

Historic Heritage Assessment

Pylon Sign Tower

LYNNMALL

3060 Great North Road, New Lynn, Auckland



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BURGESS AND TREP ARCHITECTS LTD.

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1.0 Purpose

The purpose of this document is to consider the pylon sign tower located within the LynnMall property at 3060 Great North Road, New Lynn, Auckland against the criteria for evaluation of historic heritage, to be contained in the Auckland Council Proposed Unitary Plan.

This document has been prepared by Graeme Burgess and Lilli Knight of Burgess & Treep Architects Ltd for Gerard Thompson of Barker & Associates Environmental and Urban Planning.

2.0 Identification

Site Address	LynnMall, 3060 Great North Road, New Lynn
Legal Description and Certificate of Title Identifier	LOT 1 DP 110245 & LOT 2 DP 183636 (68,923 m2), LOT 4 DP 110245 (739 m2), Lot 5 DP 110245 (1600 m2), LOT 1 DP 193492 (2185m2)
Ownership	Kiwi Property Holdings Limited
District Plan	Auckland Council District Plan: Waitakere Section
Zoning	Community Environment General Natural Area PUAP Zoning: Metropolitan Centre
Existing Operative Scheduled item(s)	Site not scheduled at present. No scheduled items
Additional Controls	Operative District Plan: New Lynn Urban Concept Plan (Commercial Street Typology 3 & Indicative Connections); Flood Plain
NZHPT Registration Details	Not registered by the NZHPT



3.0 Constraints

The evaluation does not address the structural integrity of the sign. Any comments on the structural integrity or the condition of the building are based on visual inspection only.

The evaluation is based on the availability of information provided or able to be sourced at this time. Further information in the future may modify the recommendations and findings made in this report.

The importance of the place to mana whenua has not been directly assessed.

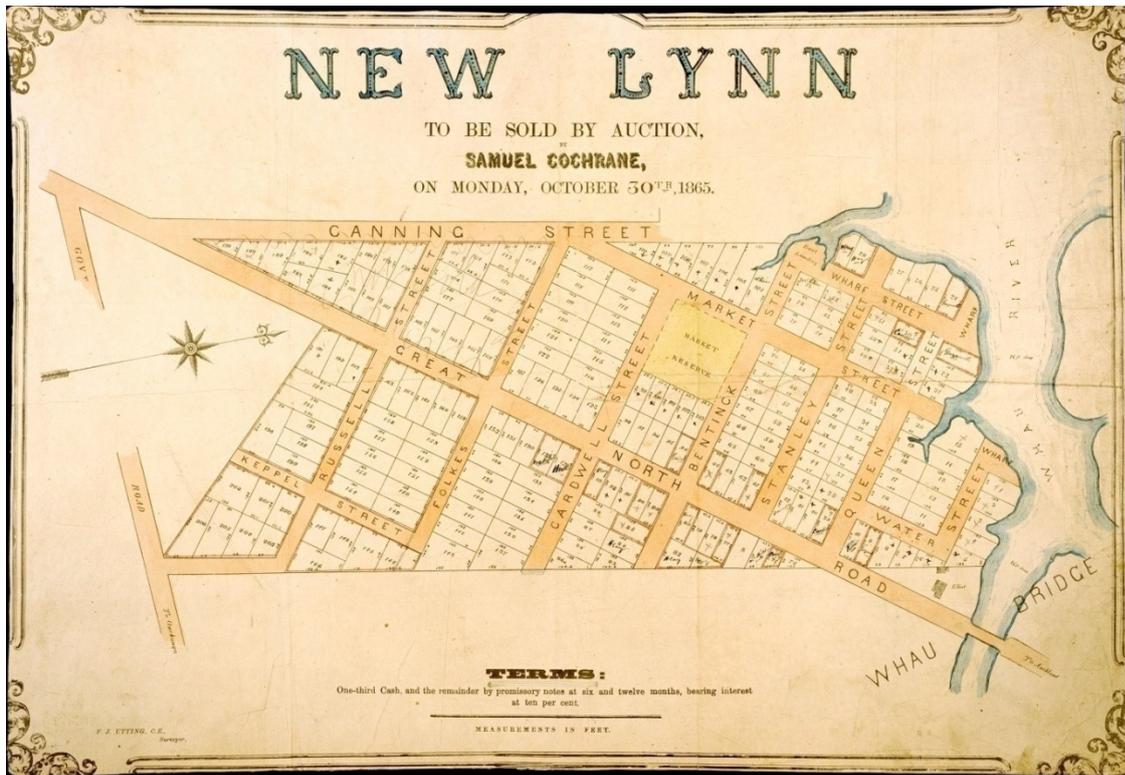
An assessment of archaeological values has not been undertaken.

4.0 Historical Summary

The following historical information has been primarily extracted from..... Fire on the Clay, West etc... New Lynn Urban Plan 2010 Part 1

Some supplementary research has been undertaken where relevant.

(See Appendix 1. for a broader overview of the history of New Lynn)



Map showing sections for sale in New Lynn. 1865. Image: Sir George Grey Special Collections, Auckland Libraries, NZ Map 4498-5

4.1 Historical Overview of New Lynn

MAORI OCCUPATION

The suburb of New Lynn is located at a narrowing of the Auckland isthmus. It is one of the two narrowest points joining the North Auckland Peninsula to the rest of the North Island, the other being at Otahuhu. The area was an early and significant site for both Maori and Europeans in West Auckland. The development of infrastructure, industry commerce and residential areas reflects this.

New Lynn was historically a portage between the Waitemata and Manukau Harbours. The area was never heavily populated or permanently settled by Maori in pre-European times because of its heavy clay soils, unsuitable for agriculture. As a consequence, occupation was largely transitory and based around small resource gathering settlements beside the Whau River and its inlets. Physical evidence of regular transient occupation in the form of plentiful shell middens, attest to the abundance of local shell fish and reinforce the areas importance as a place to gather resources.¹

The Whau portage (which can be roughly traced today as Portage Road between New Lynn and Karaka/Green Bay) *'Where for convenience, Ngati Whatua permanently left canoes'* allowed waka to be dragged a short distance between tributaries of the two harbours, permitting movement with canoes between the coasts without having to circumnavigate the island.²

The area which eventually became known as New Lynn was of strategic importance to Maori. Together the Whau Portage, Riverhead Portage, the Kaipara to Whau walking track and the Te Henga to Whau walking track formed the backbone of a comprehensive communications network through West Auckland.³

¹ Pg 221 West

² Pg 221 West

³ <http://www.aucklandcouncil.govt.nz/EN/planspoliciesprojects/CouncilProjects/Documents/newlynnurbanplan2010part1.pdf>

EUROPEAN SETTLEMENT

The arrival of European settlers saw the continued use of New Lynn's rivers and the reliance on Whau River ports for transport interchange. These transport benefits, alongside clay soils and land available for urban expansion, soon encouraged the development of an industrial working town.

In the 1850's the Crown bought the land east of the main ridge. Following the purchase of the land west of the ridge in 1854, the remaining Kawerau people who occupied then area were reduced to living in 'native reserves' near the west coast. Ngati Whatua, who had occupied their Karangahape Pa at Cornwallis up to 1837, moved to their Orakei settlement.⁴

The 1850s saw a number of European migrants set up businesses in the area. During this time the city side of New Lynn was often referred to as the Whau. By 1852, the first west Auckland brickyard was established on the Whau Creek. New Lynn's high-quality Pleistocene clay was ideal for brick making and pottery and the ceramics industry prospered. By the 1870s, 13 brickyards had been established along the Whau Creek.

In 1863 Frederick Utting, who carried out a comprehensive survey of the region, named the area New Lynn. He was struck by the undulating creek cut country, covered in low vegetation and by its striking similarity to the landscape of his home town, Kings Lynn in Norfolk. New Lynn's first mayor, Charles Gardner, called the area a wilderness of gorse and scrub in the late 19th century and earlier Pakeha travellers had described it as a raw desolate hinterland, to be endured on their way to or from the more spectacular bush clad Waitakere ranges.⁵

The increase in New Lynn's population at the turn of the century was largely due to this flourishing clay industry, the development of rail passing through New Lynn and new subdivisions. The brickworks and ceramics industries had a major influence on the development of the district.

New Lynn became a town district in 1910 and continued to undergo considerable development and expansion throughout the 1920s. The street pattern that evolved in the 1920s supported the development of large industrial sites as well as traditional suburban lots and provided strong connections for trade and transport. These large blocks remain a legacy of industrial development in the street pattern that exists today.

In the 1930s New Lynn saw an insurgence of residential development around the periphery of the industrial centre, largely in the form of local brick and weatherboard bungalows. This continuing residential development over the next 30 years was the driver for the establishment of the country's first shopping mall in the centre of New Lynn. The opening of LynnMall in 1963 transformed the character of the retail centre of New Lynn from the earlier street based trading, which existed on a small scale along Totara Avenue and Great North Road, to a mall focused format.

By the 1960s there were more than 60 different manufacturing enterprises ranging from newspaper printing to fashion operating in New Lynn. During this time the car sales industry also took hold of the area causing a significant change to the character of Great North Road. Large scale industrial expansion took over significant areas to the east of New Lynn's commercial centre.

In the 1970s Crown Lynn was the biggest pottery manufacturer in the southern hemisphere but by the 1980s the changing economic conditions undermined profitability and the business was shut down in 1989 and the factories gradually demolished. The Ambrico Place kiln is the only trace left of what was once an enormous clay industry. In 1989 New Lynn Borough dissolved and Waitakere City was established. New Lynn became part of Auckland as part of the 'super city' in 2010.⁶

⁴ <http://www.aucklandcouncil.govt.nz/EN/planspoliciesprojects/CouncilProjects/Documents/newlynnurbanplan2010part1.pdf>

⁵ Pg 221 West

⁶ <http://www.aucklandcouncil.govt.nz/EN/planspoliciesprojects/CouncilProjects/Documents/newlynnurbanplan2010part1.pdf>

4.2 Subject Site Ownership Transactions

The Auckland Bus Company purchased the block of vacant land which became the present day site of Lynn Mall in 1929. The plot was described at the time in the Auckland Star as *'an area of over an acre of land on the Great North Road adjoining the New Lynn Borough Council offices. A garage is on the site, and this is to be considerably enlarged and brought up to date.'*⁷

The Lynn Mall development began in 1961 when Hammerson Property and Investment Trust of London bought 2.8ha of land, fronting Great North Rd and flanked by Memorial Ave and Folke St, from Bob MacRae, owner of the Auckland Bus Company.

Hammerson was established in 1942 by Lewis Hammerson, originally developing residential property then expanding into commercial property in 1948. Hammerson became a public company in 1954, and began a programme of partnering with local authorities to redevelop UK cities' retail offer. Hammerson moved into Australia, New Zealand and the US in the early 1960s. The company opened Brent Cross, the UK's first covered mall, in 1976, and expanded into French commercial property in 1985.⁸



Westgate Shopping Center San Jose 1960s. Anchor store - JC Penney's
Mall architect - John Savage Bolles. Image: <https://www.flickr.com/photos/14696209@N02/3736296684/>



Ringling Shopping Center, 1960s America, Photo by Rex Car. Image: <http://www.city-data.com/forum/sarasota-bradenton-venice-area/1237515-some-old-pictures-sarasota-area.html>

⁷ Auckland Star, Volume LX, Issue 207, 2 September 1929, Page 13

⁸ <http://www.hammerson.com/about/history/>

4.4 Architect + Architectural Style

THE DEVELOPMENT OF LYNN MALL

In the US from the 1950s, Austrian architect Victor Gruen had developed the concept of suburban shopping centres or malls. He saw them as creating a focal point for a variety of community activities, as well as successful retailing. They aimed to re-create an idealised city in microcosm, incorporating walkways and open spaces, surrounded by a unified group of shops. Malls had ample free parking, and usually included several large, anchor establishments (often department stores or supermarkets).

