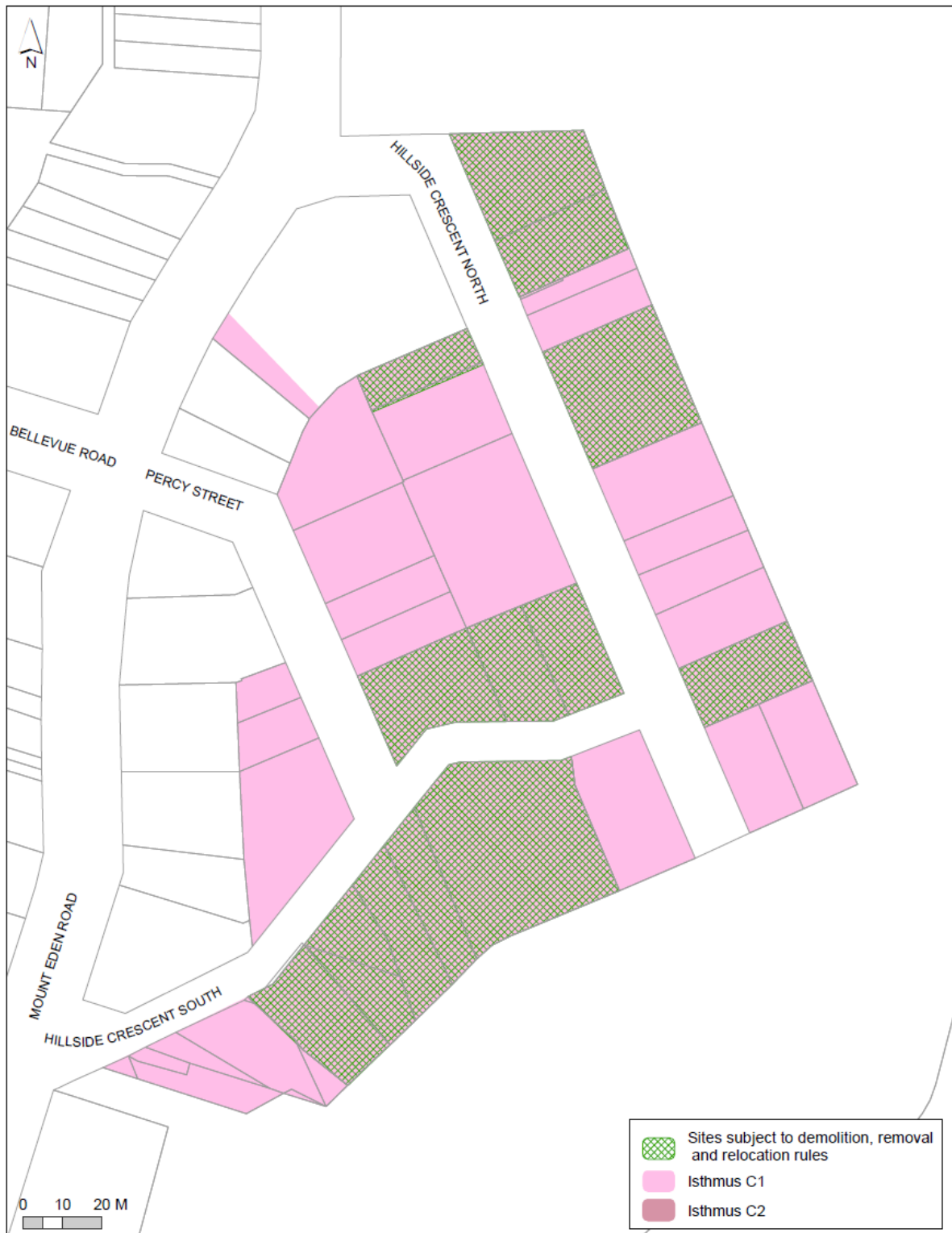
An abundance of planting is generally evident throughout many parts of the area, with variety in terms of vegetation and landscape characteristics. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the area give the area a well-vegetated character.

15.1.7.4. Special Character Areas Overlay – Residential: Isthmus C

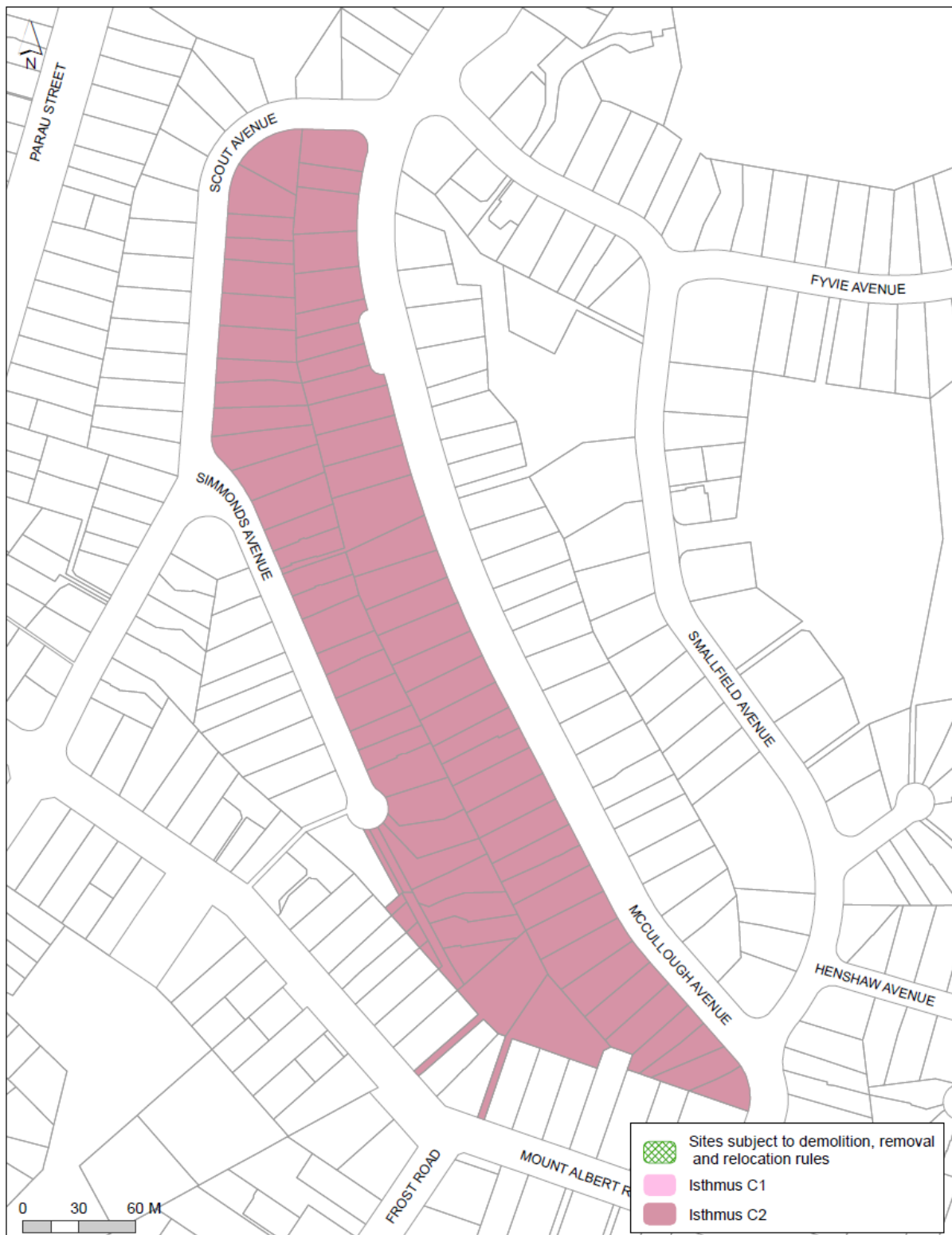
15.1.7.4.1. Extent of area

Special Character Areas Maps:

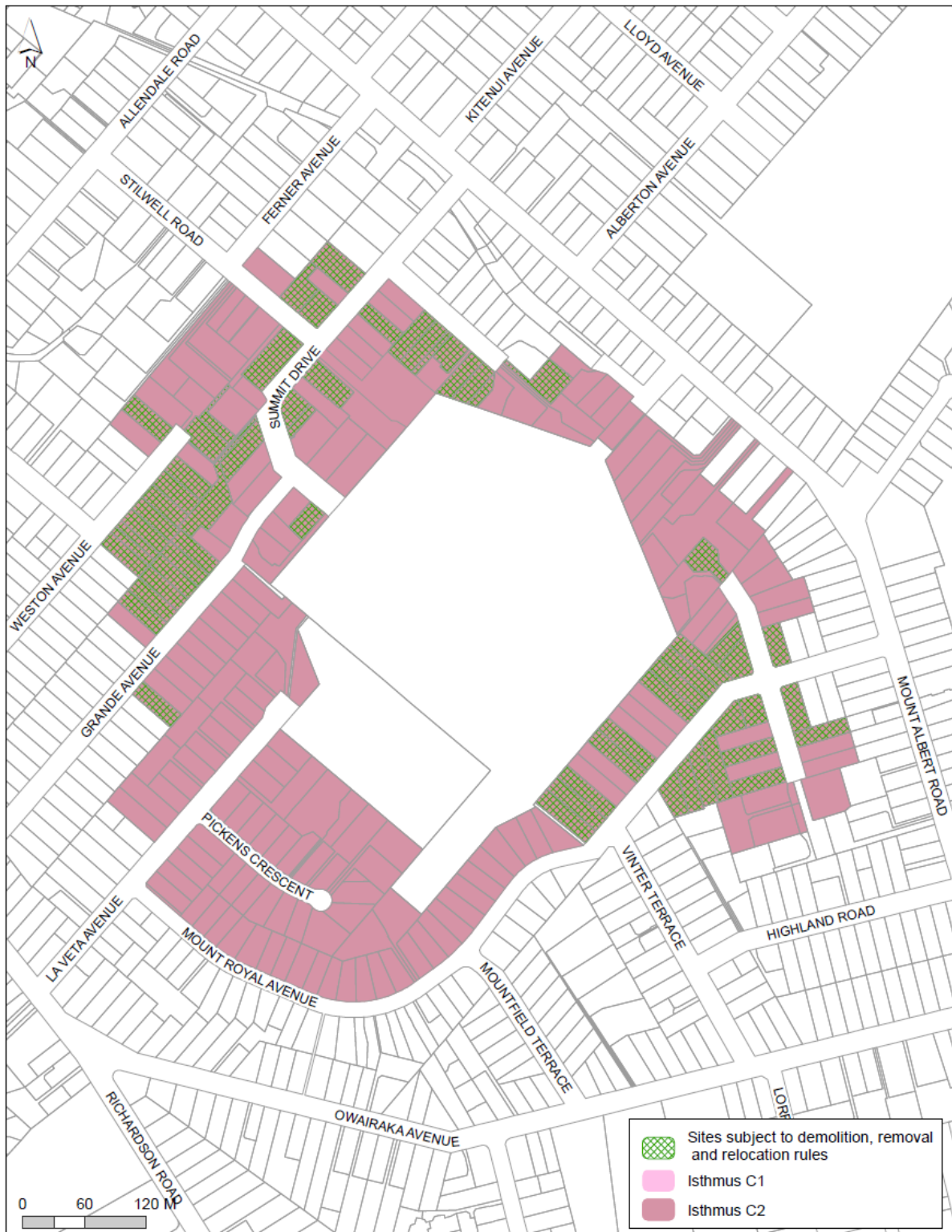
(1) Special Character Areas Overlay – Residential: Isthmus C – Mount Eden



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



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



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



Description:

The Special Character Areas Overlay – Residential: Isthmus C areas are shown on the four-special character area maps above.

The overlay area encompasses houses located on the slopes of Mount Eden/Maungawhau, Mount Albert/Owairaka, Mount Hobson/Ōhinerau, and Mount St John/Te Kōpuke/Tītīkōpuka. The area also covers a tuff ring in Mount Roskill/Puketāpapa/Pukewīwī. The underlying landscape context in the overlay area reflects volcanic landforms.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitematā and Manukau harbours. A series of ridges and valleys are located between the maunga and rise from the surrounding harbours. 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.

The overlay area is of significance as it demonstrates an early period of residential development in Auckland City. It retains a number of representative areas of late 19th and early 20th century suburban residential developments with a significant relationship to natural landforms. The area reflects a pattern of residential development in Auckland, whereby housing was constructed on the slopes of the volcanic cones, often to take advantage of the outlook.

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 includes suburban developments to provide larger sections for bigger homes similar to those typically found in the Special Character Areas Overlay – Residential: Isthmus B area from the same period. Houses are generally located on generous sections facing wide streets. Larger sections with wider roads allowed for the development of private gardens and street tree planting which is a dominant aspect of these areas consistent with the Garden Suburb design ideals.

In contrast, the area located on the edge of Mount Eden/Maungawhau was developed in the late 19th century with relatively narrow streets and small lots sizes similar to those found in the earliest developed area of the Special Character Areas Overlay – Residential: Isthmus A.

Over the whole area houses are designed in a range of styles from the period and this special character area illustrates the pattern of residential development that took place on the isthmus during the late 19th and early 20th century in response to improvements in public transport and the roading network.

Physical and visual qualities:

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

The overlay area is of significance for its physical and visual qualities as it encompasses a grouping of late 19th and early to mid-20th century houses, together with associated urban patterns of development. These qualities collectively reflect important trends in New Zealand's residential architectural design and the development of suburban residential areas in the Auckland region.

Two distinctive types of character are reflected in the area. The first is characterised by a steep narrow street pattern set out in the late 19th century on the western side of Mount Eden. Site sizes are generally small and the houses are closely spaced.

The second type is characterised by larger sites, lower densities and significant vegetation. A diverse range of residential styles within this area include Victorian and Edwardian styles, together with English Cottage, Arts and Crafts, and other examples of early housing styles.

Other areas include State housing of the late 1930s and early 1940s. The special character is also evident in the pattern of subdivisions and lot sizes, density of housing, set-backs, and front gardens, fences, walls, and hedges.

15.1.7.4.3. Description of physical and visual qualities

Built form

Period of development

The overlay area is significant for its physical and visual qualities as it demonstrates a significant period of residential development that occurred from the late 19th century to the 1940s. The built fabric comprises the houses, street layouts and urban form, with a particular focus on the relationship to natural landforms.

Scale of development

Houses in the area built from the late 19th century to the 1940s are predominantly detached one and two-storey houses. There is a wide range in scale with some

very substantial dwellings on large sections, as well as smaller houses on modest section sizes.

Form and relationship to the street

Typically gabled and hipped roof forms of a variety of housing styles including villas, Arts and Crafts houses, English Cottage-houses, bungalows, and State houses are evident throughout the overlay.

There is variety in the architectural form and character of the houses in parts of the area. Some parts demonstrate substantial English Cottage and Arts and Crafts style houses on generous lots, while others demonstrate more modest houses including villas, bungalows, and State houses.

Variation in the setback of houses is evident, with often generous landscaped front gardens, as well as street trees in many parts of the area. Setbacks generally range from around four to 12 metres. Setbacks in the area close to Mount St John/Te Kōpuke/Tītīkōpuke include some deep front yards of over 15 metres. In areas of housing on Mount Eden/Maungawhau, some houses are located close to or on the street boundary. Within the State housing area in McCullough Avenue, Simmonds Avenue, and Scout Avenue, setbacks range from around four metres to over 12 metres.

Boundary fencing at the street varies throughout the area. Fences, hedges or walls are typically low or retain an open aspect between the street and front yards. Some early boundary treatments remain. Some of the fencing types include picket fences with a range of gate and posts types, clipped hedges of various heights, low drystone walls and stones set in mortar, and plastered brick walls which often match plastered or exposed brick houses.

Density/Pattern of development

The area contains a number of separate subdivisions, dating from the late 19th century through to the early decades of the 20th century. The area reflects a range in terms of density, the pattern of subdivision, lot sizes, lot widths, house setbacks, and spacing between houses. There is variation depending on when the area was subdivided and the suburb. Areas developed from the early 1900s onwards include a range of moderate to larger lot sizes. Houses are generally located towards the front boundary, but with greater setbacks than earlier subdivisions. In these areas lot widths are around 12 to 15 metres wide, although some variation exists. Throughout these areas, there is generally a clear and well-articulated rhythm to the positioning of houses.

Other areas were subdivided to form larger sections, and the houses are set well back from the front boundary. Wider sections allow for generous widths between houses and the overall pattern is lower density.

In State house subdivisions the sections sizes are moderate and allow for houses to be set well back and generously spaced with a subsequent lower development density.

Types

The overlay area predominantly reflects a range of residential types from the late 19th century through to the 1930s to 1940s.

Visual coherence

There is variation in the degree of visual coherence evident in parts of the overlay area. Within particular areas, there is consistency in subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident.

