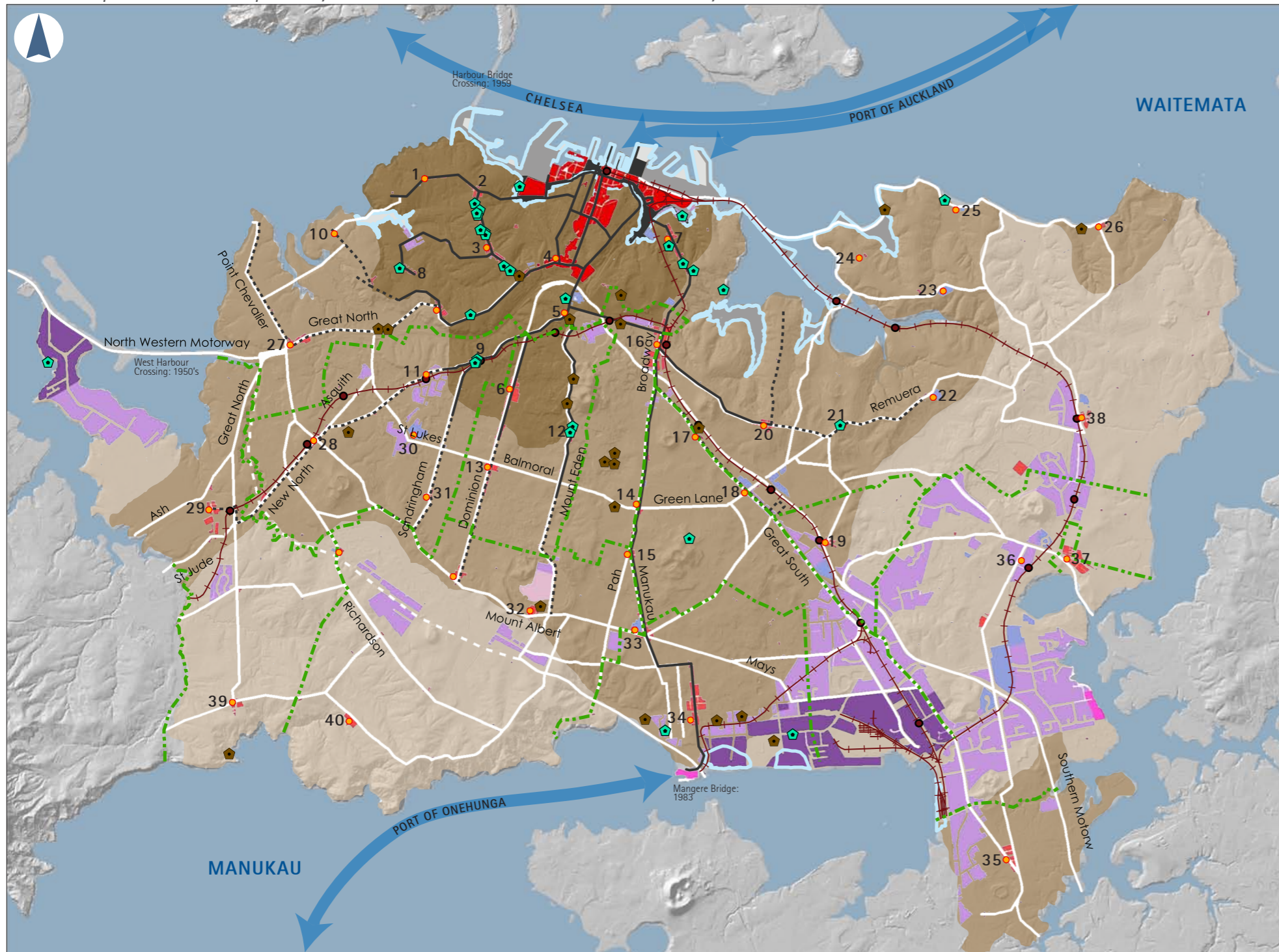


Early clusters of commercial, industrial and residential activities within the former rural landscape of the Isthmus have been enveloped by suburban development in three broad phases. These early centres still articulate a distinctive sense of place and frequently form communities of local identity.

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Legend

Eras of residential development

- Majority of residential development pre 1915
- Majority of residential development 1915-1945
- Majority of residential development post 1945
- Shipping routes

Retail centres

- | | |
|------------------|----------------------|
| 1 Jerovis | 9 Kingsland |
| 2 Three Lamps | 10 Westmere |
| 3 Ponsonby | 11 Morningside |
| 4 K' Road | 12 Mt Eden |
| 5 Symonds Street | 13 Balmoral |
| 6 Dominion | 14 Manukau Road |
| 7 Parnell | 15 Greenwoods Corner |
| 8 West Lynn | 16 Newmarket |

Business

- | | |
|-------------------|------------------|
| 17 Gt South Road | 25 Mission Bay |
| 18 Greenlane | 26 St Heliers |
| 19 Ellerslie | 27 Pt Chevalier |
| 20 Remuera | 28 Mt Albert |
| 21 Upland Road | 29 Avondale |
| 22 Meadowbank | 30 St Lukes |
| 23 Eastridge | 31 Sandringham |
| 24 Orakei | 32 Three Kings |
| 33 Royal Oak | 34 Onehunga |
| 35 Otahuhu | 36 Mt Wellington |
| 37 Panmure | 38 Glen Innes |
| 39 Blockhouse Bay | 40 Lynfield |