New Zealand department-store management saw American style shopping malls as the way of the future, offering a solution to the difficulties of reaching consumers in the suburbs. In 1961, two of Auckland's largest department stores, Farmers and Milne & Choyce, together with the chain-store giant Woolworths, purchased land in suburban New Lynn. The development was financially supported by the AMP insurance and finance⁹ and Hammerson Property and Investment Trust.

Lynn Mall cost a total of £500,000 (approximately \$1 million today) to build. Hammerson chairman, Sydney Mason, laid the foundation stone on March 11, 1963.¹⁰

Following the American model, the three establishing companies Farmers, Milne & Choyce and Woolworths were each set up as 'anchor stores' in the new centre with an additional 40 smaller boutique shops surrounding an open courtyard. The mall introduced another concept - a sealed parking area for up to 500 cars which in itself made headlines at the time and was an integral part of the new development.

The monumental pylon sign tower which is subject to this report can be seen on the original architect's plans of 1963 (Refer pg.) taking pride of place outside Woolworths, one of the anchor stores. The sign was a prominent and highly visible structure located at the edge of the car park close to the Great North Road. The sign tower would have provided a strong landmark element in what was an otherwise a very horizontal streetscape and acted as a beacon, directing vehicle traffic to the mall.

The innovative and 'modern' shopping mall was described in detail in the Western Leader leading up to its official opening day in 1963;

"Now there are only three shopping days to go before New Zealand's most fabulous, ultra modern shopping centre opens at New Lynn. Soon you'll discover a shoppers' paradise right at your own front door! Everything about Lynmall, the New Lynn Regional Shopping Centre has been carefully planned to make the task of shopping quicker, easier and more relaxing for you. A bold venture, designed on successful American lines, it will offer you every amenity you'd find in the city..."

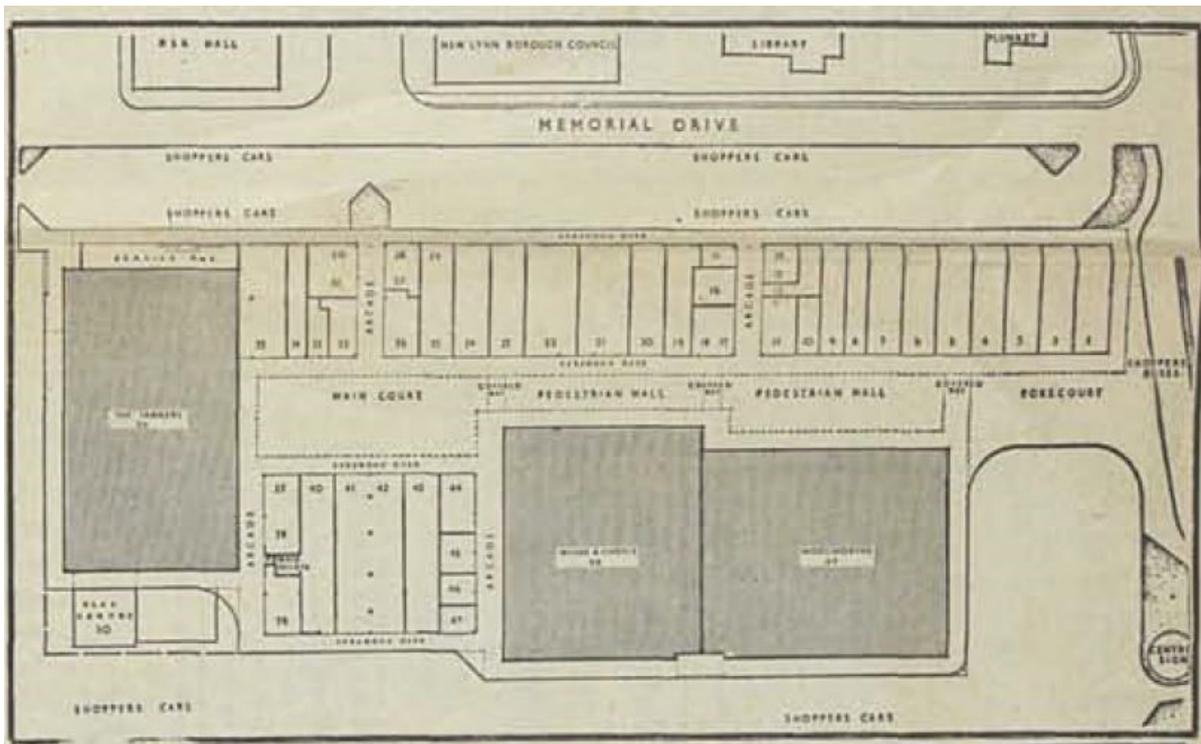
In planning Lynmall, we've taken all the mad, muddling panic out of shopping, given you instead an ultra modern centre with all kinds of shops facing onto a weather-proof, traffic-free arcades and mall.. beautiful flowers and trees, fountains playing, with ample seating for you to rest and enjoy it all....Lucky lucky New Lynn housewives to have it all so handy!"

"New Zealand's first and only American-styled shopping centre: Lynmall opens at New Lynn" were the headlines in the Herald on opening day October 29, 1963.

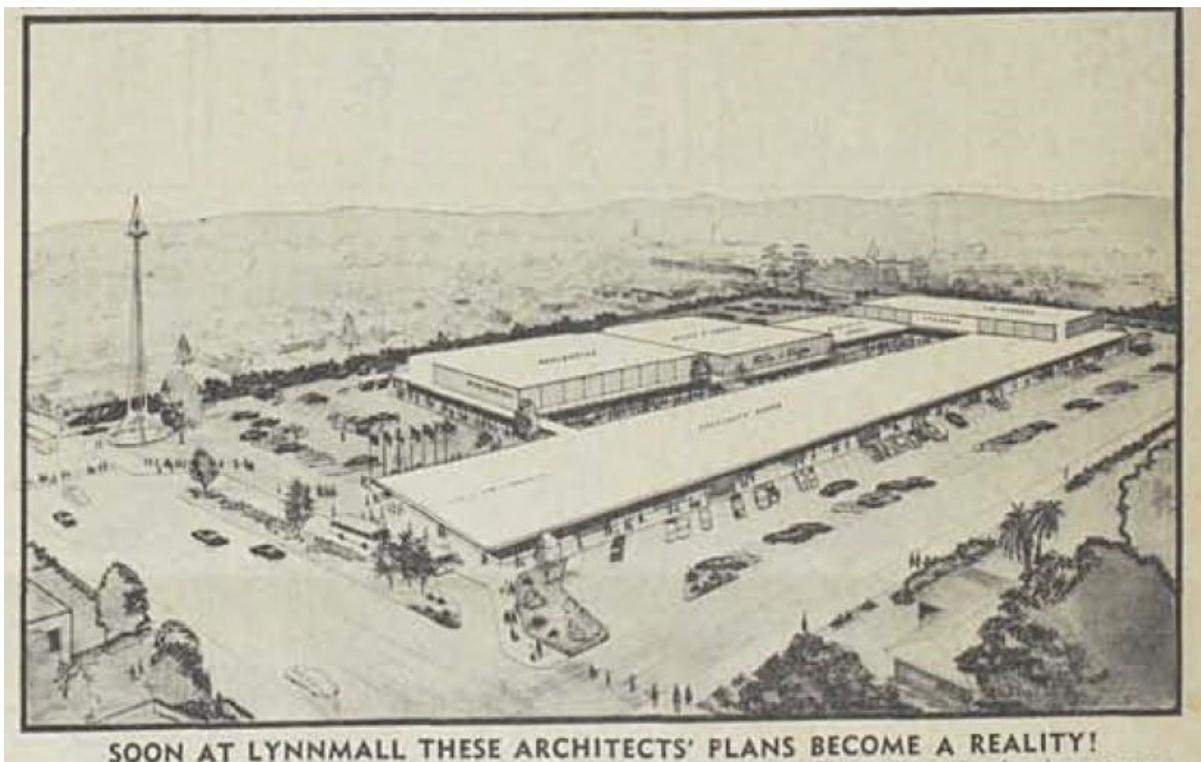
Walker, Lewis and Hillary & Co of Auckland (also known as Walker Hillary & Swan and Walker Co-partnership) were the architects engaged by Hammerson Property and Investment Trust of London to design the shopping precinct.

⁹ <http://www.teara.govt.nz/en/department-stores-and-shopping-malls/page-4> Helen Laurenson. 'Department stores and shopping malls - The rise of shopping malls', Te Ara - the Encyclopedia of New Zealand, updated 13-Jul-12

¹⁰ Gibson, Anne. 'This Shopping idea has legs' The New Zealand Herald, Saturday November 2001



"The top illustration shows a "birds-eye" view of Lynnmall. The three main stores, Farmers, Milne & Choyce and Woolworths are in darker tonings. Modern specialty shops are surrounded on both sides by protective verandahs – there are over half a mile of these linked covered walkways in Lynnmall. Most of the shops face onto a central pedestrian mall from which shoppers' arcades lead directly to the car parks. A picturesque feature of the central mall is the fountain and attractively arranged flowers and shrubs. By night these gardens are illuminated with mushroom type concealed lighting." Image: Western Leader Wednesday October 23, 1963 p.11



SOON AT LYNNMALL THESE ARCHITECTS' PLANS BECOME A REALITY!

The lower illustration is an overall picture of Lynnmall as it looks today... a modern shopping centre ideally situated in the New Lynn shopping area... but deserted. But next Wednesday the car parks will be filling up, people will be strolling through the arcades and malls, enthralled by all they see." Image: Western Leader Wednesday October 23, 1963 pg.11

Earlier buildings designed by the architectural firm of Walker, Hillary and Swan, include: Central Fire Station, Rotorua (1956), NAC Terminal, Victoria Street (1957) and the New Zealand Forest Products Administration Block in Penrose (1958) (published in Home & Building Jan 1959). Walker, Lewis and Hillary also designed fire stations for Parnell and Waiuku.¹¹

Lynn Mall was an innovative building for its time, providing a new international style of retail environment to the area. The original development comprised both an internalised but open air pedestrian street and an enclosed retail mall.

“The architect’s drawings above show more than just a plan of Lynn Mall. They tell a tale of a dream come true... for the businessmen who conceived the idea of this ultra modern shopping centre, for the architects who planned it, the builders who constructed it, the many shop owners, big and small who watched their stores take shape from a rough 7-acre plot of land, men and machines have created a shopping centre that Auckland can well be proud of.”¹²

The original contractors for the mall development were Cubitt Wells Ltd. A large scale company responsible for the construction of numerous commercial buildings during the 1960s and 70s in both Wellington and Auckland including; The Vogel building and Rutherford House in Wellington and Aircraft hangers at Auckland Airport (all c.1960s)

After the success of Lynn Mall, throughout the 1960s planners in New Zealand became convinced that the modern idea of integrating shopping and services in one major centre was both efficient and attractive. Enthusiasm and investment in mall development increased rapidly, and were supported by the shopping public. In 1964 the Fletcher Trust and Investment Company began work on the Pakuranga Town Centre. It became the second shopping mall in the country to open in the ‘American’ style in 1965.