In other parts of area there is less visual coherence, where lot sizes vary and development may have occurred over time, with more recent housing interspersed. The State housing areas have a high degree of visual coherence having been comprehensively planned and built around one time.

15.1.7.4.4. Architectural values

Styles

The overlay area reflects a range of residential architectural styles including Victorian and Edwardian villas, transitional villas, Arts and Crafts, English Cottage, neo-Georgian, and Moderne style houses, as well as examples of bungalows and State housing from the 1930s and 1940s.

Within the overlay area, the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Other areas, where development occurred over a longer period of time, reflect changing tastes in style, resulting in a greater variety.

Victorian and Edwardian villas represent the early period of residential development evident in parts of the overlay area. They are typically single storey however two- storey villas are evident in some areas. Typical of the villa type, roofs are gabled and hipped, and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain an important feature of many roofs in the overlay area.

From around 1910 transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

In the early decades of the 20th century the influence of the Arts and Crafts movement of the late 19th century as well as the Garden Suburb movement is

evident in the development of suburban areas, in terms of architectural styles as well as an emphasis on picturesque siting of buildings in tree-lined streets, preferably close to public amenities.

The overlay area retains examples of houses in Arts and Crafts, English Cottage and neo-Georgian styles. English Cottage style houses were often characterised by steep-pitched asymmetrical roofs over mostly two-storeyed plans. Materials included weatherboards, timber shingles, or brick, often incorporating use of picturesque features such as small-paned windows, arches and tall chimneys. Roofs were commonly clad in tiles.

The development of the bungalow type around the turn of the 20th century was also influenced by principles of the Arts and Crafts movement. By the end of World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after World War I, and are evident in parts of the overlay area. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan. By the 1930s, other styles such as Art Deco, Moderne, and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the overlay area.

The overlay area also includes State houses built in the early 1940s in Scout, Simmonds and McCullough Avenues in Three Kings. State houses of this period were a compact English Cottage style. The roofs were typically tiled, mostly hipped or gabled, with minimal eaves and a typical pitch of 30 degrees. Windows were casement type with high sills, divided horizontally into three panes. The houses were usually brick veneer or weatherboard; although a range of cladding materials were also used.

Materials and construction – built fabric

Timber is the predominant material used for houses in the overlay area, with many houses clad in weatherboards and decorated with timber detailing. However, houses in the Arts and Crafts, English Cottage and Moderne style, as well as State houses were often constructed in brick or with rendered finishes. Roof materials include corrugated iron, as well as clay and concrete tiles.

15.1.7.4.5. Urban structure

Subdivision

The overlay area is located in a series of geographic areas in suburban locations, largely close to volcanic cones. The subdivision of residential lots within various parts of the area occurred progressively as a series of separate subdivisions that occurred in the late 19th century and early decades of the 20th century. The area includes residential lots of regular size formed as part of a particular subdivision, as well as areas where large lots have been progressively subdivided over time.

Lot sizes vary throughout the area, ranging from regular lots of around 600 to 800m² to a varied range of larger lots.

The pattern and sequence of subdivision has been determined by a number of factors including proximity to the central city area, the development of public transport and other services such as reticulated water supply and sewer disposal, and the development of State housing areas.

Road pattern

The road layouts were generally designed to take the volcanic topography into account but are also commonly an extension of the orthogonal layout evident in the nearby Special Character Areas Overlay – Residential: Isthmus A and Special Character Areas Overlay – Residential: Isthmus B.

The area also includes examples of road layouts built as part of comprehensively planned State housing areas, based on Garden Suburb models, such as the curved streets including McCullough, Simmonds, and Scout Avenues in Three Kings. These streets also relate to the volcanic landform.

Throughout the area there is variation evident in the road carriageway, with some streets having generous grassed berms, often incorporating street trees, or alternatively a wider road carriageway.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. Within the overlay area, the relationship to volcanic landforms also contributes to the character of streetscapes. Houses are viewed stepping up hillsides or along terraced roads on the sloping topography. Views to and from these elevated positions are an important feature of the area and building forms are viewed in relation to these significant landforms.

Some parts of the overlay area demonstrate regular lot widths, with generally consistent spacing of houses, while others are more varied. Predominantly front yards, whether modest or larger, are separated from the street with low fences, hedges, walls or planting. In State housing areas, front yards had variety in the depth of setbacks, and were often unfenced so that each dwelling would be a coordinated part of a whole community.

Vegetation and landscape characteristics

An abundance of planting is generally evident throughout many parts of the area, with variety in terms of vegetation and landscape characteristics. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the area contribute to an impression of a well-vegetated character.

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

15.1.7.5.1. Extent of area

Special Character Area Map:



Description:

The overlay area covers much of Birkenhead Point, including Hinemoa Street and the streets to either side, as well as parts of Rawene Road and Huka Road. The extent is shown on the special character area map above. The area reflects the extent of residential development on Birkenhead Point in the late 19th and early 20th centuries, and is one of three areas within the wider Special Character Areas Overlay – General: North Shore.

An undulating landscape with a series of ridges and gullies, native bush and trees around the coastal margin and exceptional views are distinctive features of the overlay. The landform allows views to other parts of Birkenhead Point, as well as to the Chelsea Sugar Refinery, Waitematā Harbour, Auckland City, Northcote Point and Kauri Point.

15.1.7.5.2. Summary of special character values

Historical:

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

The overlay area is of significance because it is one of the earliest substantial areas of European settlement and development that occurred on the North Shore, occurring in the late 19th and early 20th centuries. It is one of three marine suburbs established close to Auckland City, the others being Devonport and Northcote Point. It is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development.

Residential subdivisions were promoted from the 1860s; however, the area was initially developed for small farms, market gardens and orchards and became well-known for fruit growing. In the 1880s developments in local government, provision of a wharf, roading and other infrastructure, and the establishment of the Colonial Sugar Refinery (now Chelsea Sugar Refinery) had a major effect on the development of Birkenhead. With a major place of employment established, the local population expanded and, in addition to purpose-built worker's cottages, a number of other houses were constructed in the Birkenhead area for the Colonial Sugar Refinery employees to live in. The sugar refinery was, and remains, a significant local industry and an important aspect of local, regional and national history.

The earliest commercial buildings in Birkenhead were located close to the wharf and in lower Hinemoa Street, in reasonable proximity to surrounding residential streets. The most substantial of these were located at the intersection with Rugby Road. A number of other modest timber and plastered brick shops were also built in this vicinity from around the 1910s to 1920s to serve the local community.

Birkenhead's business centre moved further north to the crossroads of Mokoia and Hinemoa Streets after World War I when regular motorised bus transportation began to operate from the wharf up to Birkdale and Zion Hill.

Residential and commercial development continued steadily, and by the 1920s, the suburb had extended north toward the present day Highbury commercial centre at the junction of Hinemoa Street and Mokoia Road.

Physical and visual qualities:

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

The overlay area is significant for its physical and visual qualities, as it retains a large grouping of houses that collectively demonstrate the late 19th and early 20th century period of settlement and illustrate the urban pattern of development of the North Shore, and specifically of Birkenhead. Because of Birkenhead's undulating coastal topography, its streetscape qualities and patterns are less regular and uniform than in other neighbourhoods from this period.

Surviving houses from this period, including villas, transitional villas, bungalows and examples of State housing, demonstrate the design principles and aesthetics from this period as well as social patterns of the time. The surviving stock of houses demonstrates changing requirements and design ideas in domestic architecture in the transition from the Victorian-Edwardian villa to the bungalow. The houses demonstrate the use and application of building materials, methods and craft skills from the 1890s to the 1940s.

15.1.7.5.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric a significant period of residential development that occurred in this part of the North Shore from around the 1890s to 1940s. The built fabric includes the houses, street layouts, and urban form.

Scale of development

The late 19th and early 20th century houses on Birkenhead Point are predominantly single level, detached residences, although some examples of two-storey houses are evident. Houses include examples at a range of scales, from modest villas and bungalows as well as substantial two storey houses in a similar variety of styles. Commercial buildings in the area are mainly low scale, with one and two-storey shops interspersed among the residences.

Form and relationship to the street

The generally regular positioning of houses on their lots, whether small or larger, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. However there is some variation in terms of lot sizes and the position of houses on lots. Villas in the north-west end of

Palmerston Road, for example, and on the east side of Hinemoa Street, as it curves down towards the wharf, are set approximately two metres or even less in some instances, from the road boundary. In other parts of the area setbacks are greater, generally ranging from around four to 12 metres.

Gabled and hipped roof forms are evident throughout most of the area associated with Victorian and Edwardian villas, bungalows and other house styles present. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. Front yards are often landscaped with a range of planting and hard landscape features including fencing. Fencing types include picket fences with a range of gate and posts types, clipped hedges of various heights, low drystone walls and stones set in mortar, plastered brick walls which often match plastered brick or exposed brick houses. These low fencing types generally allow good visibility of the houses from the street.

In the earliest subdivisions with very small lots, off street car parking or garages in front yards are generally not evident. In areas where lot sizes are moderate or larger, some properties have garages or carports constructed more recently within the front or side yards.

Density/Pattern of development

The overlay area reflects a number of separate subdivisions, with road layouts and lot sizes also reflecting the undulating topography. The pattern of subdivision, lot sizes, lot widths, house setbacks, and spacing between houses varies, although some parts of the area reflect a more consistent pattern.

Lot sizes range from around 500m² to over 1500m². Lot widths are typically around 15 to 18 metres wide, with some variation. Houses generally occupy much of the width of their sites, with driveways located to one side. The setback of houses from the road boundary varies as described above, ranging from around 2 metres in some places to around four to 12 metres in others.

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 high numbers of villas, transitional villas, bungalows, as well as State houses are evident, contributing to the sense of visual coherence, although some more recent development is now interspersed with the older housing stock. Clusters of early commercial buildings in lower Hinemoa Street are located in close proximity to the surrounding residential development and contribute to the collective visual coherence of the special character area. The buildings in lower Hinemoa Street are managed separately as a Special Character Areas Overlay – Business.

15.1.7.5.4. Architectural values

Styles

Buildings in the overlay area demonstrate a range of Victorian, Edwardian and early 20th century architectural styles. Villas represent the early period of development in Birkenhead during the Victorian and Edwardian eras. Villas evident in Birkenhead are typical of this era, and include square-fronted examples as well as bay villas in a variety of configurations. Typical of the villa style, roofs are gabled and hipped and most commonly clad in corrugated iron. Door and window joinery is timber, incorporating double-hung sash windows. Timber weatherboard cladding is most common, although there are some examples in brick. Decorative timber fretwork and other details were used, particularly on verandahs and gable ends. Brick chimneys remain a key feature of many roofs in the area.

Transitional villas began to be constructed around 1910; they retain the general form and layout of the villa, but incorporate bungalow details like exposed rafter ends, casement windows, shingles, and reduced ornamentation.

Examples of bungalows are also evident in the area. Influenced by trends in America as well as England and Australia, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

Other styles such as Art Deco and English Cottage are evident in the area, typically as a variation of the broader bungalow form. Examples of State houses in English Cottage style are also evident in some streets such as Le Roy Terrace.

Materials and construction – built fabric

Late 19th and early 20th century houses on Birkenhead Point are typically timber-framed, weatherboard clad and decorated with timber detailing. Door and window joinery is typically timber. There are some examples of houses constructed in rendered brick. Gabled or hipped roofs are predominantly clad in corrugated iron, with some examples of clay or concrete tiled roofs. Brick or plastered chimneys remain a feature of many houses. Verandahs or porches, with decorative timber detailing, are also a feature of many houses.

15.1.7.5.5. Urban structure

Subdivision

The pattern of subdivision is quite varied on Birkenhead Point, as the undulating landform made a regular pattern of lots difficult to achieve. The main roads are typically located along the ridges. Variation in the size of lots is evident, particularly around the coastal margin and where land falls quite steeply into gullies, for example to the north of Maritime Terrace where there are very long sections. Residential lots were created as part of a series of subdivisions. Areas

to the west of Hinemoa Street had been largely subdivided by 1902, while the area to the east, north of Maritime Terrace, still remained in large allotments at that time. Section sizes range from around 500m² to over 1500m². While groups of similar sized sections are evident in some parts of the area, there is variation in lot width and depth throughout the area.

Road pattern

Roads relate to the contours on Birkenhead Point, with Hinemoa Street located on the central ridgeline and Palmerston Road located parallel to the west. Cross roads are generally perpendicular and their positions relate to ridges and gullies to either side. Mariposa Crescent rises gently to the north following the contour to the west of Hinemoa Street. Roads are typically a standard one chain (approximately 20 meters), with a dual carriageway and car parking on either side. Hinemoa Street has footpaths to each side without grassed berms. Other roads generally have grass berms to one or both sides. Street trees are evident in some roads.

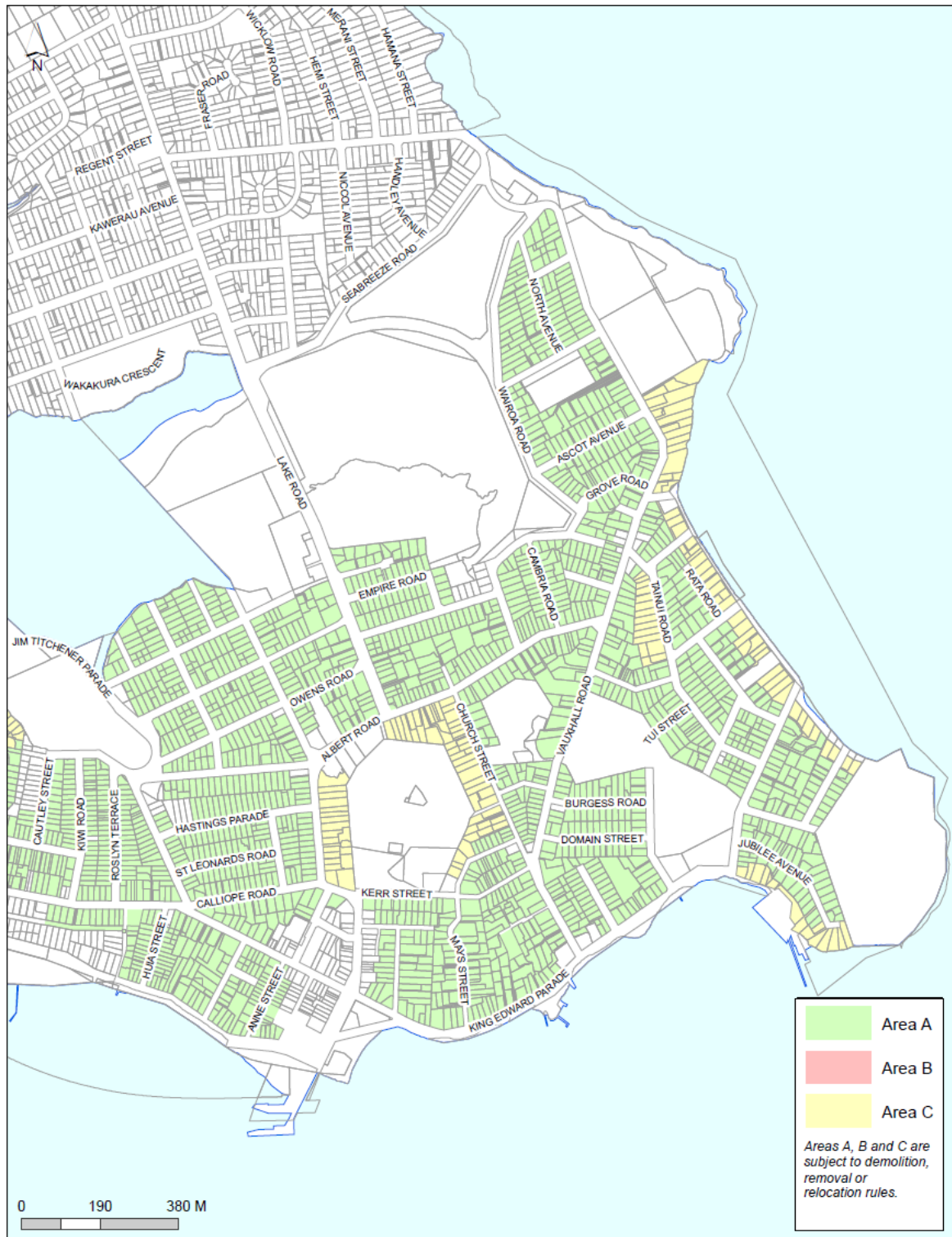
Streetscape

There is some variation in streetscape character throughout the overlay area. A traditional pattern of development is evident where groups of villas, bungalows, and State houses remain, where setbacks are reasonably consistent, and generally traditional fence types and front yards with small scale planting are evident. Around the coastal margin, where the land form becomes more varied, there is generally greater diversity in the housing ages and types, relationship of houses to the road boundary, and a greater presence of native bush and other plantings.