Business

- Retail / shops (Business 1, 2 & 3)
- Industry (Business 4 & 5)
- Heavy industry (Business 6)
- Port related activities outside the Port of Auckland (Business 5a)
- Quarry activities (Business 7)
- Special purpose: major community facilities (Business 8)

Chronological development of coastline

- Up to 1895
- Up to 1935
- Up to 2008
- Areas of reclaimed land since 1840
- Indicative Historic Borough Boundaries (1930s)

Historic tram lines

- Original (by 1911)
- Extension (1920s-30s)
- Existing Highway
- SH20 proposed extension
- Rail lines (opened in 1870s-80s)
- Rail stations

Isthmus District Plan scheduled buildings

- Business
- Infrastructure

RETAIL CENTRES	<ul style="list-style-type: none"> The legacy of Auckland's rural villages and early suburban centres based on tram, rail, ferry and early road access is still very evident today. Business 1, 2 & 3 zones are combined on the map. Business 1 are generally small local groups of shops pre-dating 1960, many include blocks of two storey shops. Business 2 reflects the city's original suburban centres in places like Pt Chevalier, Avondale, Onehunga, Panmure & Remuera dispersed along the old tram routes. Road development in the 1930s saw the growth of new suburban areas and corresponding new suburban shopping centres along main roads. Business 3 reflects more intensive retail activities such as at Newmarket and Otahuhu that have evolved over time to include mixed use activity. There are very few retail/commercial centres in the southwest and northeast of the Isthmus, in those residential areas that were settled in the post-WWII era.
COMMERCIAL AND INDUSTRIAL ACTIVITIES	<ul style="list-style-type: none"> Auckland's key commercial area was originally established on Shortland St with its administrative area along the Princes St ridge. The barracks at this time were at Albert Park & Pt Britomart. Between 1840-1870 many of today's finance and business houses - ASB, BNZ, NZI, NZ Herald, & Auckland Star were established. Manufacturing industries established including flour mills in Queen and Fort Streets, breweries in Newmarket, brickyards in Arch Hill and Ponsonby and timber mills in Mechanics Bay. Other than the Newmarket breweries (planning to relocate) little remains of these early industrial activities. In the 19th & early 20th centuries quarrying modified all of the Isthmus volcanic cones to varying degrees. Owairaka/Mt Albert, Maungarei/Mt Wellington & Rarotonga/Mt Smart were the most affected. Quarrying of Te Tatuwa/Three Kings is still occurring. During the inter-war period new industries established including Newmarket railway workshops, Onehunga woolen mills and New Lynn brickworks in New Lynn / NZ Sugar refinery on the North Shore. Towards the end of inter-war period air transport added a new dimension to communications and travel. Although Auckland International Airport lies to the south of the Isthmus, increased air transport has affected the location and development of industry. By 1945 Auckland had been transformed into a sprawling industrial city with new de-centralised commercial areas at Penrose and Westfield, Otahuhu and New Lynn. The Onehunga-Penrose-Mt Wellington-Otahuhu area still comprises primarily industrial activities. Rosebank Rd also transformed from market gardening to industrial activities. This post-WWII pattern is reflected in the business 4 to 8 zones. Business 7 relates to current quarry activities at Three Kings and Mt Wellington. Business 8 reflects large scale comprehensive business developments such as St Lukes shopping centre and the Central Office Park in Penrose.
AUCKLAND'S TWIN PORTS	<ul style="list-style-type: none"> The Waitemata and Manukau harbours have played a major role in the economic development of Auckland. Coastal shipping (freight and passenger) fuelled reclamation of the Waitemata Harbour from 1852, when the Queen St Wharf was constructed through to the late 1960s. Bledisloe Wharf was completed in 1940, followed by Jellicoe and Freyberg Wharves immediately following WWII. The Port of Onehunga was a busy coastal shipping port with passenger and freight routes, including New Plymouth and also down to Wellington and Lyttelton. From the late 1800s Onehunga has provided a secondary port for Auckland. Increased industry in Onehunga post-WWII has strengthened the Port. The Container port opened in 1982 becoming a 24 hour port in 1996. Manukau Harbour bar to some extent deterred the expansion of the Onehunga Port. Business 5a provides a special zone for port activities outside the Port of Auckland.
AGRICULTURE	<ul style="list-style-type: none"> Much of Auckland was used for market gardening from the days of Maori settlement, through to the English horticulturalists and the Chinese growers. Volcanic soils of Mt Eden, Three Kings, Manukau Rd, One Tree Hill, Mt St John and Tamaki were cultivated for vegetable growing by English settlers by the 1850s. From the late 1870s, Chinese growers established market gardens near Carlaw Park, Khyber Pass, One Tree Hill, Mt Eden, Mt Roskill, Meadowbank, Mt Wellington, Panmure, and Surrey Crescent to Western Springs - still known as Chinaman's Hill. After WWI, Yugoslavians planted orchards, mainly in West Auckland but some citrus orchards in the Avondale-New Lynn. Residential expansion replaced agriculture/horticulture. Eg. market gardens once in Epsom moved to Mangere and then to Pukekohe.

HERITAGE THEME: Development and Growth:
Supporting the Quality Built Environment and Lifestyle Choice