Pakuranga Shopping Centre incorporated two department stores: branches of George Court’s and Farmers and a Woolworths¹³ (See figure). This was followed by Northlands in Christchurch in 1967, and a little earlier Riccarton in Christchurch. Generally all these centres followed the same model with uncovered pedestrian areas and parking at the door.¹⁴

Additions to Lynn Mall in 1969 were carried out by contractors Wilson Rothery Ltd. of Ellerslie.

The 1970s saw a plethora of shopping centre development throughout New Zealand.

Walker of Walker, Hillary and Swan, the architects for Lynn Mall, continued to design shopping malls and a number were built around Auckland into the 1970s including;

St Lukes Square (1971) 80 St Lukes Road, Mt Albert, Henderson Square (now West City), 7 Catherine Street (1968); and Shore City, Corner Lake Road & Como St, Takapuna (1974) (See Home & Building Nov 1971 and Nov/Dec 1974)¹⁵

The 1980s and beyond saw the improvement to existing centres and more new development. As a result of new development and constant upgrading many of the original buildings retain little or none of their original architectural character.

At the time of construction Lynn Mall was a good example of Post War modernist architecture. The pylon tower sign is one of the last remaining remnants of the original mall development from the early 1960s.

¹¹ <http://www.aucklandcity.govt.nz/council/documents/districtplannorthshore/changes/41-killarney-street-fire-station.pdf>

¹² Western Leader, March 1963

¹³ <http://www.teara.govt.nz/en/department-stores-and-shopping-malls/page-4> Helen Laurenson. 'Department stores and shopping malls - The rise of shopping malls', Te Ara - the Encyclopedia of New Zealand, updated 13-Jul-12

¹⁴ <http://rcg.co.nz/blog/news-in-brief-22-oct>

¹⁵ <http://www.architecture-archive.auckland.ac.nz/docs/block-digital/2011-10-Block-Digital-1970sGuide.pdf>

In March 1999, architects Hames Sharley undertook significant work to upgrade Lynn Mall. The building as it exists today retains very little of the original building fabric as a result of these extensive upgrades.

Over the past four decades the mall has grown incrementally and now represents the largest single landholding in New Lynn while also dominating the retail offer in the town centre. Bounded by Great North Road, Totara Avenue., Memorial Drive and Veronica Street LynnMall has some 910 linear metres of, until the 1990s, almost entirely blank frontage to the surrounding streets. Lynn Mall, following the conventional mall model, now has entirely internalised shopping activities surrounded in a sea of highly visible and easily accessible car parking¹⁶



Certified Concrete Ltd - Pakuranga Shopping Centre (Circa 1965) Image: Series #: 9277P Item #:9277P/35 The Fletcher Trust Archive

¹⁶ <http://www.waitakere.govt.nz/abtcnl/pp/pdf/2010/newlynnurbanplan/3-themall.pdf>

5.0 Physical Description

The tower was viewed and photographed on a visit to the area and specific site in February 2015 (by Lilli Knight + Graeme Burgess of Burgess & Treep Architects)

5.1 Surrounding Environs – Context

The suburb of New Lynn has been subject to sustained redevelopment over the past century and as a result has lost a lot of its original fabric and identity. Many heritage buildings have been demolished or comprised over time and current development is a blurred mix of trends that showcase the architectural style of each decade from the mid 19th century to present day.

Despite this change the current arrangement of streets and open space are reminders of New Lynn's original town plan and the remaining heritage buildings reflect a history of a suburban working town.

New Lynn's landscape character is shaped primarily by its topography and its streams. The core of New Lynn is a flat basin, gently rising slopes around its periphery, forming ridgelines and troughs out to the base of the Waitakere Ranges.

New Lynn has a large number of small open space areas, some of which are in the town centre core. These areas depict heritage values in that many have memorial structures or artworks.

The current overall form of New Lynn is incoherent, reflecting the incremental way in which it has grown over the past century. Patterns created by former industrial sites have left large blocks, with little or no access through them. Land uses are also reflective of the traditional zoning patterns where industrial, retail and residential areas were established in distinct areas. Lynn Mall dominates the town centre landscape and its form and mass are out of scale with its adjacent character shopping areas. Totara Avenue and Great North Road have a finer grain form of retail which was established in the period pre 1950.

Residential development is largely located to the south and east of the town centre, historically cut off from the town centre core by busy traffic movements on Clark Street, Rata Street and the railway line.

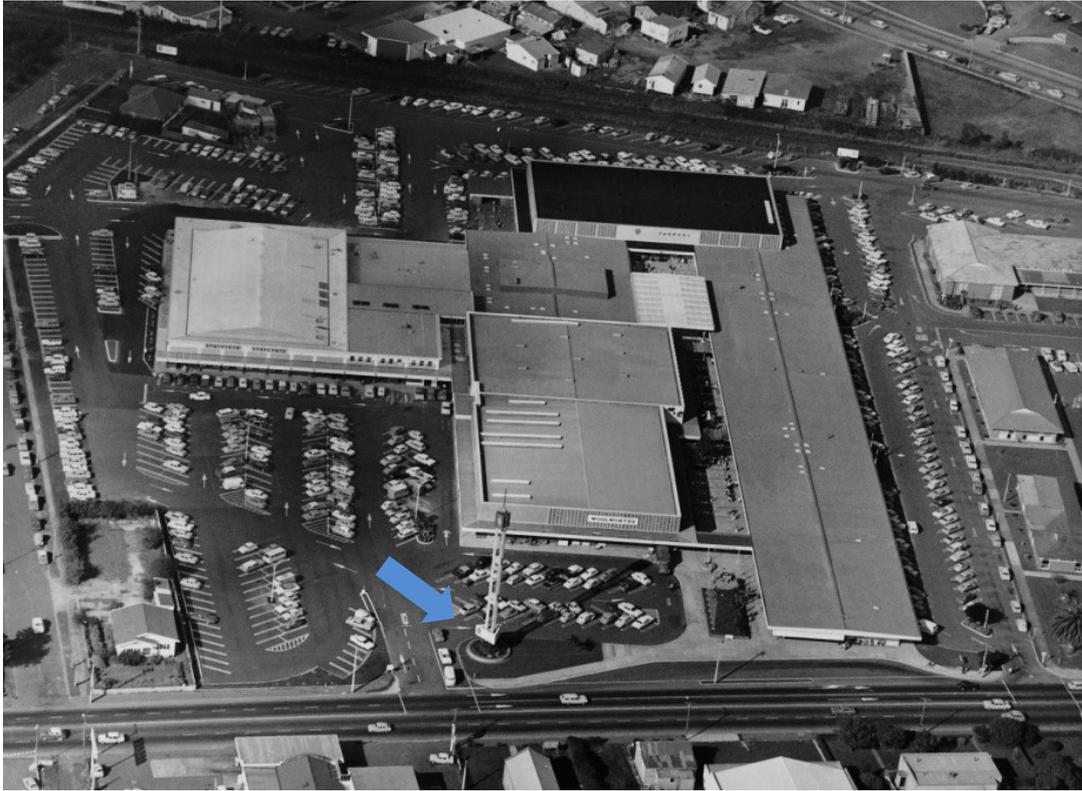
Current housing stock is extremely varied. New Lynn has continued to develop as a residential suburb from the mid 1800s. Very few 19th century houses survive although some exist scattered through the suburb, most have been over written by later development

Architectural style ranges from brick and timber bungalows from the pre war period, and state housing from the post war era to suburban development in infill subdivision from the 1970s and 1980s. Collectively, these houses establish the basic character of New Lynn, which is essentially suburban New Zealand.

The more recent medium density housing of Crown Lynn Place and Ambrico Place along with the 16 storey apartment block and development of McCrae Way are symbolic of the latest intent to transform New Lynn from a suburban to urban centre.¹⁷

¹⁷ <http://www.aucklandcouncil.govt.nz/EN/planspoliciesprojects/CouncilProjects/Documents/newlynnurbanplan2010part1.pdf>

5.3 Subject Site 3060 – Great North Road



Aerial view of LynnMall c. 1960s clearly showing pylon sign (centre foreground)
Image: Supplied by Gerard Thompson, Barker & Associates.

The following site description has been primarily extracted from the report supplied by Gerard Thompson of Barker & Associates Environmental and Urban Planning.

The subject site occupies approximately 7.35ha of land located at 3060 Great North Road, New Lynn. The site occupies the majority of the block bounded by Great North Road, Memorial Drive, Totara Avenue and Veronica Street.

The topography of the site is relatively flat with a gentle fall towards the south eastern corner. Existing buildings occupy approximately two-thirds of the site with the majority of the remaining area occupied by asphalt-covered at-grade car parking.

The mall currently has approximately 130 tenants and is anchored by a Countdown supermarket and Farmers department store.

Car parking is provided predominantly at-grade although there is an upper level parking structure in the southern part of the site and roof top parking located at the western end of the site. There are currently nine vehicle entrances to the site.

Three off Great North Road, one off Veronica Street, and five off Totara Avenue. There are no vehicle entrances off Memorial Drive.

The existing sign tower is located adjacent to the westernmost Great North Road car park entrance. It is currently positioned within the pedestrian walkway between Great North Road and the Countdown supermarket behind.

5.4 Physical Description of the Pylon Sign Tower



Figure 1: Pylon sign tower as viewed looking south from the opposite side of Great North Road

Lynn Mall was an expression of modernism in Auckland's 1960s suburbia. The mall has become victim to extensive alterations and additions over the last few decades that have overwritten the form of the original buildings. The pylon sign tower, subject to this report could be considered to be the last architectural remnant of the original 1960s development.

The sign tower has been designed as a freestanding structure, located close to the Great North Road at a car park exit. The structure is highly visible to the passing public as it is positioned on prominent commercial site alongside a busy roadway.

The tower is sited at what was the main vehicle entrance, at the time of construction. The entrance was given greater prominence by emphasising its location with a tall monumental tower that could be seen from considerable distance. The tower was a kind of beacon, directed at attracting vehicle traffic to the large car park at the front of the mall. The car park in itself made headlines at the time of the Lynn Malls opening because of its scale. It was an important and admired aspect of the 'modern' shopping complex.

The towers simplified sculptural form has become somewhat of an icon and a prominent landmark in the area. At the time of construction in the 1960s, New Lynn was an otherwise flat and primarily horizontal landscape. This was with the exception of the large kiln chimney of the brickworks puncturing the horizon (see figure.) These chimneys have since been demolished. The landscape today remains fairly horizontal. There are now views back from New Lynn to the sky tower; its form adding a prominent vertical element to the vista. A number of large power pylons in the immediate area have been constructed and the new 16 storey apartment block stands stark and uncompromising adjacent to the mall. Despite this later development, the sign tower retains its prominence upon the approach to the mall and remains highly visible in the landscape.

The sign tower structure is a type of modernist monument. It was intended to represent, in a simplified and reduced form, the modernist aesthetic of the Lynn Mall buildings. These buildings no longer exist in their original form.



Figure 1: Base of the sign showing billboard.



Figure 1: Top of the sign viewed looking east



Figure 1: Detail of leg and brick plinth at sign base.



Figure 1: Close up of trowelled surface finish



Figure 1: Base of the sign as viewed looking west showing billboard.



Figure 1: interior structure

The aesthetics of the post war modernist movement were based on industrial design and the use of newly available mass-produced materials such as reinforced concrete, glass and steel. Key elements of the movement included a desire to express the “machine age aesthetic”, an honest expression of the structure, use of technology, and simplicity in design.

Within modernism, there was enthusiasm for ‘the new’: new building types, new materials, new technologies. The first such buildings were experimental but over time they transformed architecture internationally.¹⁸

The simple geometries of the tower, lack of applied ornament, honest materials and vertical articulation are all identifying features of this style of post war modernism. The tower is an example of sculptural concrete engineering and it remains as a symbol of the architectural movement that was so popular at the time.