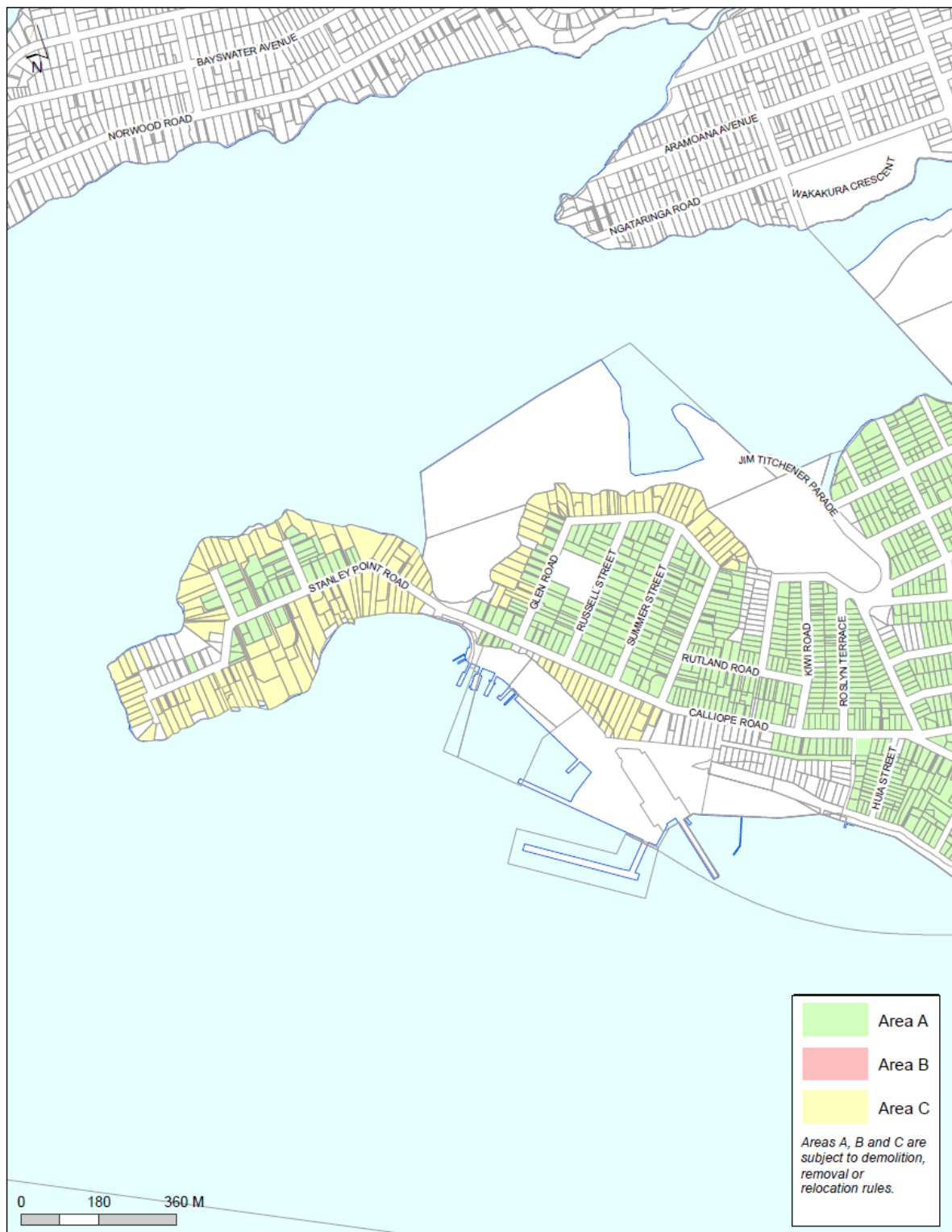
Vegetation and landscape characteristics

Shrubs and plantings in front yards contribute to a vegetated character in many parts of the overlay area. Reserves including Le Roys Bush, Brassey Road Reserve, Telephone Road Reserve, and Needles Eye Reserve, reflect the steep native bush-clad gullies which are a distinctive feature of the coastal margin in Birkenhead. A grass swale detail with a grassed margin adjacent to the sides of some roads in Birkenhead is a distinctive streetscape feature.

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(2) Special Character Area Overlay – General: North Shore – Stanley Point



Description:

The overlay area covers much of the southern part of the Devonport Peninsula, including all the area south of the Waitematā Golf Course as well as the area adjacent to the golf course east of Wairoa Road and extending west to Stanley Point. The extent is shown on the two special character area maps above. The overlay area reflects mid to late 19th and early 20th century residential development in Devonport, and is part of the wider Special Character Areas Overlay – General: North Shore.

North Head/Maungarei and Mount Victoria/Takarunga are prominent volcanic features of the area. The landform rises from the southern coastline along Queens Parade and King Edward Parade towards the two maunga and also rises northwards along Vauxhall Road to a high point at Fort Takapuna and the cliffs at the northern end of Cheltenham Beach. In the surrounding areas, the landform is reasonably level or gently undulating. The central part of Stanley Point is elevated, falling to the sea around the coastal perimeter.

Outstanding views to and from Devonport are available from a range of places. Houses located on the rising landform are clearly visible when viewing Devonport from the harbour or from Auckland City. Views of Devonport can be seen from Mount Victoria/Takarunga and North Head/Maungarei as well as roads leading up to the maunga.

15.1.7.6.2. Summary of special character values

Historical:

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

The overlay area is of significance because it is the earliest and largest substantial area of European settlement and development that occurred on the North Shore, occurring in the late 19th and early 20th centuries. It is one of the three marine suburbs established close to Auckland City; the others are Northcote Point and Birkenhead. It is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains large groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development.

The southern edge of the Devonport Peninsula looks straight across the waters of the Waitematā to Auckland City. This close proximity to the city defined its development from the early days of European settlement. The area was first known as "Flagstaff", named after the signal station on Mount Victoria/Takarunga. Devonport's deep water frontage made it a suitable anchorage for visiting naval ships that arrived from the 1840s.

The area was surveyed and subdivided for farms and town sections around the early 1850s. The formation of a commercial area on lower Victoria Road was prompted by the beginning of a ferry service connecting Devonport with the city,

and the development of a wharf and hotel at the base of the street in the 1860s. Subdivision remained piecemeal through the 1860s, but development flourished in the 1870s and 1880s due to more regular ferry services. Devonport grew in the 1880s due to the arrival of the military and construction of defence works on North Head/Maungarei, coupled with the efficient and reliable ferry service provided by the newly formed Devonport Steam Ferry Company in 1885.

Over the next twenty years, Devonport began to develop as a marine suburb. Market gardening and dairy farming remained in parts of the suburb until the 1930s when remaining rural land was subdivided for housing. Devonport gradually developed a suburban character but also retained prominent defence functions. The introduction of a wharf that could accommodate vehicles also facilitated both settlement and tourism. The commercial area in Victoria Road as well as small clusters of local shops developed to serve the local community.

The commercial centre on Victoria Road developed at a similar time and retains an important group of late 19th and early 20th century commercial buildings. The Special Character Areas Overlay – Business applies to this part of Devonport.

Physical and visual qualities:

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

The overlay area is significant for its physical and visual qualities, because it retains a significant grouping of late 19th and early 20th century houses that collectively reflect important trends in New Zealand residential architecture, together with associated patterns of subdivision and streetscapes. Devonport is strongly defined by the survival of its early housing stock which includes Victorian and Edwardian villas, transitional villas and bungalows as well as other styles of the late 19th and early 20th centuries. Devonport's housing is augmented by the presence of local shops, churches, and other commercial and community buildings that supported the residential development during this same period.

The surviving stock of buildings demonstrates changing requirements and design ideas in domestic architecture in the transition from the Victorian-Edwardian villa to the bungalow. The surviving buildings provide examples of the use and application of building materials, methods and craft skills from the late 19th and early 20th century period.

The area also demonstrates in its subdivision and layout key periods of development. Small sections located on narrow streets with no grass berms are from the initial settlement. Areas subdivided later typically featured wider streets, in which the grass berm and carriageway width varies.

Devonport and Stanley Point collectively demonstrate a coherent special character evident in the pattern of subdivisions, street layout and lot sizes, density of housing, set-backs and front gardens, fences, walls and hedges.

15.1.7.6.3. Description of physical and visual qualities

Built form

Period of development

Devonport and Stanley Point are significant for their physical and visual qualities as they demonstrate in their built fabric a significant period of residential and associated development that occurred in this part of the North Shore in the late 19th and early 20th centuries. Most buildings that contribute to the special character values of the area were constructed between 1870 and 1940. The built fabric includes the houses and clusters of early commercial buildings, street layouts and urban form.

Scale of development

The late 19th and early 20th century houses in Devonport and Stanley Point include single and two-storey detached residences, as well some examples of terraced houses and co-joined houses from a similar period. Houses include examples at a range of scales, from modest cottages, villas and bungalows to larger examples of these types, as well as substantial two-storey houses in a variety of styles. The local shops, built at a similar time, are also predominantly one and two-storeys.

Form and relationship to the street

The generally regular positioning of houses on their lots, whether small or larger, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. Houses are generally located close to the front of their sites. In the earliest subdivisions, where narrow road widths of 12 to 15 metres and small lot sizes of around 300 to 500m² are evident, setbacks range from around two to four metres, with some variation. In subdivisions from the 1880s onwards, lot sizes typically range from around 450 metres squared to sometimes more than 800m². Subdivisions that created moderate to larger lots allowed for more generous front gardens, with set-backs ranging from around four metres to 10 metres.

Gabled and hipped roof forms are evident throughout most of the area, associated with the Victorian and Edwardian villas, bungalows and other styles of houses present. Verandahs and porches give depth to street elevations and create transitional spaces between the public realm of the street and the private realm of the houses themselves.

Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

Garages or carports are generally not a dominant presence.

Commercial buildings are typically built up to the front boundary line and occupy the full width of their sites. Typically the purpose built commercial buildings within the overlay area have parapet walls concealing the roof form. However, some are

houses that have been altered for a commercial use, extending the frontage out to the road boundary.

Density/Pattern of development

Although there is variation in lot sizes, houses are typically located towards the front of the property and occupy much of the width of their lots, creating a reasonably high density and pattern of development throughout much of the area. The area reflects a range in terms of the pattern of subdivision, lot sizes, lot widths, house set-backs and spacing between houses. Areas of early subdivision (prior to circa 1880) generally reflect a higher density with houses closely spaced and located close to the road boundary on small lots. Areas subdivided from the 1880s onwards include a range of moderate to larger lot sizes. Houses continued to be generally located towards the front boundary, and typically occupy much of the width of their sites.

Lot widths are typically narrower in the earliest areas to be subdivided, ranging from 10 to 12 metres for example in Ann Street and Domain Street. In much of the area, lot widths are around 12 to 15 metres wide, with some variation. Throughout the overlay area, there is generally a clear and well-articulated rhythm to the positioning of houses within subdivisions, whether they are smaller early houses on small lots or larger villas and bungalows on moderate to large lots.

The residential character contrasts with the greater enclosure created by the commercial development where it is built up to the road boundary. The area incorporates clusters of local shops, often located on corners or around intersections. The presence of corner dairies and shops among the residential development is an important pattern in the area.

Types

The overlay area is strongly defined by the survival of its houses dating from the late 19th and early 20th centuries, as well as examples of local shops, churches, and other commercial and community development, such as the former Devonport Power Station (47 Church St), and the former Devonport Fire Station (4-6 Calliope Road) from a similar period, in close proximity to housing.

Although not specifically included in the overlay area, a variety of buildings and structures associated with defence functions remain evident in parts of Devonport. These are in close proximity to the residential areas and provide an important context. The commercial centre on Victoria Road developed at a similar time and retains an important group of late 19th and early 20th century commercial buildings. This is managed separately as the Special Character Areas Overlay – Business: Devonport.

Visual coherence

Throughout the overlay area there is a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and

forms generally evident. The combination of these attributes contributes to the visual coherence of the special character area.

15.1.7.6.4. Architectural values

Styles

Buildings in the overlay area demonstrate a range of Victorian, Edwardian and early 20th century architectural styles. Within the area the age and style of housing is very consistent in some areas, while others show greater variation, as residential development occurred over a longer period.

Victorian cottages and villas, of one and two-storeys, represent the early period of residential development evident in parts of the overlay area. Examples of villas from the Victorian and Edwardian period are dominant throughout the area, including modest, as well as larger and more elaborately detailed examples. They are typically single storey, although two storey villas are evident in some areas. Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative details, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a key feature of many roofs in the overlay area.

From around 1910, transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form. Transitional villas are evident in many streets in the overlay area.

The development of the bungalow around the turn of the 20th century in New Zealand was influenced by developments overseas, such as the Arts and Crafts movement. By the end of World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after World War I, and are evident in parts of the overlay area. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan layout.

By the 1930s, other housing styles such as Art Deco, Moderne, and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the overlay area. Substantial Arts and Crafts style houses are evident on some properties, particularly at Stanley Point, which was settled later than the rest of Devonport.

Materials and construction – built fabric

Timber is the predominant material used throughout the overlay area. Houses are typically timber-framed, weatherboard clad with timber door and window joinery. Gabled or hipped roofs are predominantly clad in corrugated iron, with some examples of slate or tiled roofs. There are some examples of dwellings constructed of brick or with a rendered finish. Brick or plastered chimneys remain a feature of many houses. Verandahs featuring decorative timber detailing are a feature of many houses.

Early commercial buildings within the overlay area include examples of timber and masonry construction.

15.1.7.6.5. Urban structure

Subdivision

Larger landholdings in the overlay area were subdivided into smaller residential sites as a series of subdivisions, of varying size, through the 19th and early 20th centuries. The early road layout took the volcanic and coastal land form into account and resulted in a reasonably varied pattern of early large allotments. The pattern of residential subdivision is therefore reasonably varied. A modified grid-layout of streets and lots is evident in parts of the area, where streets were formed as part of particular subdivisions.

Some of the early subdivisions in Devonport are evident in the narrow road widths and small lot sizes, such as Ann, Wynyard, Burgess, and Domain Streets, the north part of Church Street, St Aubyn Street, Cambria Road, and Buchanan Street. In earlier subdivisions the road widths were typically 75 links (approximately 15 metres) and in some cases 50 links (approximately 10 metres).

Variations in the width of early city roads led to government intervention to achieve consistency. The Plans of Towns Regulation Act 1875 set out requirements for the minimum width of roads, which as far as possible were to be laid off in straight lines and perpendicular to each other. Subdivision plans had to be prepared by an approved engineer or surveyor.

Later subdivisions tended to include larger sections, with wider streets, laid out on a more regular pattern, where the topography and existing road patterns permitted. Generally all road widths after the 1880s were standardised to 100 links or 20.12 metres wide, with a carriage-way formed within.

There is variation in lots sizes created by different subdivisions throughout the overlay area. Some of the smaller lots created in early areas of subdivision range from around 300 to 500m². The lot widths in these areas are reasonably narrow at around 10 to 12 metres. In later subdivisions the lots sizes range from 500 to over 800m² and lot widths are generally around 12 to 15 metres, with variations.

Road pattern

The early road layout was influenced by the volcanic and coastal landform, resulting in an irregular layout of early main roads. Roads formed as part of later subdivisions have established a more regular pattern of streets, typical of the late 19th and early 20th century period of subdivision. Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets.

As described above, parts of the overlay area demonstrate narrow road widths of 10 to 15 metres, which typically allowed for narrow footpaths, and no grass berms. Throughout the area, where the road reserve is the standard 20 metres wide, there is variation evident in the road carriageway, with some streets having very generous grassed berms, often incorporating street trees, or alternatively a wider road carriageway. Some of the main roads were wider, particularly the lower part of Victoria Road in Devonport.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is some variation in streetscape character in parts of the overlay area. Narrow streets with no grass berms or street trees have a more urban character, with houses often located close to the road boundary. In areas where the streets are wider, grass berms and street trees are often evident. Grass berms vary in width depending on the carriageway and whether roadside car parking is provided.

Throughout much of the overlay area, areas that developed as a part of a particular subdivision demonstrate consistency in terms of lot size, setback, spacing and rhythm of housing as well as the age and styles of housing, collectively contributing to an established streetscape character. Front yards, whether modest or deeper, are generally separated from the street with low fences, walls or planting, allowing good visibility of the houses from the street. However, there are also some examples of higher fencing or denser planting. Properties on main roads tend to have a higher degree of separation between the public and private realm.