The structure could also be described as a kind of commercial equivalent of a church spire. It references the aesthetics displayed in modernist church buildings from that period (see figure.)

Similar spire-like sign towers with strong vertical emphasis were also commonly found in the American shopping malls of the late 1950s early 1960s from which Lynn Mall was derived. (see figure.)

With the mid century modernist aesthetic it was common to see reinforced concrete pushed to new extremes in terms of sculptural potential and for rich and varied surface treatments to be applied. As an alternative to applying ornamentation, materials were expressed in more raw and honest forms.

The structure is a tri pod form consisting of three ‘legs’ which taper toward the top of the tower. The sign tower is constructed from reinforced concrete which would have been preformed off site and then erected and finished on site. (see figure)

The three legs are tapered and faceted in form. Triangular and concave beams in incremental sizes connect the legs of the tower at three points. A light fitting has been fixed to the top of each of the beams. The structure is up lit at night and continues to be highly visible within the New Lynn landscape after dark.

The concrete surface of the tower has been trowel finished with a fine pebble dash render. Some obvious superficial repairs have been made to the concrete work. The same pebble dash render has not been used to match the original surface finish on the areas that have been repaired. This has caused the surface of the concrete to appear patchy in some areas.

The original steel service ladder is still intact. The ladder is fixed to the 3 central concrete beams with steel brackets. The ladder was used to access the transmitters which are fixed to the top of the tower. These remain intact; however it is unknown whether they are still operational.

There is a three sided billboard sign attached to the pole approximately 2m above the ground which is used to display advertisements to the public. Additionally, there are identification signs for Lynn Mall at the top of the pole on three sides, due to the triangular shape of the tower. The original concave signs with the 1960s Lynn Mall logo have been removed and replaced with an updated version.

At the base of the tower there is elevated billboard sign that straddles the tripod. Originally the tower sat in the centre of a raised and retained garden bed (see figure.) The mall buildings have since been expanded and the sign presently sits in its original position but is now closer to the buildings and on the footpath. A brick plinth with incorporated planters and bench seating has been built up against the base of the sign.

The tower appears to be in reasonable condition structurally. The tower is a standalone structure and completely independent of any of the existing buildings which make up Lynn Mall. It is located on the footpath and very close to the road. It is unlikely that its presence would affect any future development because of this.

¹⁸ Julia Gatley, Statement on the Civic Building, Feb 2015

6.0 Significance Criteria

The heritage value criteria against which places are evaluated against are set out in the regional policy Statement (RPS) – Historic Heritage section of the Notified unitary Plan.

(a) Historical

The place reflects important or representative aspects of national, regional, or local history, or is associated with an important event, person, group or idea or early period of settlement within the nation, region or locality.

The tower is associated with the development of New Zealand's first shopping mall. This was an important event in the 1960s. The opening of the mall signified the adoption of American concepts and translating them to a New Zealand context. Lynn Mall was an innovative building for its time, providing a new international style of retail environment to the area. The original development comprised both an internalised but open air pedestrian street and an enclosed retail mall.

The sign tower can be strongly associated with the development of the mall. It is the last remaining symbol of the original complex. Lynn Mall was a place which made a significant contribution to the history of both the nation and the suburb of New Lynn because it was the first of its type in New Zealand and set a precedent for later shopping developments in the country.

The pylon sign tower itself is an example of national and locally rare and endangered heritage. The sign tower structure is a type of modernist monument. It was intended to represent, in a simplified form, the modernist aesthetic of Lynn Mall at its time of construction. The mall buildings no longer exist in their original form.

They have been altered and significant elements of the fabric have been changed to such an extent that the historic value of the buildings is no longer legible and has been lost.

The pylon sign tower, subject to this report could be considered to be the last architectural remnant of the original 1960s Lynn mall development and because of this it is of great historical significance.

The other remaining 'American' style malls that were developed throughout the country throughout the 1960s in the same modernist architectural style have too been largely been altered beyond recognition. Most of these buildings retain very little if any original character

(Examples of buildings which no longer retain any identifying historic features include.... St Lukes Square, Henderson Square, Shore City & Pakuranga Plaza)

Key historical themes include commerce and shop keeping....

Overall, the sign tower is of considerable national historical significance.

(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.

Post war modernism gave greater consideration was given to designing with a view to fostering neighbourhood and community. The mall was developed as a community building where people were encouraged to congregate and socialise this was further reinforced with the incorporation of expansive public spaces into the shopping precinct.

The sign tower holds social meaning as it is a symbol of the entire development. Mall was an important place for the community at that time. As the last remaining original structure at Lyn mall, the tower represents important aspects of collective memory, identity or remembrance, the meanings of which should not be forgotten.

The building holds social meaning and value in relation to the fact that it has become somewhat of a local landmark and symbol of New Lynn. Is an icon or marker that the local and wider community identifies with. Some members of the community are likely to hold esteem for the place in association with it being the first mall in the country and its attraction as a place to meet and spend time in. Had an effect on the community people came to New Lynn because of the mall.

It is likely that the sign tower has social value for its long-standing association over the past 50 years with the suburb of New Lynn and with Lynn mall.

The sign tower is of considerable social value at a local level

(c) Mana whenua

The place has a strong or special association with, or is held in high esteem by, tangata whenua for its symbolic, spiritual, commemorative, traditional or other cultural value

Mana whenua values have not been specifically assessed as part of this report. Such values are for relevant mana whenua groups to determine. Such value lies in the places association with the wider landscape, as opposed to the subject structure.

(d) Knowledge

The place has potential to provide knowledge through scientific or scholarly study or to contribute to an understanding of the cultural or natural history of the nation, region or locality.

The sign tower is the only remaining original structure from the 1960s mall development. It is a remnant of the post war modernist architecture, evidence of an architectural style which was prevalent at the time. In many cases with these developments the buildings have been altered to such an extent that the architectural value is severely degraded, illegible or lost.

The sign tower has the potential to be considered as a structure that typifies its type and provides a point of reference to which other places can be compared to.

There may be some level of knowledge significance. The tower may have the potential to enhance public understanding or appreciation of the history of Lynn Mall as being the countries first 'American' style shopping mall; a fact that may not be widely known or appreciated.

The sign tower is of moderate local value in relation to knowledge

(e) Technological

The place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials.

The tower has been formed through the assembly of several pre formed structural elements. The three faceted 'legs' which make up the tower are single span columns, formed from pre cast reinforced concrete. These columns were formed off site and erected and connected on site using cranes. This was a construction method which was technologically innovative for the time.

The sign tower does have the potential to allow an opportunity to investigate building techniques and to derive through surviving architectural features and fabrics, evidence of the function and design of the building typology during the early 1960s.

There may be some level of technological significance however it would be possible to derive much of this information from available documentary resources

This structure is considered to have moderate technological value, based on the information known at this time.

(f) Physical Attributes

The place is a notable or representative example of a type, design or style, method of construction, craftsmanship or use of materials or the work of a notable architect, designer, engineer or builder.

The Lynn Mall sign tower is a good example of post war modernist architecture from the 1960s.

The architects were Walker, Lewis and Hillary & Co of Auckland (also known as Walker Hillary & Swan and Walker Co-partnership). The architects are of considerable significance at a localised level.

The architects were responsible for a number of buildings in the modernist style around Auckland and further afield. Notable buildings designed by Walker, Hillary and Swan, include: Central Fire Station, Rotorua (1956), Parnell Fire Station, Parnell (1950s), NAC Terminal, Victoria Street (1957) and the New Zealand Forest Products Administration Block in Penrose (1958) The former was published in Home & Building in January 1959.¹⁹

Other shopping precincts designed by Walker of Walker, Hillary and Swan include;

St Lukes Square (1971) 80 St Lukes Road, Mt Albert, Henderson Square (now West City), 7 Catherine Street (1968); and Shore City, Corner Lake Road & Como St, Takapuna (1974) (See Home & Building Nov 1971 and Nov/Dec 1974)²⁰

The contractors were Cubitt Wells Ltd. A large scale company responsible for the construction of a number large commercial buildings during the 1960s and 70s in both Wellington and Auckland including; The Vogel building and Rutherford House in Wellington and Aircraft hangers at Auckland Airport (all c.1960s)

The Cubitt Scrapbooks are a series of nine volumes of newspaper and other clippings on the New Zealand construction industry from 1962-1979. Their focus is on Wellington and Auckland. The volumes were donated to Victoria University Library by the firm Cubitt Wells after the establishment of the School of Architecture in 1975.²¹ The contractors are of considerable significance at a national level.

The structure is a representative local example of the application of the post war modernism style of architecture applied to a sculptural tower. It is both a notable and good example and demonstrates the culmination of this architectural style.

It is unusual in the fact that is the only intact and unaltered structure that remains from the original 1960s development

Overall, in relation to physical attributes the structure is of considerable local significance (also encompassing regional and national)

¹⁹ <http://www.aucklandcity.govt.nz/council/documents/districtplannorthshore/changes/41-killarney-street-fire-station.pdf>

²⁰ <http://www.architecture-archive.auckland.ac.nz/docs/block-digital/2011-10-Block-Digital-1970sGuide.pdf>

²¹ <http://www.victoria.ac.nz/fad/facilities/archives/cubitt-scrapbooks>

(g) Aesthetic

The place is notable or distinctive for its aesthetic, visual or landmark qualities.

The sign tower retains nearly all of its original features and appears virtually as built.

The sign tower is a visual landmark in New Lynn. The structure contributes positively to the New Lynn vista / panorama. The tower has both strong and special visual appeal

The tower has notable aesthetic quality while exemplifying post war modernism.

It is distinctive

(h) Context

The place contributes to or is associated with a wider historical and cultural context, streetscape, townscape, landscape or setting.

Is notable because the original site, setting or context is predominantly intact

Has townscape value for the part it plays in defining a space or street.

Contributes to the character and sense of place of the locality

6.1 Overview of Significance Levels

Significance Criteria	Value <i>(little, moderate, considerable, exceptional)</i>	Context <i>(local, regional, national)</i>
a) Historical	Considerable	National
b) Social	Considerable	Local
c) Mana whenua	Unknown at this time	Unknown at this time
d) Knowledge	Moderate	Local
e) Technological	Moderate	Local
f) Physical Attributes	Considerable	Regional
g) Aesthetic	Considerable	Local
h) Context	Considerable	Local

7.0 Statement of Significance

The pylon sign tower at 3060 Great North Road has considerable historical value for its intimate association with the development of Lynn Mall in the early 1960s as New Zealand's first 'American' style enclosed shopping precinct. It has further historical value as the last remaining remnant of the original development.

The tower is a symbol of this development which was innovative at the time. It has considerable social value as an important physical reminder of the distinctive community identity, social history and way of life in suburban New Lynn after the war. It is likely that the sign tower has significant social value for its long-standing association over the past 50 years with the suburb of New Lynn and with Lynn mall.

The tower also has the potential to enhance public understanding or appreciation of the history of Lynn Mall as being the country's first 'American' style shopping mall; a fact that may not be widely known. The place has considerable knowledge value for its ability to contribute to an understanding of the cultural history of the locality and to enhance public appreciation.

The tower is somewhat of a local landmark and is highly visible on the approach to the New Lynn Township. The tower has considerable physical and aesthetic value.

The structure is a representative local example of the application of the post war modernist style of architecture. It is both a notable and good example and demonstrates the culmination of this architectural style which became prevalent throughout New Zealand in the 1950s and 60s.

The tower has been built from pre formed reinforced concrete members which were assembled and connected on site. This was a construction method which was technologically innovative for the time.

The sign tower is unusual in the fact that it is the only intact and unaltered structure that remains from the original 1960s Lynn Mall development.

8.0 Extent of the Place for Scheduling



A historic heritage subject to this report comprises solely of a singular structure, as opposed to a place that encompasses multiple features and/or multiple sites, as well as areas.

The sign tower is a free standing structure that is physically disconnected from the main mall. The mall buildings themselves have been altered to such an extent that the architectural value is severely degraded, illegible and almost entirely lost. Because of this the tower is no longer aesthetically associated with the remaining mall buildings.

The extent of the historic place should only include the tower and the immediate area at the base as shown on the plan below.

9.0 Recommendations

Based on the preceding evaluation, the place meets the threshold to be put forward as a scheduled historic heritage place: Category B.

The overall significance is **considerable local** significance.

The place meets the threshold of considerable significance across five of the eight criteria. These are historical (a), social (b), physical attributes (f), aesthetics (g), and context (h).

Category B historic heritage places have considerable overall significance, with this significance generally relating to the locality or greater geographic area. Its protection from loss or damage is important. This assessment concludes that the pylon sign tower at 3060 Great North Road meets the criteria for inclusion on the schedule as a Category B significant historic heritage place. It is considered to be of considerable overall value.

Section 8.0 above sets out the geographic extent recommended for scheduling. This relates to defining the sign tower as a standalone element and separate entity within the context of the Lynn Mall shopping precinct. Please see location plan for exact location of the sign tower.

9.1 Summary of Recommendations

Category	Heritage values	Extent of Place	Interior Protected	Exclusions
Category B	(a) (b) (f) (g) (h)		n/a	None

Appendix 1

Historic Research: New Lynn Historical Context

The following historic research has been primarily extracted from the 'New Lynn Urban Plan 2010 – 2030'
<http://www.aucklandcouncil.govt.nz/EN/planspoliciesprojects/CouncilProjects/Documents/newlynnurbanplan2010part1.pdf>

HERITAGE AND CHARACTER CONTEXT

Understanding New Lynn's historical context provides an insight into how the form and character of New Lynn has changed over time and how new development should respond.

IN THE BEGINNING: PRE-1800S EARLY MAORI SETTLEMENT

The land between the west coast, Waitemata and Manukau Harbours and the Whau Portage has seen more than a thousand years of Maori occupation and use.

However the New Lynn area was never heavily populated by Maori in pre-European times because of its heavy clay soils, unsuitable for agriculture. Maori settlement was largely based around small resource gathering settlements beside the Whau River and its inlets which were used for gathering kaimoana. As such, Iwi settlement patterns have not left an obvious mark on New Lynn's landscape. The adjacent lands provided other resources for these early settlements including timber, birds and plant fibres and were also an ideal location for growing kumara. The Whau Portage, Riverhead Portage, the Kaipara to Whau walking track and the Te Henga to Whau walking track formed the backbone of a comprehensive communications network through west Auckland and the area was of strategic importance.

Originally the Whau Creek penetrated as far as Portage Road, and it was from there Maori carried their canoes over the lip of land into Green Bay. The significance of this historical portage is that it remains the shortest distance over land between the Waitemata and Manukau Harbours. This route is a significant heritage theme because from the earliest settlement New Lynn has always been a junction of major transport nodes. This was the first indication New Lynn could be a centre of transportation.

THE 1800S: FIRST EUROPEAN SETTLEMENT AND BEGINNING OF INDUSTRY

The arrival of European settlers saw the continued use of New Lynn's rivers and the reliance on Whau River ports for transport interchange. These transport benefits, alongside clay soils and land available for urban expansion, soon encouraged the development of an industrial working town.

In the 1850's the Crown bought the land east of the main ridge and, following the purchase of the land west of the ridge in 1854, the remaining Kawerau people were reduced to living in 'native reserves' near the west coast. Ngati Whatua, who had occupied their Karangahape Pa at Cornwallis up to 1837, moved to their Orakei settlement.

New Lynn's early development as the industrial centre for west Auckland can be attributed to the grey and white Pleistocene deposits and its strategic location on the Whau River, Great North Road and later on, the railway line. The great clay and ceramics industry sprang up there from the 1850s.

This industry began in 1852 when Dr Pollen established the first west Auckland brickyard on the Whau Creek. Pollen realised the clay soils could be the basis of a great brick industry.

He engaged experienced brick-makers from Staffordshire England to ensure a quality product. Following on from this first brickyard many small works established around the Whau River, which was used to transport bricks by boat to Auckland. By 1870 13 brickyards were located along the Whau Creek on waterways, as the preferred mode of transport to Auckland. During the 1860s the city side of New Lynn was often referred to as the Whau.

Monier Brickworks established in New Lynn during this period and continues to operate today. The brickworks and ceramics industries had a major influence on the development of the district. Some of the most significant names in these industries were Gardner Bros & Parker, Crum and later Crown Lynn Potteries and Ceramco.

New Lynn was named by Frederick Utting who carried out a comprehensive survey of the area in 1863. Utting was originally from Kings Lynn in Norfolk, East England, and was struck by the similarity of New Lynn to his home town because of the undulating creek cut country, covered in low vegetation. The opening of the railway in the early 1880s encouraged further growth and the Astley Tannery was established on the edge of the Whau in 1888. Even today this building is New Lynn's, and possibly Auckland's, oldest industrial site in continuous use, although it no longer operates as a tannery.

THE EARLY 1900S

The increase in New Lynn's population at the turn of the century was largely due to the clay industry, the development of rail passing through New Lynn and new subdivisions. The Gardner Brothers and Parker clay pits provided significant resources around the turn of the century, where they manufactured pipes and bricks, using the Crum and Ambrico Kilns. Competing horticultural industries such as Cutler Roses were also a significant employer at this time. The Gardner family owned a 50 acre block that included the Manawa Wetland Reserve and Ambrico Reserve. They lived in a large brick house in Matai (Rankin) Avenue where the remnant of their garden is now preserved as Gardner Reserve. In 1902 John Gardner bought Parker's land and with his three sons and Parker's son formed the company Gardner Brothers and Parker, which rapidly became the largest firm producing bricks in New Zealand.

New Lynn became a town district in 1910 (under the Town Board Act of 1908). Over the next 19 years, 40 elected commissioners and some paid staff laid the foundation for New Lynn by developing roads, school, hall, reticulated water and other infrastructure and facilities that were progressive for the time. A dormitory suburb developed for workers and much of the layout today reflects early attempts at urban planning. New Lynn underwent considerable development and expansion in the 1920s. By 1922 the district had been almost fully reticulated (using locally produced clay pipes) and commercial expansion took place in the centre. State housing began in the 1920s and continued through to the 1940s. The street pattern that evolved in the 1920s supported the development of large industrial sites and traditional suburban lots and provided strong connections for trade and transport. These large blocks remain a legacy of industrial development in the street pattern that exists today.

In 1929 the town district organisation was superseded by the Borough of New Lynn.

THE WAR YEARS

The Brick and Tile Company (Crums) factory became the largest combined factory for the production of earthenware pipes and bricks in New Zealand. This company contributed greatly to the growth of New Lynn producing a range of ceramic fittings, employing 200 men making pipes, crocks, tiles, troughs, chimney pots, construction components and containers of all types.

In 1928 one million bricks were sold in a month. In 1929 TE Clark established the merger of the four main companies to form the Amalgamated Brick and Pipe Company, later known as Ceramco with works scattered throughout New Zealand. The firm branched out into the manufacture of crockery. The company lasted 65 years in its original form, and on the eve of the great depression, changed to become Crown Lynn, a brand that became a household name in New Zealand.

The depression hit New Lynn very hard, with some 200 being out of work in the ceramics industry alone. This was at a time when New Lynn's total population in 1935 was 3,500 people.

In the 1930s New Lynn began to transform as a consequence of an insurgence of residential development around its periphery. Most of the original buildings on Totara Avenue were replaced with basic two storey buildings with unarticulated flat roofs, although this development was punctuated with statement buildings such as the BNZ building with its unique butterfly roof.

POST WAR

After the war there was considerable residential development around the edge of the industrial centre, largely in the form of brick and weatherboard bungalows, many of which are still standing today. This development was the driver for the establishment of the country's first shopping mall in the centre of New Lynn. The opening of LynnMall in 1965 transformed the character of the retail centre of New Lynn from street based trading along Totara Avenue and Great North Road to a mall focused format. LynnMall has continued to serve as an anchor for the suburban surrounds.

By the 1960s there were more than 60 different manufacturing enterprises ranging from newspaper printing to fashion. Some of the companies that have operated long-term in New Lynn are still in operation today. The car sales industry also took hold in New Lynn, a significant change to the character of Great North Road, and industrial expansion took over large areas to the east of New Lynn's commercial centre. During this period, Ceramco House, was built by the most dominant player in the clay industry. The Ceramco building still stands today is a statement to the flamboyant architectural style of the time. It was built out of Ceramco bricks, a signature product of the New Lynn economy.

By 1970 Crown Lynn was the biggest pottery manufacturer in the southern hemisphere, with 500 staff turning out 15 million pieces of china - cups, saucers, plates, bowls, mugs, jugs and vases each year. These products were exported mainly to Australia, Canada and the Pacific Islands. However in the 1980s the changing economic conditions undermined profitability and the business was shut down in 1989 and the factories gradually demolished. The Ambrico Place kiln is the only trace left of what was once an enormous industry.

THE LATE 1980S – TODAY

In 1989 New Lynn Borough disappeared and Waitakere City was born.

In 1996 council engaged international design consultants to facilitate the New Lynn charette which focused on intensification of residential and employment activities around the railway station. The charette considered how the centre could be redeveloped to become a high quality pedestrian environment, anchored by a transport interchange, with employment opportunities within or near its town centre. The charette's themes, New Urbanist principles for a Transit Oriented Development, resulted in the next 15 years of thinking about investment in trenching the railway line and promoting a more intensive form of development around the centre.

Following the charette the potential for New Lynn to be revitalised around a major transportation hub was recognised. Developers were quick to respond with proposals for high density redevelopment within and around the former brickworks at Ambrico and Crown Lynn Place. However these developments emphasised the barrier created by the railway line, which effectively cut the New Lynn Town Centre in half.

In 2005 council made changes to its District Plan (Plan Changes 17 and 18) to enable a more intensive form of development in the centre. Plan Change 17 was also developed in response to significant public investment in the section of the railway line running through New Lynn's centre. It put the statutory process in place to enable New Lynn to become a major urban growth node, based on the principles of a transit oriented development or TOD.

New Lynn today is in a state of transition with the rail trench being completed and a new wave of intensive urban development. New Lynn is reinventing itself and making significant changes, as it has done in the past. It remains however a place of transport, where people live, work and play.