Vegetation and landscape characteristics

The tree-covered and grassed slopes of Mount Victoria/Takarunga and North Head/Maungarei are prominent features of the landscape and contribute to the well-vegetated quality of the area. Trees located in a number of reserves in the area as well as within the Waitematā Golf Course make a significant contribution to the vegetated quality of Devonport. Early low-lying areas have been subsequently developed as reserves. The Waitematā Golf Course between Lake Road and Wairoa Road is built on a former swamp. In the 1870s the area was reclaimed and in 1881 the Takapuna Race Course was established on the site. The Waitematā Golf Club has been on the site since the early 20th century. The Devonport Domain, also originally a swamp, was set aside as an education

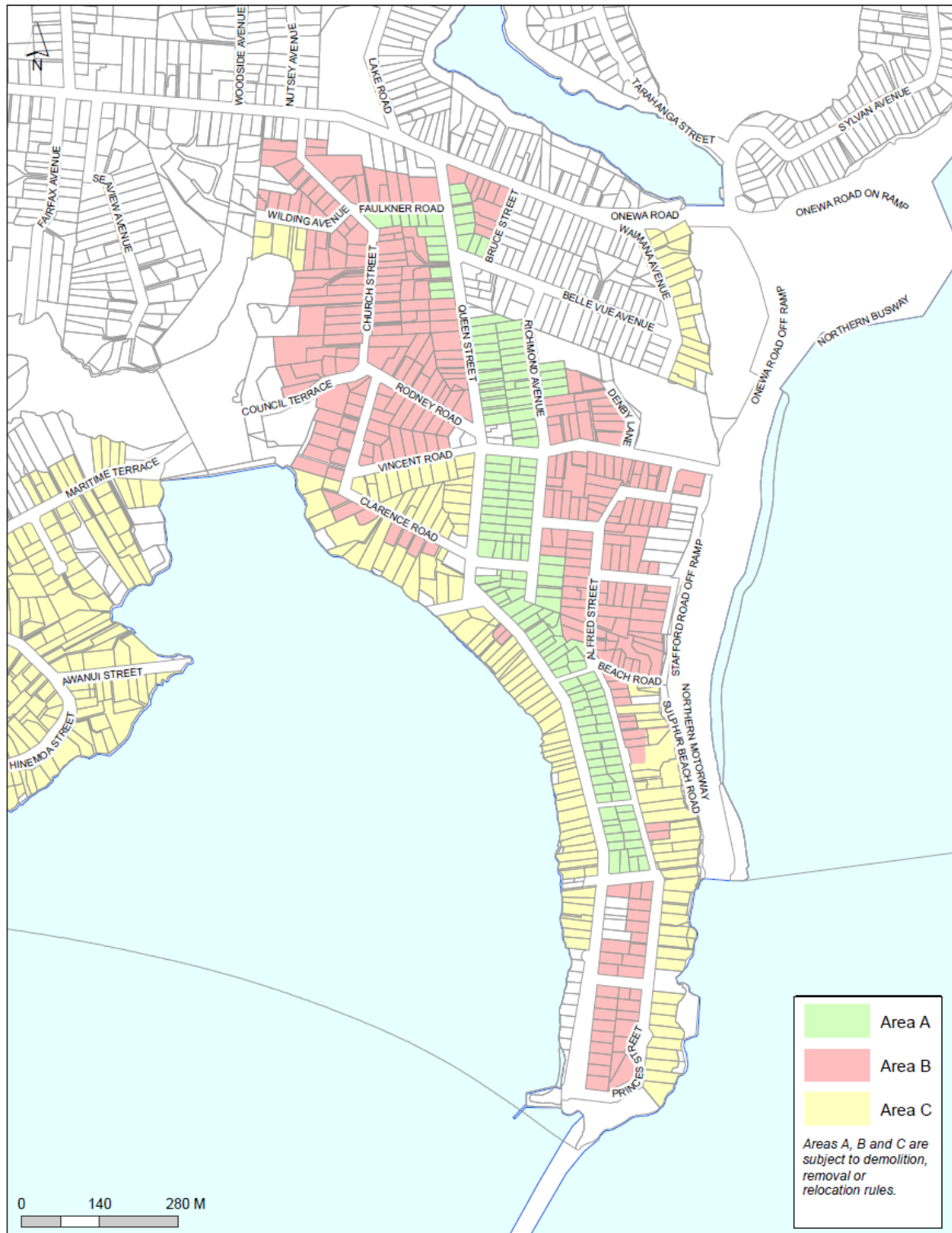
reserve before being vested in the Devonport Borough Council in the 1880s as a recreation ground. It was subsequently drained and improved.

Grass berms and street trees, as well as trees and shrubs in front gardens, are a feature of much of the area. In streets close to Cheltenham Beach, and along King Edward Parade, pohutukawa trees are evident as street trees, in coastal reserves, and in private gardens. Early subdivisions with narrow road widths did not allow for grassed berms or street trees and houses are often set close to the road boundary with very small front gardens.

15.1.7.7. Special Character Areas Overlay – General: North Shore – Northcote Point

15.1.7.7.1. Extent of area

Special Character Area Map:



Description:

The overlay area covers the Northcote Point Peninsula extending inland to Onewa Road. The extent is shown on the special character area map above. The area reflects the extent of late 19th and early 20th century residential development on Northcote Point, and is one of three areas within the wider Special Character Areas Overlay – General: North Shore. The overlay area also incorporates some commercial buildings located on Queen Street in Northcote Point, which are located in close proximity to the surrounding housing and are considered to be an integral part of the collective special character of the area.

The landform on Northcote Point is reasonably level along the headland, falling steeply along the coastal cliff line on the east and west sides to Shoal Bay, Halls Beach and Little Shoal Bay. The land form is gently undulating north of Rodney Road and Stafford Road, and falls to a reasonably level area on the eastern side adjacent to the Northern Motorway and Shoal Bay. Northcote Point has significant landscape amenity, due to its headland landform and relationship to the harbour. Its position on a promontory provides for views towards the city and the Hauraki Gulf, Auckland Harbour Bridge, Birkenhead Point, Bayswater and Devonport.

15.1.7.7.2. Summary of special character values

Historical:

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

The overlay area is of significance because it is one of the earliest substantial areas of European settlement and development that occurred on the North Shore in the late 19th and early 20th centuries. It is one of the three marine suburbs established close to Auckland City; the others are Devonport/Stanley Point and Birkenhead Point. It is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains groups of Victorian and Edwardian houses together with commercial buildings from this period of development.

Subdivisions of the larger rural allotments for residential settlement in Northcote began around the 1860s and steadily progressed during the 1870s to 1900s. A wharf at Northcote Point was established in the 1850s, along with the first Northcote Hotel. Early houses, shops and a post office were established close to the wharf, and the earliest church, St John the Baptist, was consecrated in 1860 by Bishop Selwyn.

The establishment of regular ferry services and a new wharf in 1880 were important factors in the residential development of the Northcote area. A small commercial centre developed around the intersection of Queen Street and Bartley Street, where the 1920s post office and Bridgeway Theatre were built. The construction of the Auckland Harbour Bridge in the 1950s had a significant impact on the Northcote Point headland. The Northern Motorway and the

northern approach to the bridge were constructed along the east side of Northcote Point, replacing the beach facing Shoal Bay. The function of Queen Street in Northcote changed as ferries no longer provided the primary means of transport to and from Northcote Point.

Physical and visual qualities:

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

The overlay area is significant for its physical and visual qualities as it retains a large grouping of houses that collectively demonstrate the late 19th and early 20th century period of settlement and illustrate the urban pattern of development of the North Shore and the Northcote Point area.

Surviving buildings from this period in Northcote collectively demonstrate the architectural philosophy, design approach and social patterns of the time. The surviving stock of buildings demonstrates changing requirements and design ideas in domestic architecture in the change from the Victorian and Edwardian villa to the bungalow. The surviving buildings demonstrate the use and application of building materials, methods and craft skills from the late 19th and early 20th century period.

15.1.7.7.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric a significant period of residential and associated development that occurred in this part of the North Shore in the late 19th and early 20th centuries. Most buildings in the special character area were constructed between 1880 and 1940. The built fabric includes the houses and clusters of early commercial buildings, street layouts and urban form.

Scale of development

The late 19th and early 20th century houses on Northcote Point are predominantly single level, detached residences, with some examples of two-storey houses. The local shops and community buildings, built at a similar time, are also predominantly single level.

Form and relationship to the street

Houses are generally built close to the street edge and occupy much of the width of their lots, giving a reasonably dense pattern of built development. Gabled and hipped roof forms are evident throughout most of the area; these roof forms are associated with the Victorian and Edwardian villas, bungalow and other styles of houses present. Verandahs and porches give depth to street elevations and create transitional spaces between the public realm of the street and the private realm of the houses themselves. Generally, low boundary treatments including fences, hedges and walls maintain reasonably open views between the houses

and the street. Garages or carports are generally located to one side and set back, and are generally not a dominant presence.

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 overlay area is strongly defined by the survival of houses dating from the late 19th and early 20th centuries, as well as examples of shops, churches and community buildings from a similar period in close proximity to housing.

Visual coherence

Throughout the area there is a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing, as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the area.

15.1.7.7.4. Architectural values

Styles

Buildings in the overlay area demonstrate a range of Victorian, Edwardian and early 20th century architectural styles. The age and style of housing is very consistent in some parts of the area, while other parts show greater variation, as residential development occurred over a longer period.

Villas represent the early period of residential construction in Northcote during the Victorian and Edwardian eras. Northcote Point's villas are typical of this building type, including square-fronted examples as well as bay villas in a variety of configurations. Typical of the villa style, roofs are gabled and hipped and most commonly clad in corrugated iron and door and window joinery is timber, incorporating double-hung sash windows. Decorative timber fretwork and other details were used, particularly on verandahs and gable ends. Brick chimneys remain a prominent feature of many roofs in the area.

Transitional villas began to be constructed around 1910; they retain the general form and layout of the villa, but incorporate bungalow details like exposed rafter ends, casement windows, shingles, and reduced ornamentation.

Californian bungalows were constructed in Northcote Point after World War I. Influenced by trends in America as well as England and Australia, the typical New Zealand Californian bungalow features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan layout.

Other styles such as Art Deco and English Cottage are evident in Northcote Point, typically as a variation of the broader bungalow form. Examples of State houses in English Cottage style are also evident in some streets.

Commercial buildings in Queen Street within the special character area reflect a variety of late 19th and early 20th century architectural styles.

Materials and construction – built fabric

Late 19th and early 20th century houses on Northcote Point are typically timber-framed, weatherboard clad and decorated with timber detailing. Door and window joinery is typically timber. There are some examples of houses constructed in rendered brick. Gabled or hipped roofs are predominantly clad in corrugated iron, with some examples of clay or concrete tiled roofs. Brick or plastered chimneys remain a prominent feature of many houses. Verandahs or porches, with decorative timber detailing, are also a feature of many houses.

Early commercial buildings within the special character area on Queen Street include examples of timber and masonry construction.

15.1.7.7.5. Urban structure

Subdivision

Subdivisions of the larger rural allotments for residential settlement in Northcote began around the 1860s and steadily progressed during the 1870s to 1900s. Lot sizes vary based on the series of late 19th and early 20th century subdivisions. Some of the smaller back-to-back lots are located between Queen Street and Princes Street, north of King Street, with lot sizes ranging from around 400 to 500m², and lot widths of around 15 metres. Lots of varied sizes are evident along the coastal margins, ranging from some narrow lots of around 400 to 500m², to larger lots over 1000m².

Road pattern

The road pattern on Northcote Point is based on a modified grid, with roads developed incrementally to either side of Queen Street as part of separate subdivisions in the late 19th century. Located along the ridge, Queen Street was the earliest road on Northcote Point and served as the main road leading north from Northcote Wharf. Queen Street is a standard one chain (approximately 20 metres), with dual carriageway and car parking on either side. Footpaths are located on both sides, without grassed berms. Some roads on Northcote Point are narrow, for example parts of Princes Street, Duke Street and Beach Road, where the road reserve is around 12 metres wide.

Streetscape

The streetscape in Northcote Point is characterised by a relatively dense and consistent urban residential character, with generally open views to houses from the street. Houses are located reasonably close to the road boundary, with typically modest front yards. Setbacks generally range from around four to eight metres, with some examples of houses set much closer to the street edge, particularly on Queen Street south of Duke Street. The substantial Northcote Hotel and examples of early commercial buildings and terraced houses in this vicinity are often built to the street edge and houses are also set close to the road boundary. There are reasonably few substantial trees; front yards generally have small shrubs giving an open vegetated character. Street trees are evident in some streets.

Parts of the area have quite a high density streetscape character, with closely spaced housing set close to the street edge, in combination with narrow road widths. This results in footpaths but no grass berms, or footpaths to one side only. This is evident in parts of Princes Street, Beach Road, and Duke Street.

In other parts of the area there are grassed berms to both sides, for example in the lower part of Princes, Alma, and King Streets. Mature street trees in Alma Street contribute to the established streetscape character. Some of the streets on Northcote Point feature a grassed swale detail, where the road is edged with a grassed strip, falling towards the gutter.

Queen Street has footpaths without grass berms. Houses are typically set close to the road boundary. Commercial buildings along Queen Street are built up to the road boundary, creating a strongly defined edge where they occur. Street trees have been planted in some locations in Queen Street, set into the footpath. A variety of front boundary treatments include typically low to medium height fences, walls and hedges, including early types or examples based on early types, contributing to an impression of an established streetscape. A concrete road surface was laid in parts of Queen Street in the 1920s and remains evident.

Vegetation and landscape characteristics

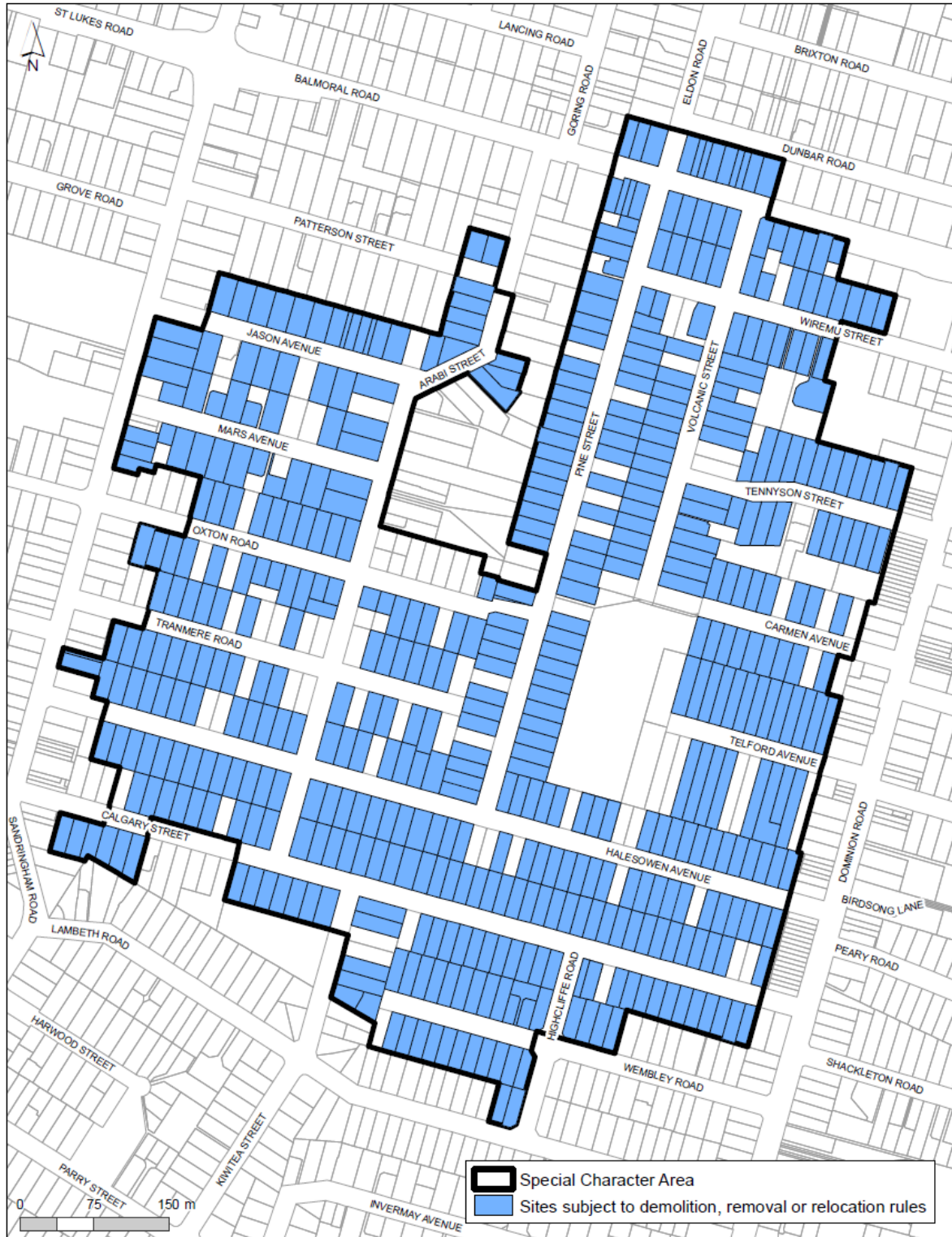
Pohutukawa trees are a distinctive feature in the area, particularly around the coastal margin of the headland, around Te Onewa – Stokes Point and the western coastline at the southern end of Queen Street, and around Stafford Park. The avenue of mature plane trees is a distinctive feature of Alma Street. Shrubs and trees in front yards and private gardens contribute to a vegetated character.