NEW LYNN'S HERITAGE AND CHARACTER

"Solid Suburbia from its heart to its heights, from the older established areas to stylish homes and newer subdivisions. New Lynn's big focus is its signature mall but it has a lot else going for it including its flat typology

which suits its loyal older members and pram pushing parents. It's heartland stuff with families of all ages and stages working hard to make an honest living, commuting to work and supporting their local shops and services". (Reference "Where to live in Auckland", year)

New Lynn has been subject to sustained redevelopment over the past century and has lost a lot of its original fabric and identity. Buildings have been lost over time and current development is comprised of a blurred mix of architectural trends that showcase the architectural style of each decade from the 1920s to today. However, the arrangement of streets and open space are reminders of New Lynn's original town plan and the remaining older buildings reflect a history of a suburban working town. The impression of the place will change as solid suburbia gives way (in part) to a more urban land-use. The heritage and character of the place are important and need to resonate in all new development. Incremental changes in New Lynn's land use and urban fabric over the past 50 years include:

- The construction of some 1980s style of office development, which has largely been a stagnant market over the past 20 years
- The conversion of industrial style buildings to a more intensive employment mix (internal divisions within buildings)
- High density residential development on vacant former industrial land on Rankin and Margan Avenues, and on Crown Lynn Place
- The conversion of industrial units to bargain retail premises and the sale of bulky goods from buildings previously used predominantly for manufacturing, particularly on Veronica Street in the sites opposite LynnMall.
- Redevelopment in the 1980s of brownfield industrial land to large format (trade based) retail (Mitre 10, Warehouse, Repco) on Clark Street
- The establishment of a large cinema complex on Clark Street in the early 1990s and its subsequent closure
- The emergence of car yards, particularly on the Great North Road corridor.

The current overall form of New Lynn is incoherent, reflecting the incremental way in which it has grown over the past century. Patterns created by former industrial sites have left large blocks, with little or no access through them (as illustrated by the street and block pattern plan on page 19). Land uses are also reflective of the traditional zoning patterns where industrial, retail and residential areas were established in distinct areas, and mixes of land uses are rare. LynnMall continues to dominate the town centre landscape and its form and mass are out of scale with its adjacent character areas. Totara Avenue and Great North Road have a finer grain form of retail that should be preserved.

Residential development in the study area is largely located to the south and east of the

town centre, historically cut off from the town centre core by busy traffic movements on Clark Street, Rata Street and the railway line. The rail trench has helped connect the south of the town back into the town centre.

BUILT HERITAGE AND CHARACTER

Building in New Lynn has remained at a consistent scale and density over the years, with the exception of some four to five storey buildings. The majority of façades have been altered by painting and advertising signs rather than structurally and some of these traditional facades provide a contextual cue for the original merchants trading centre. Many of New Lynn's newest developments relate poorly to the scale, design and massing of the original built environment. The fast food restaurants, car sales yards, the 1980s

mirror glass office buildings, and large format bulky goods stores add to the function and variety offered by New Lynn, but have detracted from its urban quality with no consistent pattern to these developments or recognition of New Lynn's heritage.

Modern New Lynn has also lost important influences on heritage and character such as the clay industries and the families associated with them. The brickworks and potteries had a major influence on the development of the district and have largely disappeared. Although they are present in some building materials, these activities are no longer a feature of New Lynn. New Lynn has a number of listed residential heritage buildings as well as character buildings that are not protected. Current housing stock ranges from brick bungalows from the 1920s/30s art deco period, Californian bungalows and houses from the post war era; suburban development in infill subdivision in the 1970s and 1980s. Collectively, these houses are very important in establishing the basic character of New Lynn, essentially suburban New Zealand.

The more recent medium density housing of Crown Lynn Place and Ambrico Place are symbolic of the latest residential transition from a suburban to urban centre. Achieving a higher density and mixed-use living as part of a transit oriented development will guide the next wave of residential development and character.

NATURAL HERITAGE AND CHARACTER

New Lynn's character is shaped primarily by its topography and its streams. The core of New Lynn is a flat basin, gently rising slopes around its periphery, forming ridgelines and troughs out to the base of the Waitakere Ranges.

The Whau River provides a coastal edge to the north, and the Avondale Stream connects the Whau from the Waitemata Harbour to the Manukau Harbour to the south. The Rewarewa Stream provides a western edge to the town centre core, connecting the Whau River to the Manawa Wetlands. The coastal edge, the rivers and their tributaries, are an integral part of New Lynn's heritage, particularly in the role they have played in providing transport. They have also influenced recreation and settlement patterns around the Whau River.

The rivers themselves flow predominantly through private property and there are large sections of the Avondale Stream where there are little or no riparian margins, and no public access. Most buildings face away from the rivers and the stream beds are poorly maintained. Downstream tributaries of the Whau were piped as part of the creation of a reticulated stormwater drainage system. Despite over a century of neglect and the discharge of pollutants from surrounding industries, the Whau still supports fish and plant life and is an important part of a natural ecosystem feeding into the Waitemata Harbour.

The landform and the grid roading pattern has in itself shaped the views and gateways to New Lynn. Great North Road rises to the west of the centre, providing views across the basin and toward the volcanic cones in central Auckland. The Rata Street approach from the north provides glimpses across Titirangi South and toward the ranges. Streets from the south of the centre rise from Margan Avenue to the natural ridgelines, providing views across the centre toward the CBD and Mt Eden. Views from the eastern gateways at Wolverton Street and Great North Road provide views across New Lynn, up toward Waikumete Hill and the Waitakere Ranges beyond.

New Lynn has a large number of small open space areas, some of which are in the town centre core. These areas depict heritage values in that many have memorial structures or artworks. The Titirangi Golf Course is the largest (and privately owned) open space that is an often forgotten component of New Lynn's natural character. It was designed in 1927 by world famous designer Alister MacKenzie.

Appendix 2

Site Visit Photographs

The site was visited on 05 February 2014. All photographs taken by Lilli Knight of Burgess & Treep Architects



Figure 1: Pylon sign tower as viewed looking south from the opposite side of Great North Road



Figure 1: Pylon sign tower as viewed looking south west from the opposite side of Great North Road



Figure 1: Pylon sign tower as viewed looking west from the footpath on Great North Road



Figure 1: Pylon sign tower as viewed looking west from the LynnMall car park



Figure 1: Pylon sign tower as viewed looking south west from intersection of Great North Road and Veronica Street.



Figure 1: Pylon sign tower as viewed looking north west from the LynnMall car park.



Figure 1: Pylon sign tower as viewed looking north from the LynnMall car park



Figure 1: Pylon sign tower as viewed looking north from the LynnMall car park. Figure 1: Top of the sign viewed looking west



Figure 1: Base of the sign as viewed looking west showing billboard.



Figure 1: Sign viewed looking south from Great North Road



Figure 1: Base of the sign as viewed looking east showing billboard.



Figure 1: Top of the sign viewed looking east



Figure 1: Looking up from the base of the sign. Figure 1: Close up of sign base showing brick plinth



Figure 1 & 1: Looking up the interior of the structure from the base of the sign.



Figure 1: Detail of leg and brick plinth at sign base. Figure 1: Close up of trowelled surface finish

Appendix 3

Historical Photographs



Taken from near the Great North Road in New Lynn, view of bare land, site of LynnMall shopping centre, with area of buildings in the background. Forms a panorama with JTD-11A-00773-1. June 1961. Image: J. T. Diamond Collection JTD-11A-00773-2



Notice boards for shopping centre, New Lynn. Three large notice boards fronting Great North Road give details of a shopping centre under construction in New Lynn. June 1963. Image: J. T. Diamond Collection JTD-11A-02019



Notice boards for large shopping site, New Lynn. View across the concrete Great North Road of three large notice boards giving details of a shopping centre under construction in New Lynn. 24 March 1963. Image: J. T. Diamond Collection JTD-11A-00177



From Memorial Avenue to railway, New Lynn. Across expanse of cleared land, the site of a new shopping centre, view taken from Memorial Avenue to the railway with roofs of buildings in the background. There is a diesel fuel tank trailer on the site. June 1963. Image: J. T. Diamond Collection JTD-11A-01487



Shopping centre, south side, New Lynn. Part of the shopping centre under construction at New Lynn showing the south side. August 1963. Image: J. T. Diamond Collection JTD-11A-01992



View down onto site of shopping centre, New Lynn. From top of ferris wheel, view of site of shopping centre with part of the RSA hall in the foreground. 20 February 1963. Image: J. T. Diamond Collection JTD-11A-01900



Shopping centre construction noticeboards, New Lynn. View across Great North Road showing part of framework construction of shopping centre set back from the road. The contractors' noticeboard is on the road frontage. In the background smoke is rising from two brickworks' chimney stacks. August 1963. Image: J. T. Diamond Collection JTD-11A-01994



Noticeboard at site of shopping centre, New Lynn. A large noticeboard on Great North Road giving details of a new shopping centre to be built on the site. The title at the top of the sign reads: New Lynn Regional Shopping Centre. A Ford Consul Mk.II is parked by the sign. Behind the sign is a mound of earth from the excavations. December 1962. Image: J. T. Diamond Collection JTD-11A-01848-1



Front of shopping centre construction, New Lynn. View across Great North Road showing part of framework construction of shopping centre set back from the road. The contractors' noticeboard is on the road frontage with several mounds of bulldozed material behind the board. In the background is a tall brick chimney stack. September 1963. Image: J. T. Diamond Collection JTD-11A-00420-1



Shopping centre site, New Lynn. View across newly formed roadways and parking area to shopping centre under construction at New Lynn. Several construction machines are parked at the site. The skyline behind is dotted with tall brick chimney stacks. 24 March 1963. Image: J. T. Diamond Collection JTD-11A-00156



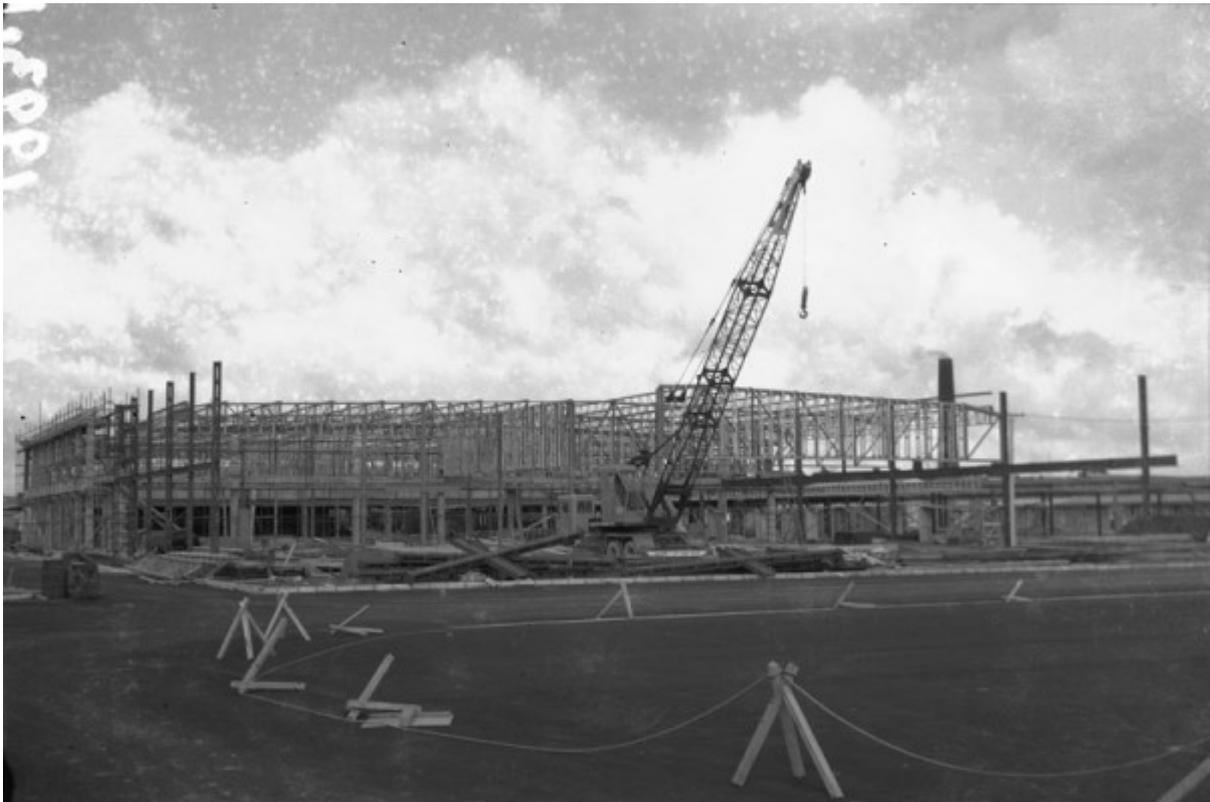
Start of draining land for shopping centre, New Lynn. Taken from Great North Road end view of the site of New Lynn's shopping mall which is in the process of being drained in preparation for construction. Buildings in the right middleground are the library (part) and the New Lynn Memorial RSA with buildings and tall brick chimney stacks of the brickyards in the background. January 1963. Image: J. T. Diamond Collection JTD-11A-00841-1



Shopping centre from Great North Road, New Lynn. From the Great North Road view of part of shopping centre building under construction showing contractors' site office and two smoking brickworks' chimney stacks in the background. August 1963. Image: J. T. Diamond Collection JTD-11A-01993-2



From Memorial Avenue to Great North Road, New Lynn. From Memorial Avenue view over area of cleared land to Great North Road showing several tip trucks, construction equipment, and buildings on east side of Great North Road at the site of New Lynn's new shopping centre. December 1962. Image: J. T. Diamond Collection JTD-11A-01488



Shopping centre from Great North Road, New Lynn. From the Great North Road view of part of shopping centre building under construction showing sealed parking area in the foreground, a crane on site and brickworks' chimney stacks in the background. August 1963. Image: J. T. Diamond Collection JTD-11A-01993-1



View from New Lynn railway signal mast. View north over New Lynn from the railway signal mast showing a clump of pine trees beside the Rewarewa Creek and Cambridge Clothing factory buildings at right. In the right middleground is the Great North Road. The long building in the background is the Delta Theatre with the LynnMall tower at right. October 1965. Image: J. T. Diamond Collection JTD-11F-02565



Panorama from New Lynn station signal mast. View from the signal mast at New Lynn railway station showing the railway line and Totara Avenue running down to the LynnMall shopping centre and Memorial Square (left middleground). July 1970. Image: J. T. Diamond Collection JTD-11N-04187-2



A new building under construction for New Lynn's shopping mall showing the girder framework structure, November 1969. Image: J. T. Diamond Collection JTD-11A-04016-2



Additions to LynnMall. From Great North Road view across shopping centre parking area showing roofing framework of new structure. In front of the barricade are several of the contractor's items of heavy machinery including a grader and roller. November 1969. Image: J. T. Diamond Collection JTD-11A-04015



Additions to LynnMall, work in progress. Contractors at work concreting inside the new building for New Lynn's shopping mall, showing two workers, one of whom is operating a bulldozer levelling out base course beneath the girder framework of the roof with a tip truck in the background. The contractors are Wilson Rothery Ltd. of Ellerslie. November 1969. Image: J. T. Diamond Collection JTD-11A-04016-1



LynnMall from Farmers end. View of shops along a walkway at the newly opened shopping centre in New Lynn. In the foreground is a plaza area with several large circular concrete tubs, one of which is filled with water and has a geometric sculpture on a pole feature, with others containing plants. November 1963. Image: J. T. Diamond Collection JTD-11A-02070-1



LynnMall from Farmers end. View along pedestrian walkway at the newly completed shopping centre in New Lynn showing shops, verandah and canopy features, large circular concrete tubs containing plants and several much smaller concrete pots. November 1963. Image: J. T. Diamond Collection JTD-11A-02070-3



LynnMall from Farmers end. View across plaza area of shops along a walkway at the newly opened shopping centre in New Lynn. The plaza floor features a geometric-style paving pattern with several large circular concrete tubs containing plants and some smaller pots. November 1963. Image: J. T. Diamond Collection JTD-11A-02070-2



Roofing over LynnMall. Roofing in the process of construction over a section of the plaza area of New Lynn's shopping centre. In the foreground is one of the large circular concrete tub features. March 1969. Image: J. T. Diamond Collection JTD-11A-03718



Shopping centre from Plunket rooms, New Lynn. From the back of the Plunket rooms view of shopping centre building site showing roadway, new kerbing and footpaths, building materials storage area, and building under construction in the background. July 1963. Image: J. T. Diamond Collection JTD-11A-02020



Shopping centre, rear and north side, New Lynn. Part of the shopping centre still under construction at New Lynn showing the rear and north side. August 1963. Image: J. T. Diamond Collection JTD-11A-01991

RIGHT AT YOUR FRONT DOOR

NEW ZEALAND'S FIRST AND ONLY AMERICAN STYLED SHOPPING CENTRE LYNNMALL OPENS AT NEW LYNN ON

WEDNESDAY 30th OCTOBER

You must see the fabulous stores and specialty shops at Lynn mall. It's the new, luxurious way to shop, free from parking worries and other city problems.

Now there are only three shopping days to go before New Zealand's most fabulous, ultra-modern shopping centre opens at New Lynn.

Soon you'll discover a shoppers' paradise right at your own front door! Everything about Lynn mall, The New Lynn Regional Shopping Centre has been carefully planned to make the task of shopping quicker, easier and more relaxing for you. A bold venture, designed on successful American lines, it will offer you every amenity you'd find in the city... city selection, city prices, famous store-names — right at your front door.



Now there are only three more shopping days to go before the most exciting event in New Zealand's retail history becomes an actuality! Think of it! Over forty brand new stores all opening their doors together to bring you the biggest selection of high quality merchandise ever offered in a suburban shopping centre! Wednesday, the 30th of October, 1963, will be a day you'll long remember. Be there when Lynn mall officially opens for the first time. Lynn mall issues this invitation to you now, so that you can reserve that day for the specific purpose of joining your friends and neighbours at New Lynn's magnificent new shopping centre. Make up a party and come by car, bus or train. There's plenty of parking at Lynn mall, the buses stop right outside and the railway station is only two minutes' walk away. Got a big shopping bag? You'll need it when you shop for the opening specials at Lynn mall on October 30th.

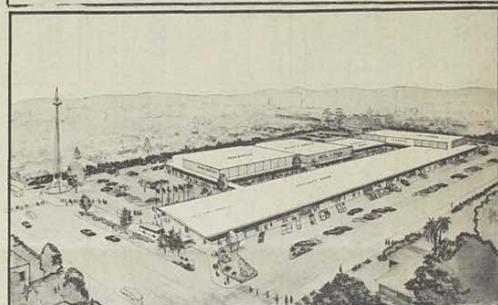
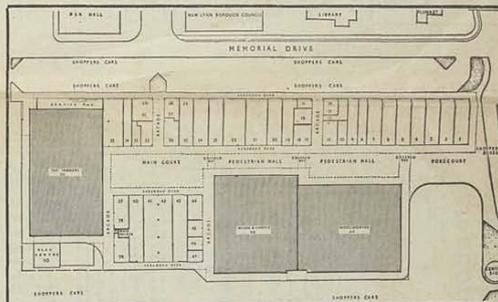
FREE TRAVEL TO AND FROM LYNNMALL BY BUS AND TRAIN DURING THE FIRST THREE OPENING DAYS!
COMMERCIAL BUSES run from all over Auckland to New Lynn from 9.30 a.m. to 3.30 p.m. daily. Railways. City to New Lynn 10.15 a.m. and 2.15 p.m. Waitakere to New Lynn 9.35 a.m. and 11.40 a.m. Return by any train you wish! * Shopping at stations in-between.

LYNNMALL DIRECTORY	SHOP NO.
BARKER & POLLOCK LTD.	22
BOND AND BOND LTD.	43
BROADWAY JEWELLERS LTD.	5
A. H. CHADWICK (Men's Barber)	45
CENTRE MANAGEMENT OFFICE	27-28
CURTAINCRAFT LTD.	19
DONTELLO SHOES	44
ESTELLE ROSE (NEW LYNN) LTD.	26
FARMERS' TRADING CO. LTD.	36
R. HANNAH & CO. LTD.	21
THE HOUSE OF FLACKSON LTD.	23
IRVIN & STERN LTD.	40-25
KEAN'S LTD.	6
LA GONDA FASHION STORES LTD.	11
LYNNMALL SUPERMARKET	41-42
KEITH LIGHT & CO. LTD.	37-38
J. R. McCORQUINDALE LTD.	7
L. J. McMECHAN (Babywear)	39
MASCO LTD.	9
MILK BAR	2
MILNE & CHOYCE LTD.	48
MONTANA WINES LTD.	13-14
A. H. NATHAN LTD.	1
N.Z. DRYCLEANERS & DYERS LTD.	47
POULTON'S COFFEE LOUNGE	30-31
WILFRED PAULL LTD.	50
PLAY CENTRE	5
PRIME MEATS LTD.	35
F. C. REHM (Home Cookery)	16
RENOIR FASHION PHARMACY	17-18
REX PHARMACY	3
SANFORD LTD.	32
STARFORME FOUNDATIONS LTD.	8
J. & R. STREVS LTD.	20
WHITCOMBE & TOMBS LTD.	5
WOOLWORTHS (N.Z.) LTD.	49
HUGH WRIGHT LTD.	24

In planning Lynn mall, we've taken all the mad, muddling panic out of shopping, given you instead an ultra-modern centre with all kinds of shops facing onto weather-proof, traffic-free arcades and malls... beautiful flowers and trees, fountains playing, with ample seating for you to rest and enjoy it all. There will be a free children's play centre and free parking on three sides of the Centre.

If you haven't a car, don't let that deter you. Auckland Bus Co. and Commercial Bus Co. buses run regularly to Lynn mall, and the New Lynn railway station is only 2 minutes away.

Once you've experienced the ease and luxury of this new way of shopping, you'll never want to go back to any other kind again. Lucky, lucky New Lynn housewives to have it all so handy! Make sure you keep Wednesday, 30th October free to join in the gala opening of Lynn mall... it will be an event Aucklanders will talk about for weeks to come.



SOON AT LYNNMALL THESE ARCHITECTS' PLANS BECOME A REALITY!

The architects' drawings above show more than just a plan of Lynn mall. They tell a tale of a dream-come-true... for the businessmen who conceived the idea of this ultra-modern shopping centre for the architects who planned it, the builders who constructed it, the many shop-owners, big and small who watched their stores take shape. From a rough, 7-acre plot of land, men and machines have created a shopping centre that Auckland can well be proud of!

The top illustration shows a "bird's-eye" view of Lynn mall. The three main stores, Farmers' Milne & Choyle and Woolworths are in darker tonings. Modern specialty shops are surrounded on both sides by protective verandahs — there are over half a mile of these linked covered-walks in Lynn mall. Most of the shops face onto a central pedestrian mall from which shoppers' arcades lead directly to the car-parks. A picturesque feature of the central mall is the fountain and attractively arranged flowers and shrubs. By night these gardens are illuminated with mushroom-type concealed lighting.

The lower illustration is an overall picture of Lynn mall as it looks today... a modern shopping centre ideally situated in the New Lynn shopping area... but deserted. But next Wednesday the car-parks will be filling up, people will be strolling through the arcades and malls, enthralled by all they see.