Small reserves and parks, including Stafford Park and Jean Sampson Reserve, provide open green spaces within the residential area. Te Onewa – Stokes Point Reserve is located on the southern end of the headland adjacent to, and beneath, the northern approach to the Auckland Harbour Bridge. This reserve contains significant archaeological features, and affords outstanding views of the bridge and of other parts of Auckland City. The reserve is also a good place to experience the design and scale of the Auckland Harbour Bridge.

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

15.1.7.8.1. Extent of area

Special Character Area Map:



Description:

The overlay area is a residential neighbourhood bounded by Dunbar Road, Balmoral Road, Sandringham Road, Lambeth Road and Dominion Road, as shown on the special character area map above.

Sandringham Road and Balmoral Road are major arterial routes, and form a natural edge to the area. The entire Balmoral area was influenced by the extension of the tram lines from the city centre, but the extent of the overlay area encompasses part of Balmoral where a high proportion of houses were constructed from 1880 to 1940.

The overlay area is located in streets to the west of Dominion Road, in an area extending towards Sandringham Road and south of Balmoral Road on land that is comparatively flat within in the larger isthmus area. These residential streets are located on reasonably level or gently undulating land that rises gradually to the east towards Mount Eden and Three Kings to the south.

15.1.7.8.2. Summary of special character values

Historical:

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

The overlay area is of significance as an example of the “tram suburb” development pattern that occurred in areas close to central Auckland. Tram suburbs were developed progressively across the Auckland area as the electric tram network expanded beyond the city centre. Rural land on the outskirts of the city was converted to residential use in a series of subdivisions as the tram made these areas readily accessible to the places of work in the city.

The overlay area was progressively subdivided for residential development from around 1880 to 1940 and clearly illustrates the expansion of the electric tram network and the associated residential construction boom during the inter-war period. The earliest residential subdivisions in Balmoral occurred around 1884, all fronting onto Balmoral Road, which at that time was located on the outskirts of Auckland. Housing from this period in the area primarily includes villas. The progressive subdivision of Balmoral was typical of development on the isthmus between the Victorian era and World War II, but the fact that three tram lines (the Sandringham, Dominion and Mount Eden road tram routes) terminated in the Balmoral area by 1930 was unusual. Few other neighbourhoods had this same level of connectivity or cohesion.

The distribution of architectural styles within the overlay area is directly related to the southward progression of the tram lines through Balmoral. The earliest villas and transitional villas are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion Roads, which was the tram terminus prior to World War I. The high concentration of bungalows in the area

corresponds with the extension of the tram lines along Sandringham Road in 1925 and Dominion Road in 1930.

Physical and visual qualities:

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

The overlay area is of significance for its physical and visual qualities as it contains a large grouping of late 19th and early 20th century houses in a range of architectural styles that collectively reflect important trends in New Zealand residential architecture. The variety and range of styles found in Balmoral (namely villas, transitional villas, and bungalows) illustrates the design principles and aesthetics from this period of time, and demonstrates the shift from villa to bungalow as the dominant residential form.

The area also demonstrates, in its subdivision and layout, key concepts regarding the design of suburban residential areas established beyond the city centre. In line with Garden Suburb design concepts, an emphasis was placed on larger section sizes that enabled private gardens, and generous street widths incorporating roads with grass berms.

15.1.7.8.3. Description of physical and visual qualities

Built form

Period of development

The overlay area is significant for the reasons described above. It demonstrates in its physical and visual qualities a significant period of development that occurred from the 1880s to 1940. The period covers the early subdivision and villa construction at the end of the Victorian era, the arrival of the trams during the inter-war period, and the construction of bungalows that continued until the start of World War II. The built fabric comprises the houses, street layouts and urban form. The residential area is adjacent to and contiguous with the Special Character Areas Overlay – Business: Balmoral Shopping Centre area on Dominion Road.

Scale of development

Houses in the overlay area built between the 1880s and 1940 are predominantly single detached houses on one level. There are some duplex flats within the area, which also are single level dwellings. The commercial buildings in the area were built between 1910 and 1930s are single and two-storeyed, and are located on Sandringham Road.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly villas, transitional villas, and bungalows with gabled and hipped roofed forms, are clearly visible. Houses are located towards the front of the sections, with a generally consistent depth to the front yard, ranging from around three metres to

eight metres, and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features including fencing. Some properties have garages or carports constructed within the front or side yards.

Front boundary fences, hedges or walls are typically low and some early boundary treatments remain. Boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

Density/Pattern of development

Although the overlay area reflects a number of separate subdivisions, there is a generally consistent pattern of subdivision, lot size, lot width, house setback and spacing between houses, leading to an overall impression of consistency throughout most of the area. Lot sizes generally range from around 500m² to 700m² although there is some variation throughout the area. Lot widths are typically around 13 to 15 metres wide, with some variation. There is a clear and well-articulated rhythm to the positioning of houses. Houses are generally located close together, occupying much of the width of their sites.

Types

The overlay area is strongly defined by the survival of its residential housing stock which includes predominantly villas, transitional villas, and bungalows.

Visual coherence

The overlay area has a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing, as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character. Commercial buildings constructed between the 1910s and the 1930s contribute to the overall visual coherence.

15.1.7.8.4. Architectural values

Styles

Villas represent the first wave of construction in Balmoral during the Victorian and early Edwardian eras, and are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion, which was where the tram terminus was located prior to World War I. Balmoral's villas are typical of this building type, with bay windows, double-hung windows, verandahs, and decorative fretwork and ornamentation. The villa was beginning to give way to the bungalow by about 1910, and transitional villas bridge that gap. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation.

Californian bungalows proliferated in Balmoral after World War I, and are particularly concentrated in the southern half of the area (which corresponds to the extension of the tram lines in the 1920s). Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and an informal open plan layout. By the 1930s, other styles such as Art Deco and English Cottage appeared in Balmoral, typically as a variation of the broader bungalow form.

Materials and construction – built fabric

The main material used for residential dwellings within the overlay area is timber, with many houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are evident. There are a small number of brick houses, some of which are plaster finished.

15.1.7.8.5. Urban structure

Subdivision

The overlay area is a series of separate subdivisions and the occasional offsets in the road alignment are often where separate subdivisions joined. The resulting subdivision pattern is an approximate grid layout, with sections of regular width and depth facing the street. Section sizes are generally consistent, ranging from around 500m² to 700m², although there is some variation in lot sizes throughout the area.

The earliest subdivisions were formed in the northern part of the overlay area, close to Balmoral Road and date from circa 1884. A series of subdivisions occurred in a generally southward pattern to either side of Dominion Road reflecting the extension of the electric tram lines. The trams were located on Mount Eden Road by 1902 and extended as far as Balmoral Road by 1914, reaching the overlay area by 1930. Trams were located on the northern part of Dominion Road in 1908, and extended to Balmoral in 1914 and further south by 1930. On Sandringham Road the tram line was in place by 1925, and extended south through the Balmoral Tram Suburb by 1930.

Road pattern

The street layout is orthogonal with the residential streets arranged perpendicular to Dominion Road, Balmoral Road and Sandringham Road. The road layout and spacing is generally determined by the double section depth of around 30 to 40 metres and road reserve widths of around 100 links (approximately 20 metres). Some changes in the alignment along the length of roads indicate the junction of different subdivisions. Road carriageways within residential streets range from around six to 11 metres, with grassed berms of varying depths.

Road carriageways along the arterial roads (Balmoral, Sandringham, and Dominion) are wider, typically around 13 to 15 metres. Balmoral Road is two lanes

wide in each direction, expanding to three or more lanes in each direction at the intersections with Dominion and Sandringham Roads.

Streetscape

The streetscape of the overlay area reflects the increased interest in town planning and Garden Suburb concepts developed around the turn of the 20th century, which promoted the benefits of space, sunlight, and vegetation. Suburban development following this concept, such as Balmoral was seen as offering opportunities to create healthier environments than some of Auckland's over-crowded inner-city neighbourhoods. Most streets in the overlay area have mature street trees, footpaths set within generous grass berms, and relatively narrow road carriageways. Houses are set reasonably close to the street boundary, with set-backs ranging from around three metres to eight metres. The regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character.

Some variation in streetscape character is evident on the main arterial roads (Balmoral, Sandringham, and Dominion). The road carriageway on these transit-oriented routes is wider. There are no grass berms along Dominion and Sandringham Roads, where a wider road carriageway exists. Narrow grass berms are evident along Balmoral Road. Some higher fences, hedges or walls are evident in these locations.

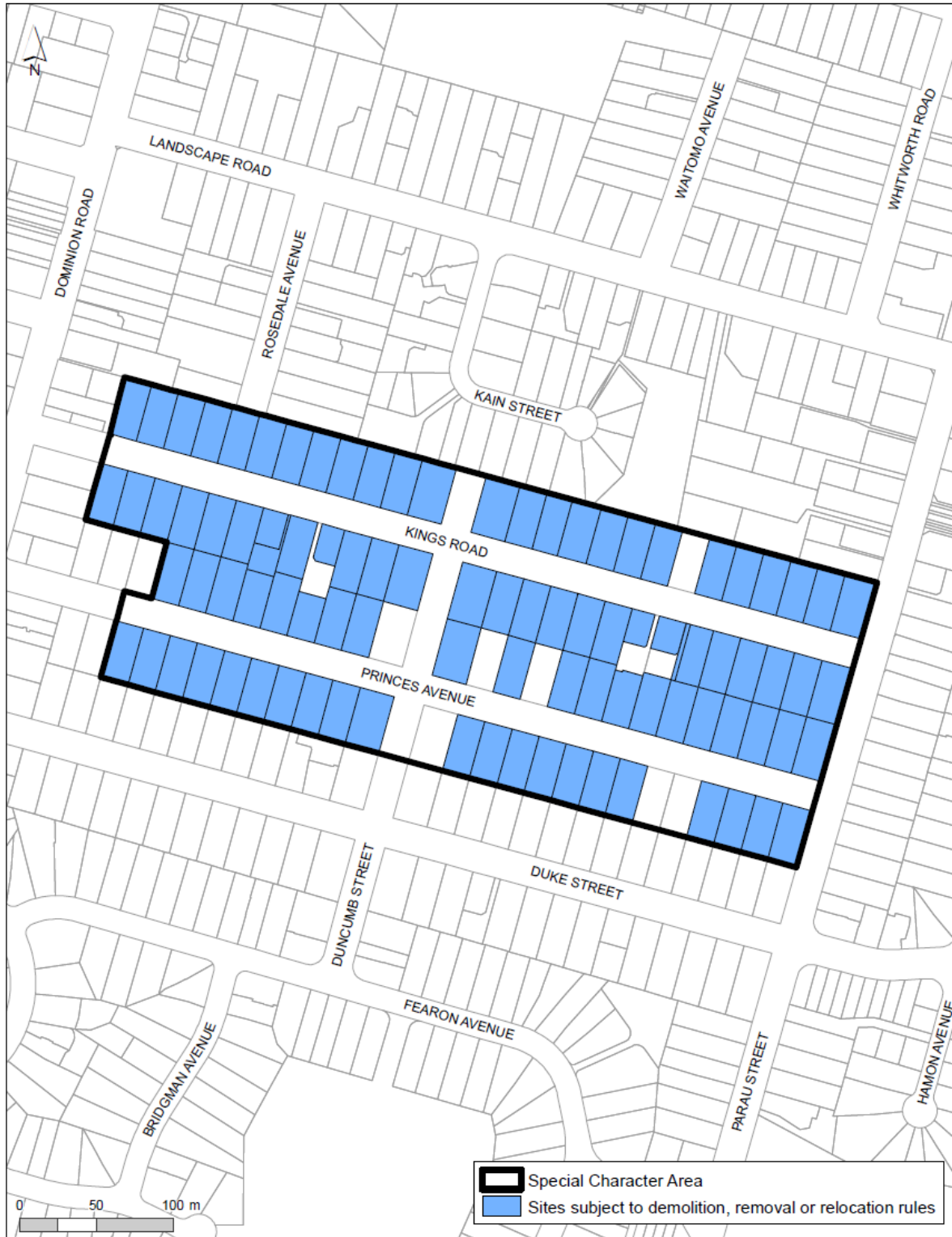
Vegetation and landscape characteristics

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

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

15.1.7.9.1. Extent of area

Special Character Area Map:



Description:

The overlay area is located in Mount Roskill, and includes properties along both sides of Kings Road and Princes Avenue from the intersection with Parau Street to the rear of properties fronting Dominion Road. This area was subdivided in 1910 and demonstrates a coherent early 20th century residential area within the former Mount Roskill Borough. The extent of the area is shown on the special character area map above.

Located to the east side of Dominion Road, Kings Road and Princes Avenue connect Dominion Road with Parau Street. Both roads have southeast-northwest orientation, and are parallel to one another. The area rises gradually towards the east, rising more steeply towards Parau Street. From Parau Street there are distant views towards Mount Albert/Owairaka in the west, and One Tree Hill/Maungakiekie and Three Kings/Te Tātua-a-Riukiuta in the east.

15.1.7.9.2. Summary of special character values

Historical:

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

The overlay area is of significance because it demonstrates the ongoing residential expansion across the isthmus in relation to the extension of the electric tram network in the 1920s. This was a key period of residential expansion within the former Mount Roskill Borough, particularly in the area to the north of Mount Albert Road.

Subdivided in 1910, these streets form part of one of the earlier subdivisions close to Dominion Road. Sections in Kings Road, Princes Avenue and Duke Street were formed as part of a subdivision described as the Town of Edendale Extension No. 8. Residential expansion during the 1920s was facilitated by government lending through State Advances Corporation loans, which encouraged the subdivision of suburban land and resulted in a rapid increase in development on the outskirts of Auckland City. Development was also enabled with the progressive extension of the electric tram line along Dominion Road to Mount Albert Road, where it had reached by 1930.

A 1932 survey plan shows that residential sites on both sides of Kings Road and Princes Avenue were fully developed by that time. Kings Road and Princes Avenue display a largely intact residential character reflecting the period of their development, with some transitional villas and predominantly bungalow style houses, together with examples of bungalow-cottage houses.

Physical and visual qualities:

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

The overlay area is significant for its physical and visual qualities because it comprises a significant grouping of inter-war style houses constructed within a relatively short period. The houses collectively demonstrate important developments in New Zealand residential architecture; the inter-war period saw a shift to the Californian bungalow as the predominant detached housing type.

The subdivision and street layout demonstrates the Garden Suburb development pattern that was first evident in New Zealand around the turn of the 19th and 20th centuries. Section sizes are generally larger than inner-city suburbs, enabling more generous private gardens and street widths incorporating roads with grass berms.

15.1.7.9.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric a significant period of development that occurred in part of the former Mount Roskill Borough in the 1910s to 1930s. The majority of the dwellings are Californian bungalows built in the 1920s. The built fabric includes the houses, street layouts, and urban form.

Scale of development

The special character buildings are predominantly detached single-storey houses.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly bungalows with gabled and hipped roofed forms, are clearly visible. Houses are located towards the front of the sections, with a generally consistent depth to the front yard and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm.

The typically modest front yards are often landscaped with a range of planting and hard landscape features, including fencing. Boundary treatments are generally low, and include fences, hedges and walls, which maintain reasonably open views to and from houses and the street. Typically, boundary treatments include low stone or plastered masonry walls, hedges, and picket fences. Some properties have garages or carports constructed within the front or side yards in recent years.

Density/Pattern of development

The lots in these streets were formed as part of one 1910 subdivision, so there is a very regular pattern of subdivision, lot size, lot width, house set-back, and spacing between houses. This leads to an overall impression of consistency throughout the area.

Lot sizes are around 700m². Lot widths are typically around 18 metres wide, with little variation. The setback of houses from the road boundary is approximately six to 10 metres. There is a clear and well-articulated rhythm to the positioning of houses in the area. Houses are generally located close together, occupying much of the width of their sites.

Types

The area is strongly defined by the survival of its residential housing stock which includes predominantly bungalows, together with some transitional villas, and bungalow-cottages.

Visual coherence

The overlay area has a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, the density and rhythm in positioning of houses, the age and style of housing as well as the scale, materials, and forms of the buildings. The combination of these attributes contributes to the visual coherence of the special character.

15.1.7.9.4. Architectural values

Styles

The predominant styles of housing are Californian bungalows with examples of transitional villas in Kings Road, along with some bungalow-cottage houses.

Transitional villas represent the earliest house type in the area. From the late 1910s, villas started to incorporate features that were to become evident later in the bungalow style. Roof forms were often simplified with the use of lower pitched gables, which often contained the verandah and main roof under a single form.

Bungalows are the most common style of house found in Kings Road and Princes Avenue. The bungalow style developed in New Zealand around the turn of the 20th century, reaching a peak in the 1920s and 1930s. Development of the bungalow style here was influenced by its use in England and Australia as well as California. Following World War I, the bungalow emerged as the most popular housing type and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Distinctive elements of the bungalow style are evident in houses in Kings Road and Princes Avenue, including lower pitched gabled and hipped roofs with generous eaves overhangs, exposed rafter ends, shingle cladding, and bracketed hoods over windows.

Porches and verandahs are typically incorporated under the main roof forms of the house. Timber window joinery is typically casement style, with fanlights above.

Although a wider variety of cladding materials were used on bungalows, weatherboards were the most common cladding; this is present in the houses in Kings Road and Princes Avenue.

Bungalow-cottages are also evident, where simplified elements of the bungalow and English Cottage styles are combined. Conservative in character, bungalow-cottages have simplified forms, often with hipped roofs, and with rafters boxed in at the eaves. Bay windows were generally reduced or omitted altogether in houses of this style.

There are also examples in Kings Road and Princes Avenue of single level Moderne style houses constructed around the 1930s. These are typically built in brick or rendered brick, and have the roof concealed behind a parapet wall.

Materials and construction – built fabric

Houses in Kings Road and Princes Avenue are predominantly timber-framed, clad in timber weatherboards, and with timber door and window joinery. Gabled or hipped roofs are typically corrugated iron, with some tiled examples. Some houses are clad in brick or plastered brick, with timber door and window joinery. Chimneys are a feature of some houses. The examples of single level Moderne style houses are typically built in brick or rendered brick.

15.1.7.9.5. Urban structure

Subdivision

The area to the east of Dominion Road including Kings Road, Princes Avenue and Duke Street was subdivided for residential development in 1910. The original subdivision pattern, with back-to-back lots of approximately 38 metres long between the roads, remains clearly evident.

Road pattern

The road pattern reflects the grid layout typical of the 1910 period of subdivision, with Kings Road and Princes Avenue running perpendicular to Dominion Road. The road layout is generally determined by the double section depth of around 30 to 40 metres and road widths of around 100 links (approximately 20 metres).

Streetscape

Kings Road and Princes Avenue have an established residential character, created by the coherent urban pattern of the 1910 grid layout subdivision, regular lot sizes, and pattern of 1910 to 1930 era houses. The houses, which are predominantly bungalows, are set reasonably close to the street boundary. The regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character.

Many properties retain low walls, hedges and fences, including some early examples of boundary treatments. Where garages or carports are present, these are generally located to side or the rear of properties. While some change has occurred, including alterations to individual houses and some more intensive

development, the streets still retain a consistent and cohesive established residential character.

Footpaths are provided on both sides of the street, set back from the road edge within generous grassed berms. The use of bluestone kerb blocks contributes to the established streetscape character.

Vegetation and landscape characteristics

Street trees in Kings Road and Princes Avenue contribute to a leafy character, in combination with planting in front gardens.

15.1.7.10. Special Character Areas Overlay – Residential: Station Road, Papatoetoe

15.1.7.10.1. Extent of area

Special Character Area Map:



Description:

The overlay area is a group of railway workers' cottages located on Station Road, Papatoetoe, as shown on the special character area map above.

The extent includes a row of seven residential sections (numbers 1, 5, 9, 11, 15, 17, and 19 Station Road), bounded on the east by the railway line, on the west and south by Station Road, and on the north by a public reserve.

The overlay area is located on relatively flat land. It is adjacent to the main trunk railway line, near to the Papatoetoe railway station and the Papatoetoe Town Centre (directly across the railway tracks).

15.1.7.10.2. Summary of special character values

Historical:

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

The overlay area is of significance as an example of the housing constructed for workers employed in the administration and operation of the national railway infrastructure network developed by central government.

Seven cottages were built on the Station Road sections under the Railway Housing Scheme. This scheme was implemented across New Zealand between 1923 and 1929 to provide housing for railway workers. The scheme involved mass production of prefabricated buildings, which were manufactured in a purpose-built factory in Frankton, Hamilton. The kitset designs were devised by George Troup, the notable engineer and architect employed by the New Zealand Railways Department from 1886 to 1925, using his principles of standardisation. Although the scheme followed overseas examples, it was a significant first for New Zealand, and brought uniformity and rationalisation to the housing of railway workers in New Zealand. The scheme provided cheap accommodation at stable rents for railway workers and their families, and created a community ethos resulting from the 'railway settlements' that were developed.

The cottages were transported via rail from the Frankton factory in circa 1928 and assembled on site directly adjacent to the railway station on Station Road. As the Railway Housing Scheme was terminated and the factory closed in 1929, these cottages represent some of the final residences that were produced.

Station Road is one of Papatoetoe's earliest roads, originally running from the present-day Papatoetoe Central School on the corner of Great South Road to the intersection of Portage Road. It was named Station Road after the opening of the railway station in 1875; in 1930 the eastern portion was renamed St George Street. The original railway station was located on the eastern side of the line, roughly where the overbridge is now sited. The station was relocated to the north in circa 1919, and the building was substantially extended and altered, also to the design of George Troup.

In the 1950s, the Railway Department's housing stock reached a peak of over 6,000 houses across New Zealand. However, during the 1980s, centralisation of functions and other changes led to reductions in the rail workforce and the end of the distinctive railway communities. Thousands of houses were sold to private buyers, relocated, demolished or converted to other uses, such that most of the railway workers' settlements from the early 20th century are no longer in existence or recognisable.

It is understood the cottages were sold around 1986. The seven sites with residences were vested for road, while the site directly north was vested as recreation reserve. The cottage sites were later sold as private residences. The railway station was closed in 1987, and the building relocated to 1 St George Street in 1999 before being restored to function as a community building.

Physical and visual qualities:

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

The Station Road workers' cottages are of significance for their physical and visual qualities as a representative group of railway housing. The original siting directly adjacent to the railway line and the station, which provides a contextual setting, contributes to the overall significant association with the development of both New Zealand's rail network and the suburb of Papatoetoe itself. Their physical construction and character of the overlay area also provide a visual example of inter-war government policy for railway workers' accommodation, and the use of prefabricated housing to achieve this.

15.1.7.10.3. Description of physical and visual qualities

Built form

Period of development

The houses in the overlay area were assembled in Papatoetoe in 1928, making this time period the most significant for the area. The area's physical and visual characteristics are demonstrated by a period of state-led housing construction that was undertaken throughout New Zealand in the inter-war era for the purpose of providing accommodation for railway workers and their families. The Station Road area has value as an intact group still physically and visually associated with the rail line and station building. Significant fabric includes the seven original cottages and associated outbuildings, boundary fences (particularly metal chain-link fencing), open grassed sections and remnant narrow paths to front doors. Street layout and urban form is significant in terms of the group of cottages being bounded on one side by the rail line and on the other by Station Road.

Scale of development

The cottages are small, single storey dwellings, set back from the street. While some have had modest lean-to additions and outbuildings constructed, they

continue to present a diminutive scale to the street, particularly in comparison to the larger houses on the western side of the street.

Form and relationship to the street

Prior to Troup's involvement in the design of railway houses, the Rail Department's practice was to site rail workers' cottages at one end of the rail line, set out to face the main rail link. In contrast, Troup's settlements were planned to locate the houses away from the noise and smoke, yet close enough for workers to be called upon. While Papatoetoe is not one of the large settlements, this small cluster is consistent with Troup's design principle, situated directly adjacent to the line but facing away, with a frontage to the street.

The cottages have a consistent street setback and maintain an open aspect, with dwellings oriented to address the street. The houses are set out equidistant from each other. There is minimal garden landscaping or tree cover, consistent with their original use as workers' rental accommodation. The rear of the properties is also visually open to the adjoining rail line, creating relatively high visibility to passers-by and train users, despite some fencing.

Density/Pattern of development

The overlay area presents a very uniform pattern of development due to the sites being developed simultaneously as rail workers' accommodation. The sites are very similar in terms of lot size and width, dwelling size and setback, and spacing between houses that gives a strongly consistent low density development pattern. The pattern is similar to surrounding low density residential development to the west and east of the Papatoetoe Town Centre.

Types

The overlay area is defined by the survival of its rail workers' cottages. Their continued use as private residences is consistent with their original function.

Visual coherence

The overlay area has a high degree of visual coherence due to the consistency of subdivision pattern and lot sizes, and the density, positioning, age, and style of dwellings, as well as their scale, form, and materials.

15.1.7.10.4. Architectural values

Styles

The rail workers' cottages on Station Road are a surviving example of the pre-fabricated kitset houses designed by the New Zealand Railways Department engineer and architect George Troup, which were built across the country between 1923 and 1929. The Troup cottages were fabricated according to a small number of standardised house designs, with minor variations to provide some variety in terms of roof forms, porch designs, internal planning, and cladding details. The overlay area is significant in that it captures many of these minor design variations within a small group of cottages.

The cottage designs exhibit some Californian bungalow influences in their front porches, bracketed window hoods, and lower pitched gable roofs. They have symmetrically arranged front elevations with a central entrance porch flanked by double-hung sash windows (11 Station Road has tripartite casements). Trellis work of different specified patterns contributes to the distinctive porches, emphasising the cottages' orientation towards the street. Timber front doors generally feature multi-paned glazing in the upper third, with two or three vertical wooden panels below. Roofs include simple hipped, gabled and Dutch gabled forms, and variously feature exposed rafter eaves and battened gable ends. Remnant chimneys (some have been removed) provide a vertical element to the modest forms. Original chain-link metal and timber fencing are important remnants of this housing type.

The dwellings are small, simple, box-like structures, all single storey and most consisting of five rooms. While the scale of mass-production and prefabrication was innovative, the architectural planning followed the generic villa model, with a central entrance hall opening into a front parlour and leading to a rear kitchen with bedrooms along the side. Sheds are located at the rear, with outhouses constructed as skillion structures off the main form.

Materials and construction – built fabric

The cottages are constructed from prefabricated timber components and are built on piled foundations with suspended timber floors. Typical of the period and style, roofs are clad in corrugated iron and walls in bevel-backed timber weatherboards with boxed external corners. There is some use of cementitious sheeting on gable ends, with joints covered with timber battens. Windows and doors are constructed in timber and porch roofs are generally supported on pairs of square timber posts. Fireplaces are built in brick, with their chimneys having a stucco plaster finish.

15.1.7.10.5. Urban structure

Subdivision

The overlay area includes a row of seven separate residential allotments on the north-eastern side of Station Road. The sites range from around 700m² to 950-m². This variance, between a quarter to one fifth-acre sections, is consistent with the subdivision size of the Railway Housing Scheme plan. The subdivision pattern is consistent with surrounding residential housing directly to the west and on the eastern side of the Papatoetoe Town Centre.

Road pattern

The section of Station Road where the cottages are located runs directly parallel to the railway line to the east, and the subject sites form a single lot depth separation between road and railway. Station Road then turns due east to cross the railway tracks and enter the Papatoetoe Town Centre. Station Road is two lanes wide in both directions.

Streetscape

The streetscape of the overlay area is somewhat reflective of the increased interest in town planning and Garden Suburb concepts developed around the turn of the 20th century, which promoted the benefits of space, sunlight, and vegetation. The street has footpaths set within grass berms, and houses are set out to actively address the street. The road has very little street planting.

The overlay area's regular rhythm and spacing of houses, repeated architectural forms and generally open views to and from the street mean that the row makes an important contribution to the establishment of the streetscape character.

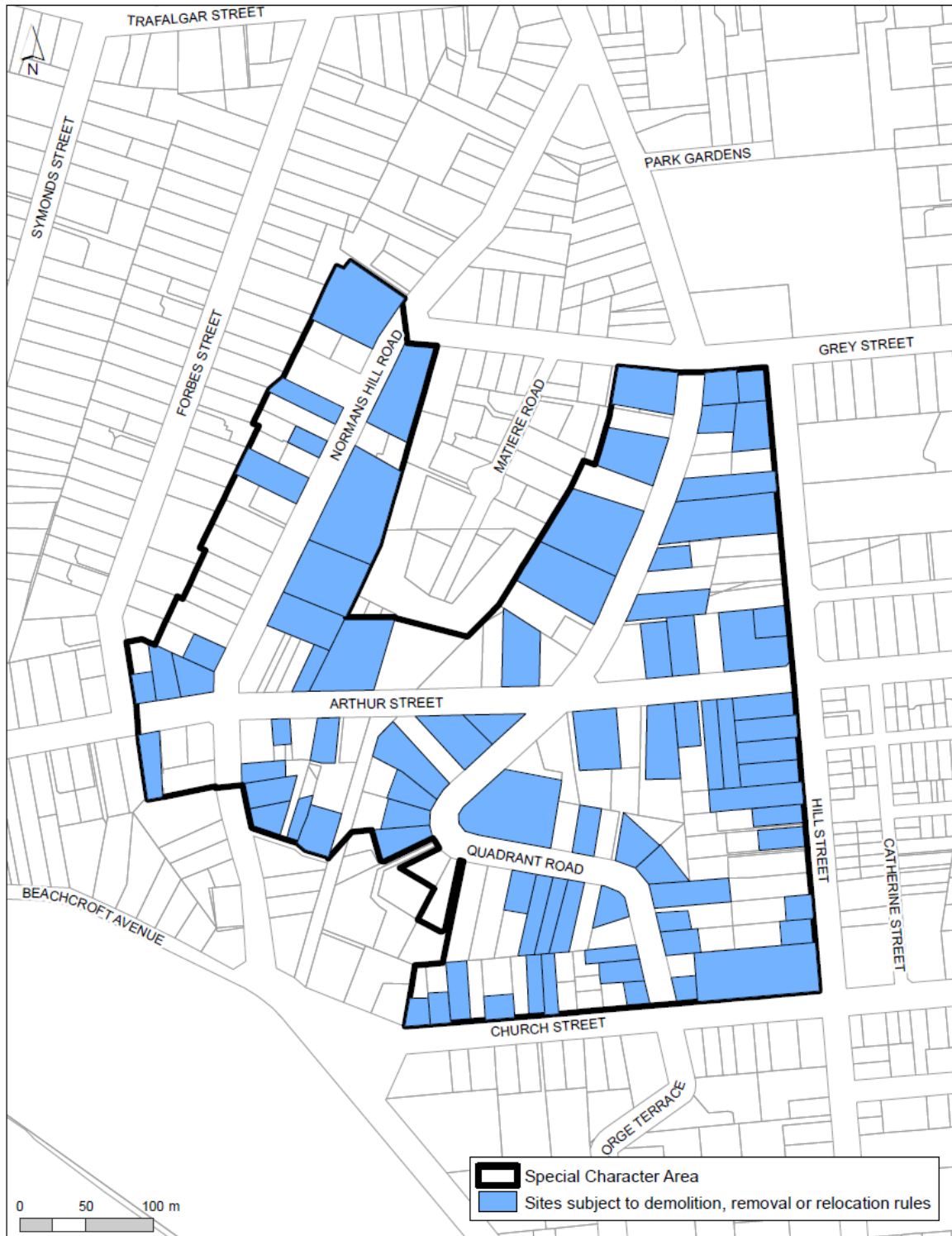
Vegetation and landscape characteristics

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

15.1.7.11. Special Character Areas Overlay – Residential: Early Road Links

15.1.7.11.1. Extent of area

Special Character Area Map:



Description:

The overlay area is in Onehunga and is bounded by Forbes Street, Grey Street, Hill Street and Church Street, as shown on the special character area map above.

The boundary represents, more or less, the first land transport connections between Onehunga and Auckland. The residences built along these routes were intended to impress the passer-by and cheaper housing was relegated to lower or less visible areas. Specifically, the area reflects the early layout of streets and land parcels, retaining walls and dwellings, and the original foreshore.

15.1.7.11.2. Summary of special character values

Historical:

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

An early trading area for Māori and Pakeha relied on all parties for success, as well as good transport links to larger markets or product sources. As wharf facilities evolved in Onehunga, small businesses continued to operate in Princes Street and formed a link between the newer, developing town of Onehunga, with the residences already established in this area.

The overlay area was a place of early trading and the associated dwellings were rapidly populated by aspirational residents who wished to portray their mercantile successes, particularly those who worked in Queen and Princes Streets. In the 20th century recreational use of the water was encouraged, and tennis courts and bathing sheds were constructed along the foreshore where the very first business had formerly operated.

Physical and visual qualities:

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

A few pre-1860 buildings within the overlay area link with those in Princes, Church, and Queen Streets. Pohutukawa planted in the inter-war period now form a dense cover in the reserve at the base of Norman's Hill Road, under which passes the spring visible higher up above Arthur Street. Stone walls and stone kerbing are also visible in less attended places.

15.1.7.11.3. Urban structure

Subdivision and street layout

The street layout and subdivision pattern reflect the contours of the land that governed the Fencible access routes. These are particularly reflected with the links to Queen Street by Church and Princes Streets.

The stream, both where open and culverted, reiterates the land divisions in this area of 1847, and as being responsive to contours and features. The value of the stream draining to the original foreshore has been overshadowed by later developments.

15.1.7.12. Special Character Areas Overlay – Residential: Pukehana Avenue

15.1.7.12.1. Extent of area

Special Character Area Map:

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

Description:

The overlay area runs between Pah Road south of Greenwoods Corner, on undulating land west of One Tree Hill/Maungakiekie. The road rises gently from Pah Road with a crest approximately two thirds along its length, before falling towards the intersection of Pah Road and The Drive. To the west, the land rises towards the hill at the top of Selwyn and Landscape Roads.

15.1.7.12.2. Summary of special character values

Historical:

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

Pukehana Avenue was formed in the early 1920s, in two separate subdivisions. The first occurred around 1919 when two separate sections, Lot 5 and Lot 6, which faced onto The Drive, were subdivided into 20 sections of uniform size and configuration. Each section was 100 by 200 links (approximately 20 by 40 metres) and the road width formed at the standard 100 links wide.

The subdivision plan shows that a house was located on Lot 6.

In 1924, the second subdivision went ahead, involving the two lots facing Pah Road being subdivided into 14 sections. The existing houses facing onto Pah Road were retained and the villa on the south-west corner remains today. The house in the north-west corner has been removed and replaced with newer houses.

Prior to subdivision, the land was used for small farm holdings. As transport systems improved, including the extension of the tram network and the increase of private motorcars, subdivision of the farm holdings occurred. The tram line ran along Manukau Road via Greenwoods Corner, with a major tram depot on Manukau Road.

Aerial photos from 1940 shows the area had been largely built on by this time.

Physical and visual qualities:

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

Bungalow style housing was the predominant types constructed in the overlay area. This reflects the main period of subdivision in the area, being 1910s and 1920s. While some change has occurred to individual houses, including

alterations and some more recent development, the street still retains a consistent and cohesive established residential character.

15.1.7.12.3. Description of physical and visual qualities

Built form

Form and relationship to the street

The typically generous setback of dwellings from the street, and their generally modest scale in relation to site size, results in an open street character. Dwellings are oriented to directly address the street, maintaining a traditional relationship between houses and the street. The street has the atmosphere of a quiet residential area. The carriageway is a single lane in each direction with provision for on-street parallel parking.

Footpaths are provided on both sides of the street, set back from the road edge within grassed berms. The use of bluestone kerb blocks contributes to the established streetscape character.

Street trees also make a significant contribution to the residential character, in combination with planting and large trees in front gardens.

Density/Pattern of development

The original subdivision pattern and lot size remains evident. Generally, sites are as originally formed with a road frontage of 20 metres and depth of 40 metres. Houses are located towards the front of sections facing the street, with modest setbacks. The retention of the original dwellings near the road boundary has maintained the established built character. Additions have been made predominantly within rear yards, and these are readily apparent from the street.

Dwellings are generally set back from the front boundary by about five to 10 metres. Front yards are generally open.

Overall, the consistent pattern of site proportions, location of dwellings on the site, and the concentration of buildings of similar era, form and style creates a distinctive street character.

Types

The predominant styles of housing evident in the overlay area are timber Californian bungalows and bungalow-cottages. In addition, there is a two-storey English Cottage with a red tiled roof and the Victorian villa, once part of the larger lot facing Pah Road remains.

15.1.7.12.4. Architectural values

The predominant styles of housing evident are timber Californian bungalows and bungalow-cottages.

15.1.7.12.5. Urban structure

Subdivision

Land in the area between Mount Eden Road and Manukau Road was divided into large allotments in the mid to late-1840s. The grid layout applied to the area gave no indication of the underlying volcanic landscape.

The subdivision of the overlay area from farm allotments to sections for residential development began with a few small areas of early subdivision in the late 1880s.

Subdivisions dating from the early 1900s were of these original blocks into smaller, but still large allotments. The fine grained pattern of residential subdivision in this area dates from a series of subdivisions made in the 1910s and 1920s.

Streetscape and vegetation and landscape characteristics

Many properties retain low fence types, including some early or original examples, and this together with low planting in the front yard maintains a strong visual connection between the street and the dwellings.

There are some properties within the area with large mature trees, which make a significant contribution to the street character.

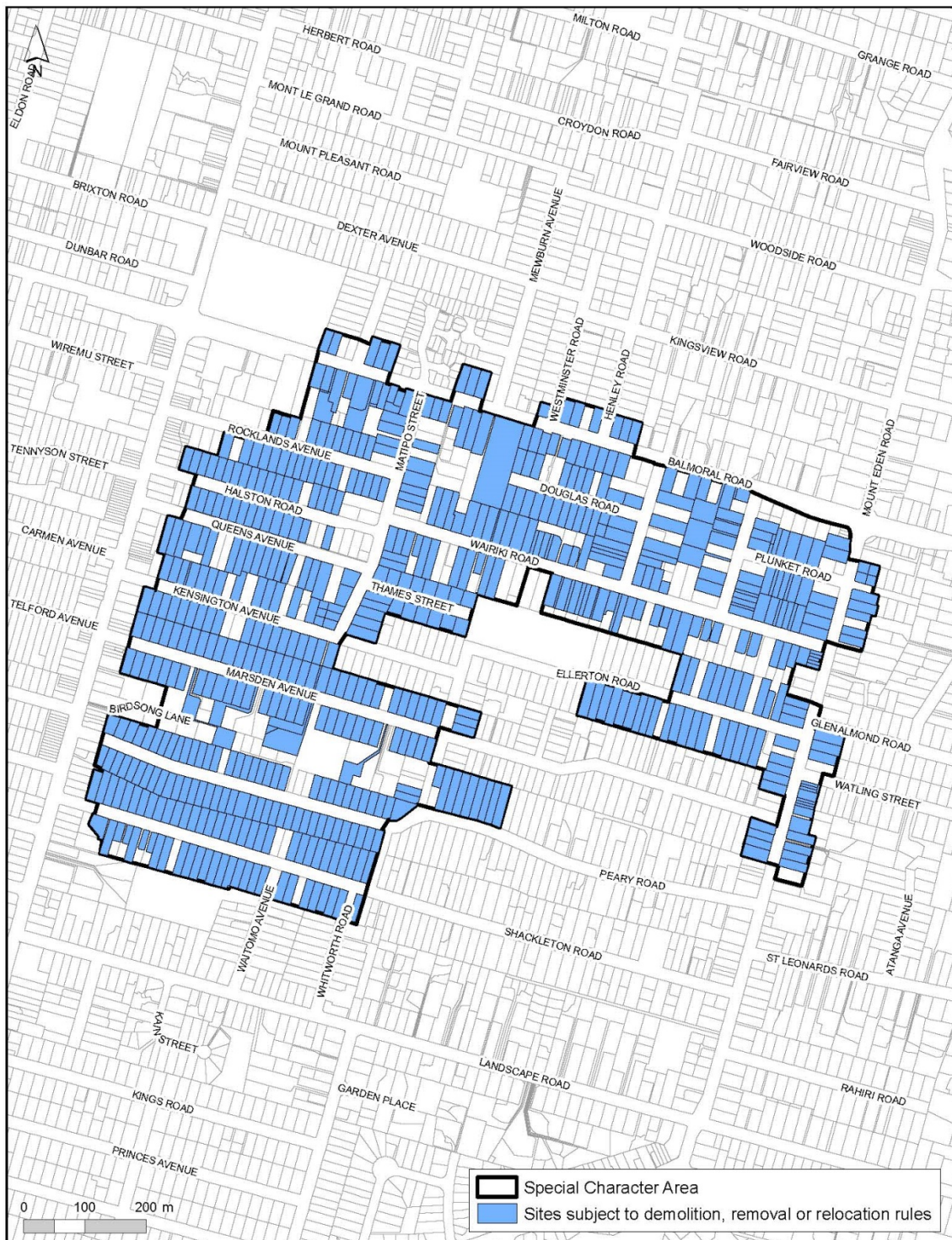
Where garages or carports are present, these are generally located to side or the rear of properties.

15.1.8. Special Character Areas Overlay – General: Character Statements and Maps

15.1.8.1. Special Character Areas Overlay – General: Balmoral Tram Suburb, East

15.1.8.1.1. Extent of area

Special Character Area Map:



Description:

The overlay area is a mix of residential and business sites bounded by Balmoral Road, Shackleton Road, Dominion Road and Mount Eden Road, as shown on the special character area map above. There are a small number of commercial buildings located along Mount Eden Road.

Balmoral Road and Mount Eden Road are major arterial routes, and form a natural edge to the special character area. The entire Balmoral area was influenced by the extension of the tram lines, but the extent of the special character area encompasses part of Balmoral where a high proportion of houses were constructed from 1880 to 1940.

The overlay area is located in streets to either side of Mount Eden Road in an area south of Balmoral Road on land that is comparatively flat within in the larger isthmus area. These primarily residential streets are located on reasonably level or gently undulating land that rises gradually to the east towards Mount Eden and to Three Kings to the south.

15.1.8.1.2. Summary of special character values

Historical:

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

The overlay area is of significance as an example of the “tram suburb” development pattern that occurred in areas close to central Auckland. Tram suburbs were developed progressively across the Auckland area as the electric tram network expanded beyond the city centre. Rural land on the outskirts of the city was converted to residential use in a series of subdivisions, as the tram made these areas readily accessible to the places of work in the city.

The overlay area was progressively subdivided for primarily residential development from around 1880 to 1940 and clearly illustrates the expansion of the electric tram network and the associated residential construction boom during the inter-war period. The earliest residential subdivisions in Balmoral occurred around 1884, all fronting onto Balmoral Road, which at that time was located on the outskirts of Auckland. Housing from this period in the area primarily includes villas. The progressive subdivision of Balmoral was typical of development on the isthmus between the Victorian era and World War II, but the fact that three tram lines (the Sandringham, Dominion and Mount Eden Roads tram routes) terminated in the Balmoral area by 1930 was unusual. Few other neighbourhoods had this same level of connectivity or cohesion.

The distribution of architectural styles within the special character area is directly related to the southward progression of the tram lines through Balmoral. The earliest villas and transitional villas are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion Roads (which was the tram terminus prior to World War I). The high concentration of bungalows in the

southern half of the area corresponds with the extension of the tram lines along Sandringham Road in 1925, and Dominion and Mount Eden Roads in 1930. A small number of commercial buildings within the area include corner dairies and blocks of local shops located on Mount Eden Road, close to the surrounding housing. They are single and two-storeyed, in plastered brick or timber construction and reflect the range of styles used around the time they were constructed from around the 1910s to 1930s.

Physical and visual qualities:

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

The overlay area is of significance for its physical and visual qualities as it contains a large grouping of late 19th and early 20th century houses in a range of architectural styles that collectively reflect important trends in New Zealand residential architecture. The variety and range of styles found in Balmoral (namely villas, transitional villas, and bungalows) illustrates the design principles and aesthetics from this distinct period of time, and demonstrates the shift from villa to bungalow as the dominant residential form.

There are a small number of single and two-storied timber and plastered brick commercial buildings within the area that are consistent with the styles of architecture found during the key period of development from the 1880s to 1940. These demonstrate the mix of commercial and residential building types that occurred in the tram suburbs.

The area also demonstrates in its subdivision and layout key concepts regarding the design of suburban residential areas established beyond the city centre. In line with the Garden Suburb design concepts, an emphasis was placed on larger section sizes that enabled private gardens, and generous street widths incorporating roads with grass berms.

15.1.8.1.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its physical and visual qualities a significant period of development that occurred from the 1880s to 1940. The period covers early subdivision and villa construction at the end of the Victorian era, the arrival of the trams in the inter-war period, and the construction of bungalows that continued until the start of World War II. The built fabric comprises the houses, some commercial buildings, street layouts and urban form. The residential area is adjacent to and contiguous with the Special Character Areas Overlay – Business: Balmoral Shopping Centre on Dominion Road.

Scale of development

Houses in the special character area built between the 1880s and 1940 are predominantly single detached houses on one level. There are some duplex flats within the area which also are single level dwellings. The commercial buildings present were built between the 1910s and the 1930s, and are single and two-storeyed located on Mount Eden Road.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly villas, transitional villas, and bungalows with gabled and hipped roofed forms, are clearly evident. Houses are located towards the front of the sections, with a generally consistent depth to the front yard, ranging from around three metres to eight metres, and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features, including fencing. Some properties have garages or carports constructed within the front or side yards.

Front boundary fences, hedges or walls are typically low and some early boundary treatments remain. Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically, boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

The commercial buildings within the special character area are constructed to the front boundary line and occupy the full width of the site facing the street. The commercial buildings have active ground floor shopfronts, and most have verandahs overhanging the footpath.

Density/Pattern of development

Although the overlay area reflects a number of separate subdivisions there is a generally consistent pattern of subdivision, and of lot size, lot width, house set back, and spacing between houses. This leads to an overall impression of consistency throughout most of the area. Lot sizes generally range from around 500m² to 700m² although there is some variation throughout the area. Lot widths are typically around 13 to 15 metres wide, with some variation. There is a clear and well-articulated rhythm to the positioning of houses. Houses are generally located close together, occupying much of the width of their sites.

Types

The overlay area is strongly defined by the survival of its residential housing stock which includes predominantly villas, transitional villas, and bungalows.

Commercial buildings are generally small corner shops or larger buildings that had retail premises on the ground floor and that originally had residential units located above.

Visual coherence

The overlay area has a high degree of visual coherence due to the general consistency of subdivision pattern and the lot sizes, density and rhythm in the positioning of houses, the age and style of housing, as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character. Commercial buildings constructed between the 1910s and the 1930s contribute to the overall visual coherence.

15.1.8.1.4. Architectural values

Styles

Villas represent the first wave of construction in Balmoral during the Victorian and early Edwardian eras, and are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion Roads, which was where the tram terminus was located prior to World War I. Balmoral's villas are typical of this building type, with bay windows, double-hung windows, verandahs, and decorative fretwork and ornamentation. The villa was beginning to give way to the bungalow by about 1910, and transitional villas bridge that gap. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation.

Californian bungalows proliferated in Balmoral after World War I, and are particularly concentrated in the southern half of the area, which corresponds to the extension of the tram lines in the 1920s. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and an informal open plan layout. By the 1930s, other styles such as Art Deco and English Cottage appeared in Balmoral, typically as a variation of the broader bungalow form.

Commercial buildings are either simple Victorian/Edwardian shops (often local corner dairies), or larger two-storied buildings of Stripped Classical style, which are typically found on the main arterial roads, particularly Mount Eden Road.

Materials and construction – built fabric

The main material used for residential dwellings within the overlay area is timber with many houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are evident. There are a small number of brick houses, some of which are plaster finished. Commercial buildings within the Balmoral Tram Suburb are typically constructed in plastered brick, with examples of smaller shops constructed using timber framing, clad in weatherboards.

15.1.8.1.5. Urban structure

Subdivision

The overlay area is a series of separate subdivisions, and the occasional offsets in the road alignment often demonstrate where separate subdivisions joined. The resulting subdivision pattern is an approximate grid layout, with sections of regular width and depth facing the street. Section sizes are generally consistent, ranging from around 500m² to 700m², although there is some variation in lot sizes throughout the area.

The earliest subdivisions were formed in the northern part of the special character area, close to Balmoral Road and date from circa 1884. A series of subdivisions occurred in a generally southward pattern to either side of Dominion Road, reflecting the extension of the electric tram lines. The trams were located on Mount Eden Road by 1902 and extended as far as Balmoral Road by 1914, reaching the overlay area by 1930. Trams were located on the northern part of Dominion Road in 1908, and had extended to Balmoral in 1914 and further south by 1930.

Road pattern

The street layout is orthogonal with the residential streets arranged perpendicular to Balmoral Road and Mount Eden Road. The road layout and spacing is generally determined by the double section depth of around 30 to 40 metres and road reserve widths of around 100 links (approximately 20 metres). Some changes in the alignment along the length of roads indicate the junction of different subdivisions. Road carriageways within residential streets range from around six to 11 metres, with grassed berms of varying depths.

The road carriageways along the arterial roads (Balmoral and Mount Eden) that run through the residential area are wider, typically around 13 to 15 metres. Balmoral Road is two lanes wide in each direction, expanding to three or more lanes in each direction at the intersections with Dominion and Mount Eden Roads.

Streetscape

The streetscape of the overlay area reflects the increased interest in town planning and Garden Suburb concepts developed around the turn of the 20th century, which promoted the benefits of space, sunlight, and vegetation. Suburban development such as that in Balmoral was seen as offering opportunities to create healthier environments than some of Auckland's over-crowded inner-city neighbourhoods. Most streets in the special character area have mature street trees, footpaths set within generous grass berms, and relatively narrow road carriageways. Houses are set reasonably close to the street boundary, with setbacks ranging from around three metres to eight metres. The regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character.

Some variation in streetscape character is evident on the main arterial roads. The road carriageway on these transit-oriented routes is wider. There are no grass berms along Mount Eden Road, where a wider road carriageway exists. Narrow grass berms are evident along Balmoral Road. Some higher fences, hedges or walls are evident in some locations. Commercial buildings along these roads are built up to the road boundary.

Vegetation and landscape characteristics

Within the overlay area street trees in most streets, together with trees and shrubs in front yards, contribute to an impression of this as a reasonably well-vegetated area.

15.1.8.2. Special Character Areas Overlay – General: Foch Avenue and Haig Avenue

15.1.8.2.1. Extent of area

Special Character Area Map:



Description:

The boundary of the overlay area includes both sides of the entire length of Foch Avenue, and both sides of Haig Avenue from the rear boundary of sites fronting Dominion Road to the intersection with Hardley Avenue. The extent of the area is shown on the special character area map above.

This area was subdivided in the 1920s as part of what was known as the Victory Estate subdivision, and demonstrates a coherent part of this residential area within the former Mount Roskill Borough. It incorporates a significant grouping of largely bungalow type houses from this period, together with a two-storey 1920s corner commercial building that was developed as part of the same subdivision.

Located to the west side of Dominion Road, Foch Avenue runs between Dominion Road and Hardley Avenue and continues beyond Hardley Avenue to the Arthur Faulkner Reserve at the western end. Haig Avenue runs between Dominion Road and Hardley Avenue and continues through to Renfrew Avenue. Both roads have southeast-northwest orientation, and are parallel to one another. The area is generally level, rising gently towards Dominion Road. There are distant views along both streets to the west towards Mount Albert/Owairaka, and along Foch Avenue to the east towards Three Kings/Te Tātua-a-Riukiuta. There are views at the western end of Foch Avenue to the reserve, which features stone walls and gates flanking the entrance.

15.1.8.2.2. Summary of special character values

Historical:

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

The overlay area is of significance because it demonstrates the ongoing residential expansion across the isthmus as the electric tram network was extended. This area exhibits a key period of 1920s residential expansion within the former Mount Roskill Borough, in the area to the north of Mount Albert Road. Additionally, this area is specifically associated with the development of the Victory Estate.

The extension of the tram line along Dominion Road, reaching Mount Albert Road in 1930, was a catalyst for subdivisions to the east and west of Dominion Road. Foch Avenue and Haig Avenue form part of a large 1920s subdivision on the west side of Dominion Road. The area from Mount Albert Road to Foch Avenue was subdivided for William De Luen and Isaac Hardley, who were also the developers of the Capitol Theatre in the Balmoral shops. The large subdivision, offering 200 sites, was known as the 'Victory Estate', and street names celebrated people and places associated with World War I.

By the 1920s, state provision of cheap mortgage credit had created a suburban housing boom. The area reflects this trend as well as the increased interest in

town planning and Garden Suburb concepts in the early decades of the 20th century, which promoted the benefits of space, sunlight, and vegetation.

Within the former Mount Roskill Borough area, Foch Avenue and Haig Avenue retain a coherent established residential character, which reflects this 1920s period of subdivision and development. These streets reflect the grid layout and regular pattern of residential sections that were typical of this period, close to Dominion Road. The late-1920s block of shops on the north corner of Foch Avenue demonstrates commercial development on a Dominion Road fronting site in the Victory Estate, contemporary with the housing in the street.

Physical and visual qualities:

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

The overlay area is of significance for its physical and visual qualities, as it comprises a significant grouping of inter-war styled houses and flats, together with a small number of commercial buildings, all constructed within a relatively short period.

The houses demonstrate important developments in New Zealand residential architecture, as they show the shift to the Californian bungalow as the predominant detached housing type. The Moderne style flats and Stripped Classical commercial buildings are examples of changing tastes evident in architectural design after World War I.

The subdivision and street layout demonstrates the Garden Suburb development pattern that was first evident around the turn of the 19th and 20th centuries. Section sizes are generally larger than inner-city suburbs, enabling private gardens, and generous street widths incorporate roads with grass berms.

15.1.8.2.3. Description of physical and visual qualities

Built form

Period of development

The overlay area demonstrates in its built fabric a significant period of development that occurred in the north part of the former Mount Roskill Borough in the 1920s. The Victory Estate was subdivided by DeLuen and Hardley in 1923, and the buildings were constructed soon after. The built fabric includes the houses, corner commercial building, street layouts, and urban form.

Scale of development

The buildings in the overlay area are predominantly detached, single-level houses. There are some duplex and co-joined flats within the area, which also are single-level dwellings. The commercial building on the corner of Foch Avenue is two-storeyed, and anchors the area.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly bungalows with gabled and hipped roofed forms, are clearly visible. Houses are located towards the front of the sections, with a generally consistent depth to the front yard and offset to the side boundary. Some examples of duplex and co-joined flats are located closer to the road boundary. These types typically have the roof form concealed behind parapet walls.

The regular positioning of houses on their lots contributes to the consistent pattern of residential form in the area. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features, including fencing.

Generally, low boundary treatments including fences, hedges and walls, maintain reasonably open views to and from houses and the street. Typically, boundary treatments include picket fences with a range of gate and post types, as well as hedges.

Some properties have garages or carports more recently constructed within the front or side yards.

The two-storey building at the north corner of Foch Avenue is built up to the road boundary, defining this corner.

Density/Pattern of development

The lots in these streets were formed as part of a single 1920s subdivision, so there is an extremely uniform pattern of subdivision, lot size, lot width, house set-back, and spacing between houses, leading to an overall impression of consistency throughout the area. Lot sizes are around 840m². Lot widths are typically around 18 metres wide, with little variation. The set back of houses from the road boundary is approximately eight to 10 metres. There is a clear and well-articulated rhythm to the positioning of houses in the area. Houses are generally located close together, occupying much of the width of their sites.

Types

The area is strongly defined by the survival of its residential housing stock which includes predominantly bungalows, together with some examples of transitional villas, bungalow-cottages, and Moderne style flats. The commercial building at the corner of Foch Avenue reflects the mix of residential and neighbourhood-serving commercial building types that developed along Dominion Road in the early decades of the 20th century.

Visual coherence

The overlay area has a high degree of visual coherence due in large part to the fact it was developed as a single subdivision during a relatively short period. This has resulted in the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing, as well as the scale, materials and forms generally evident throughout the area. The

combination of these attributes contributes to the visual coherence of the special character.

15.1.8.2.4. Architectural values

Styles

As this is a 1920s subdivision, bungalow style housing (specifically Californian bungalows) is the predominant type evident in these streets. There are also examples of transitional villas, bungalow-cottages, and Moderne style flats.

The bungalow style developed in New Zealand around the turn of the 20th century, reaching a peak in the 1920s and 1930s. Development of the bungalow style here was influenced by its use in England and Australia, as well as California. Following World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Distinctive elements of the bungalow style are evident in houses in Foch Avenue and Haig Avenue including lower pitched gabled and hipped roofs with generous eaves overhangs, exposed rafter ends, shingle cladding to elements such as the base of projecting bay windows, and bracketed hoods over windows. Porches and verandahs are typically incorporated under the main roof-form of the house. Projecting bay windows were popular and bungalows incorporated a change in window joinery from the double hung sash popular in villas, to casement types, with fanlights above. Although a wider variety of cladding materials were used on bungalows, weatherboards were still the most common and this is evident in Foch Avenue and Haig Avenue.

There are also examples in Foch Avenue and Haig Avenue of single level Moderne style duplexes and co-joined flats constructed around the 1930s. These are typically built in brick or rendered brick, and have the roof form concealed behind a parapet wall. Curved corners and other streamlined decorative elements, such as plastered horizontal bands, are evident in the examples in Foch Avenue and Haig Avenue.

The two-storeyed commercial building on the north corner of Foch Avenue, at the intersection with Dominion Road, is designed in a Stripped Classical style. It defines the corner of the street and is a local landmark, making Foch Avenue recognizable along Dominion Road.

Materials and construction – built fabric

Houses in Foch Avenue and Haig Avenue are typically single level, and predominantly timber-framed, clad in timber weatherboards, and with timber door and window joinery. Gabled or hipped roofs are typically clad in corrugated iron, with some examples clad with tiles. There are some examples of houses clad in brick or plastered brick, also with timber door and window joinery. Chimneys are a feature of some houses. The examples of single level Moderne style duplexes and co-joined flats are typically built in brick or rendered brick. The two-level

building at the north corner of Foch Avenue is constructed of rendered brick with timber joinery.

15.1.8.2.5. Urban structure

Subdivision

The street layout in the area reflects the grid layout of the 1920s Victory Estate subdivision. The original subdivision pattern of back-to-back lots between the two parallel roads remains evident. Lot sizes were around 840m² and around 18 metres wide. A few properties have had a second dwelling constructed to the rear of the original house. However, the retention of the original dwellings near the road boundary has maintained the established character, with infill housing not readily apparent from the street.

Road pattern

The road pattern is orthogonal with Foch Avenue and Haig Avenue running perpendicular to Dominion Road. The road layout is generally determined by the double section depth of around 45 metres and road widths of around 100 links (approximately 20 metres).

Streetscape

Foch Avenue and Haig Avenue are quiet residential streets. Houses are set reasonably close to the street boundary, and the regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character. The roads incorporate footpaths set within generous grass berms, and relatively narrow carriageways. The use of bluestone kerb blocks contributes to the established character. Street trees, together with plantings in front gardens, contribute to the character of these streets.

Bluestone walls and gates at the entrance to the Arthur Faulkner Reserve at the western end of Foch Avenue also contribute to the established streetscape character. The reserve itself plays an important role in supporting the character of the area.

Vegetation and landscape characteristics

Mature street trees including golden totara in Foch Avenue and a more varied range in Haig Avenue contribute to a leafy character, in combination with plantings in front gardens.

15.1.8.3. Special Character Areas Overlay – General: Hill Park

15.1.8.3.1. Extent of area

Special Character Area Map:

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

Description:

The boundary of the overlay area reflects the original subdivision by the Nathan family in the mid-20th century and immediately adjoining streets of the same character.

15.1.8.3.2. Summary of special character values

Historical:

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

The overlay area has value as an area of mid-20th century suburban residential development. Houses were generally constructed from the late 1950s to 1970s following the creation of a garden subdivision around significant stands of native forest. This area also has a number of older buildings, two of which are historic heritage places. The original subdivision pattern remains largely intact and is centred around a series of reserves.

Physical and visual attributes:

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

The overlay area has value for its aesthetic and physical attributes. The primary characteristics are lower housing density combined with period housing and an abundance of trees. Houses are set back from the street, with front yards highly landscaped with little or no fencing. Hill Park has significant stands of native bush providing a backdrop to houses.

Located next to the southern motorway, Hill Park's elevated hill-top landform has a strong visual presence in the wider area.

15.1.8.3.3. Architectural values

Styles

The key characteristics of the overlay area include International Style modernist houses, mid-20th century brick and tile bungalows, Arts and Crafts influenced houses, and English Cottage style houses. The area features large open front yards and setbacks, large lots, wide roads, low densities of buildings, and an abundance of trees.

15.1.8.4. Special Character Areas Overlay – General: Puhoi

15.1.8.4.1. Extent of area

Special Character Area Map:

The extent of the Special Character Areas Overlay – General: Puhoi can be found on the planning maps.

Description:

Puhoi is a small settlement approximately 43 kilometres north of Auckland City. The town developed near the Puhoi River along Puhoi Road, and is located near the intersection with State Highway 1.

15.1.8.4.2. Summary of special character values

Historical:

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

Bohemian immigrants arrived at Puhoi in 1863, settling there under the terms of the Auckland Waste Lands Act 1858. It was the first of three distinct phases of immigration to Puhoi, the second in 1866, and the third in 1873. The Puhoi River provided the only means of early access. From 1869, bridge building and road forming improved communications between the settlement and nearby areas. The period from 1871 to 1876 was one of considerable growth in the township, including the establishment of a hotel. By 1873, Nikau whares had been transformed into barns for storing produce and equipment. The settlers' houses were made mainly from rough-hewn palings with shingled roofs. A post office was established by 1874, and by 1887 a telephone was installed in the post office, linking Puhoi with Waiwera.

The first school was set up in 1872, the Puhoi Road Board first met in 1873, and the first store opened for business in 1876.

The Church of St Peter and St Paul complex was completed in 1882. By 1923, the parish included Silverdale, Waiwera, Leigh, Matakana, Port Albert and Wellsford. The Puhoi Museum is housed in the former Convent School, built in 1923.

The Puhoi Valley Cheese Factory opened in 1883.

The Puhoi Cemetery was opened for public burials from 1892, and the Town Hall was built in 1900. The township became linked with State Highway 1 in 1958 by the formation of a mile of sealed road. In 1975, a number of residential blocks at the township were offered for sale, despite local opposition.

Physical and visual attributes:

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

Typical pattern of subdivision, lot size

The overlay area is generally characterised by ribbon development along the main roads. Lot sizes and shapes are greatly varied.

The settlement includes a number of scheduled historic heritage place located along Puhoi Road, including early residences, the Puhoi Museum, Church of St Peter and St Paul, the Centennial Hall, Puhoi Library, Puhoi General Store, and the Puhoi Hotel and stables.

Setback, density, grain (size, spacing and rhythm of street front buildings), streetscape, vegetation or landscape features.

The overlay area has a rural village character with buildings located in varied positions and orientations, generally facing the main road. The Puhoi River is visible running adjacent to the east side of Puhoi Road near the intersection with Krippner Road, and northwards along to the bend in Ahuroa Road. The settlement is located in a valley with hills to the east of the river and to the west.

Puhoi Road has the character of a rural road, typically with no footpaths and grassed edges without a kerb and channel. There are limited sections where footpaths and paved parking areas are provided near the Church of St Peter and St Paul, and extending past the intersection with Saleyards Road.

The pattern of subdivision along Puhoi Road and Ahuroa Road is varied, with a mix of section widths and sizes. The position of houses and other buildings along Puhoi Road also varies, with some buildings located close to the road edge such as the library, general store and the church, while others are set back.

Margot Ave – Mt St John Ave – Market Rd

Jeremy Salmond has assessed SCAs using google streetview and in some cases area visits.

For this area Council tables from the Findings Report have been used and are summarised on the following page.

While the 3 areas are Isthmus A, B and C, with respect to special character they can be analysed as a group. A sub-area has been identified which satisfies the 5s6s-75% criterion using Council scores.

JS has re-assessed several properties and overall the new scores provide a stronger indication of Special Character. Only one up-score elevates a property (85 Market Road) to the 5s6s group, but the SCA recommended is not dependent on this. JS supports the identification and retention of a larger SCA here.

The preferred SCA is as shown as Option 1. It is achieved using Council 5s6s scores.

A brief report from Jeremy for each SCA will be available when he is back at work. In the meantime this work has been produced using his input and assessments and is being forwarded now given timeframes available.

12/07/2022

JS Map and scores (wip)

JS has re-scored one property from the lower group into the 5s6s group, 85 Market Road.

Other re-assessments have strengthened the SCA but not change individual property scores



Calculations (using Finding Report tables)

Using the sub-area identified on the following map, 76% is achieved using Council scores. This is a 'good pass' noting that part of the area is outside the walkable catchments.

(Note: one of the removed properties could be added back and the level would still be above 75%).

Re-scoring of 85 Market Road from 4 to 5 increases the result to 77% but does not change the recommended area.

(Note: although it does allow another removed property to be added back).

Note

The 74% results for Margot and Mt St John on their own do not apply given that the three areas are taken collectively, but the (unnecessary) removal of one more property from these areas would change the score to above 75%.

Council Score	Margot	Mt St John	Market	Total
6	12	16	6	34
5	5	16	7	28
4	3	10	2	15
3	7	5	2	14
2	2	3	0	5
1	0	0	0	0
0	0	0	0	0
A = R/V	3	18	7	28
B = No. of Properties	32	68	24	124
C = 5s and 6s	17	32	13	62
D = Scored properties	29	50	17	96
5s6s %age	59%	64%	76%	65% Using Council 5s6s
Identify sub-area with fewer properties				
E = removed scored properties	6	7	1	14 See map
F = D - E New denominator	23	43	16	82
New 5s6s %age	74%	74%	81%	76% Using Council 5s6s
JS re-scores which elevated properties into the 5s6s group				
G = JS Re-scores in 5s6s	0	0	1	1
H = C + G New 5s6s	17	32	14	63
New 5s6s %age	74%	74%	88%	77% Using 1 JS re-score

Recommended sub-area

The recommended sub-area shown satisfies the 5s6s-75% Council policy. It scores 76%. Adding the JS re-score for 85 Market Road lifts the result to 77%.