THE 30th OF OCTOBER WILL BEGIN A COMPLETELY NEW ERA IN SUBURBAN SHOPPING WHEN THE NEW LYNN CENTRE OPENS WITH SPECIAL REDUCTIONS FOR ALL

Advertisement promoting the official opening of New Zealand's first American style shopping centre, Lynn mall, New Lynn. With a photograph of the pedestrian mall; architectural plans of the exterior and interior; a list of traders with shop numbers; details of free public transport to and from the Mall. Western Leader, 23 October 1963; p.10,11



LynnMall tower construction. View north along Great North Road showing cranes erecting a pole tower on the road frontage corner of LynnMall's car park. November 1963. Image: J. T. Diamond Collection JTD-11A-02107-2



LynnMall tower construction. View across the Great North Road of cranes erecting a pole tower at New Lynn's shopping centre. November 1963. Image: J. T. Diamond Collection JTD-11A-02107-1



Pylon sign c. 1960s. Image: Supplied by Gerard Thompson, Barker & Associates.



View of Lynmall c.1960s at night. Pylon sign visible (centre right) Image: Supplied by Gerard Thompson, Barker & Associates.



Showing entry to Lynnmall in 1963. Base of pylon sign is visible (right of photograph)

Image: <http://www.stuff.co.nz/auckland/local-news/western-leader/10394958/Bold-plans-for-LynnMall-extension>



Showing billboard and pylon sign at front of Lynnmall, New Lynn, proclaiming "Opening in 1 Days". 1963.
Image: http://www.flickr.com/photos/degilbo_on_flickr/sets/72157622925317144/with/4154579333/



Panorama from New Lynn station signal mast. View from the signal mast at New Lynn railway station showing part of a block of shops on the north side of Totara Avenue near the railway crossing. Behind are buses in the Auckland Bus Company's depot 1970. Image: J. T. Diamond Collection JTD-11N-04187-1



Woolworths Variety Store and Food Fair at Lynnmall, New Lynn. As viewed from main entrance to car park showing sign Workmen applying finishing touches for official opening the next day. 1963. Image: http://www.flickr.com/photos/degilbo_on_flickr/sets/72157622925317144/with/4154579333/



Auckland department stores Milne & Choyce and Farmers were co-owners of New Zealand's first shopping mall, LynnMall, along with Woolworths. All three companies had anchor stores in the centre. The mall, which opened in 1963 in New Lynn, was the department stores' attempt to reach suburban consumers. 1969. Image: Archives New Zealand - Te Rua Mahara o te Kāwanatanga, reference no. AAQT 6401/A91,655, photograph by Gregory Riethmaier



Woolworths Variety Store and Food Fair at Lynnmall, New Lynn one day before opening. 1963.

Image: http://www.flickr.com/photos/degilbo_on_flickr/sets/72157622925317144/with/4154579333/



Woolworths Variety Store and Food Fair at Lynnmall, New Lynn one day before opening. 1963.

Image: http://www.flickr.com/photos/degilbo_on_flickr/sets/72157622925317144/with/4154579333/



*Official opening of Lynnmall at New Lynn in western suburbs of Auckland in 1963. View down mall to front of centre. Woolworths Variety and Food Fair is on the far right at front of centre with Milne & Choyce on right. Two Woolworths Auckland Zone Office executives (in white shirts) walking in mall are Mr. Hall (L) and Mr Kevin Treacy (R).
Image: http://www.flickr.com/photos/degilbo_on_flickr/sets/72157622925317144/with/4154579333/*



Official opening of Lynnmall at New Lynn in western suburbs of Auckland in 1963.

Image: http://www.flickr.com/photos/degilbo_on_flickr/sets/72157622925317144/with/4154579333/



Pylon tower sign showing billboard. c. 1980s? Image: Supplied by Gerard Thompson, Barker & Associates.



Pylon tower sign showing billboard. c. 1980s? Image: Supplied by Gerard Thompson, Barker & Associates.

Appendix 4

Certificate of Title and Survey Plans



**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Search Copy

Identifier **67558**
Land Registration District **North Auckland**
Date Issued 29 November 2002

Prior References

NA122B/913

Estate Fee Simple - 1/2 share
Area 2185 square metres more or less
Legal Description Lot 1 Deposited Plan 193492

Proprietors

Kiwi Property Holdings Limited

Interests

D388271.11 CERTIFICATE PURSUANT TO SECTION 37 BUILDING ACT 1991 (ALSO AFFECTS CsT 67562 and 67563) - 13.5.1999 AT 2.40 PM



**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Search Copy

Identifier **67559**
Land Registration District **North Auckland**
Date Issued 29 November 2002

Prior References

NA122B/913

Estate Fee Simple - 1/2 share
Area 2185 square metres more or less
Legal Description Lot 1 Deposited Plan 193492

Proprietors

Kiwi Property Holdings Limited

Interests

D388271.11 CERTIFICATE PURSUANT TO SECTION 37 BUILDING ACT 1991 (ALSO AFFECTS CsT 67562 and 67563) - 13.5.1999 AT 2.40 PM



COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952



Search Copy

Identifier **67562**
Land Registration District **North Auckland**
Date Issued 29 November 2002

Part-Cancelled

Prior References

NA114D/157

Estate	Fee Simple - 1/2 share
Area	6.8923 hectares more or less
Legal Description	Lot 1 Deposited Plan 110245 and Lot 2 Deposited Plan 183636

Proprietors

Kiwi Property Holdings Limited

Interests

Fencing Agreement in Transfer 273858 (affects part formerly in CT NA582/324)
Fencing Agreement in Conveyance 310150 (R.380/655) (affects part formerly in CsT NA582/324, NA591/319, NA19C/1299, NA22A/642, NA23C/1024 & NA35B/778)
Fencing Agreement in Conveyance 312878 (R.395/213) (affects part formerly in CT NA505/144)
Fencing Agreement in Transfer 417446 (affects part formerly in CT NA19A/331)
Fencing Agreement in Conveyance 323246 (R.416/190) (affects part formerly in CT NA19A/331)
Fencing Agreement in Conveyance 188224 (R.140/511) (affects part formerly CsT NA1122/95 & NA1122/96)
Fencing Agreement in Transfer A457966 (affects part formerly in CT NA22A/642)
Fencing Agreement in Transfer 243529.1 (affects part formerly in CT NA35B/778)
Fencing Agreement in Transfer 202537.2 (affects part formerly in CT NA22A/1385)
K61379 Certificate that pipelines for the passage of sewage pass through Lot 3 DP 38341 and serve Lots 1-2 DP 38341, pass through Lot 1 DP 38341 and serve Lot 1 DP 68244, pass through Lot 1 DP 68244 and serve Lot 3 DP 38341, pass through Lots 2-3 DP 38341 and serve Lot 1 DP 38341 - 16.5.1957 at 2.16 pm
Subject to a right of way over part marked L (affects part Lot 1 DP 110245) and to a parking right over parts marked I, J & K on DP 132481 created by Transfer C086683.1
Appurtenant hereto is a right of way and a parking right created by Transfer C086683.1
D388271.11 CERTIFICATE PURSUANT TO SECTION 37 BUILDING ACT 1991 (ALSO AFFECTS CsT 67558 and 67559) - 13.5.1999 AT 2.40 PM
5462835.1 Gazette Notice (NZ Gazette, 16/1/2003, no 5, p 177) acquiring part (27m) of the within land described as Section 1 SO Plan 312554 for road and shall vest in the Waitakere City Council on the 16/1/2003 - 21.1.2003 at 9:00 am



COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952



Search Copy

Identifier **67563**
Land Registration District **North Auckland**
Date Issued 29 November 2002

Part-Cancelled

Prior References

NA114D/157

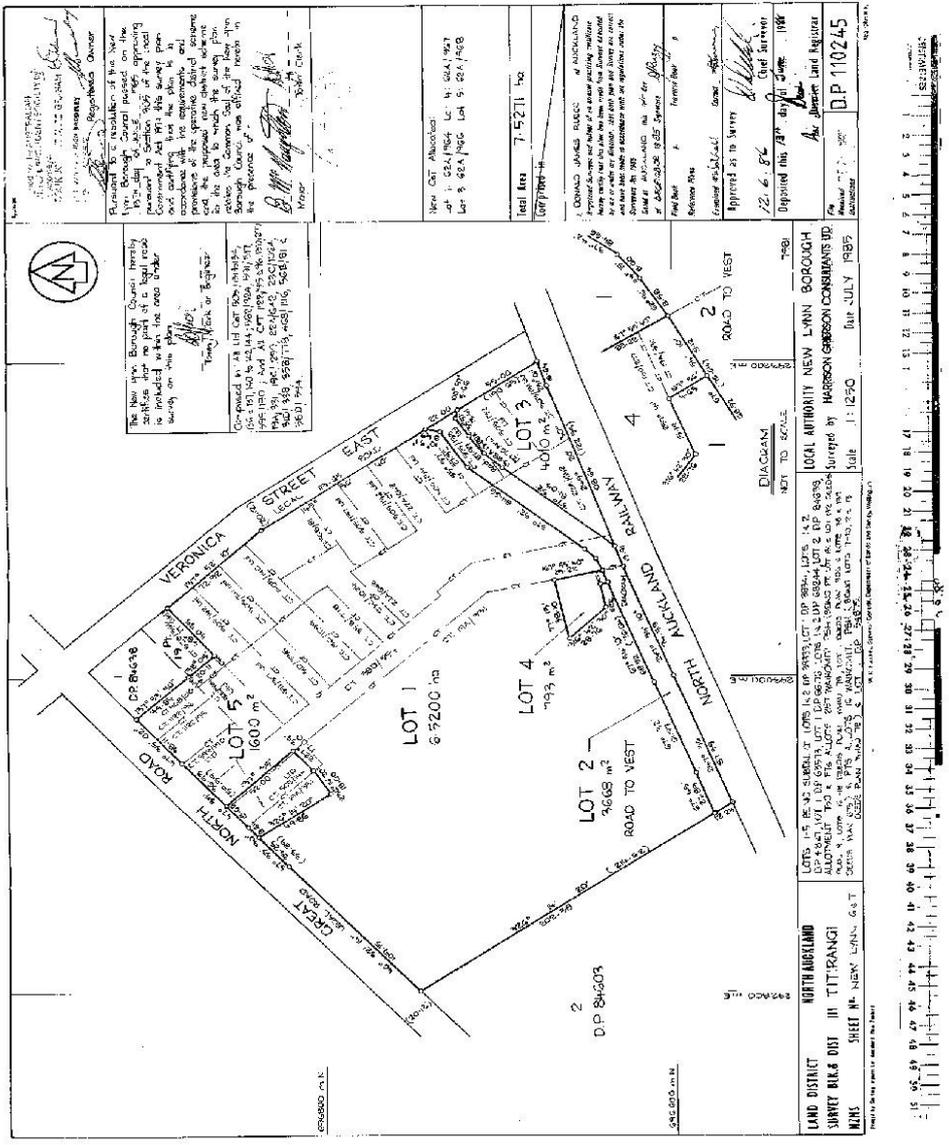
Estate	Fee Simple - 1/2 share
Area	6.8923 hectares more or less
Legal Description	Lot 1 Deposited Plan 110245 and Lot 2 Deposited Plan 183636

Proprietors

Kiwi Property Holdings Limited

Interests

Fencing Agreement in Transfer 273858 (affects part formerly in CT NA582/324)
Fencing Agreement in Conveyance 310150 (R.380/655) (affects part formerly in CsT NA582/324, NA591/319, NA19C/1299, NA22A/642, NA23C/1024 & NA35B/778)
Fencing Agreement in Conveyance 312878 (R.395/213) (affects part formerly in CT NA505/144)
Fencing Agreement in Transfer 417446 (affects part formerly in CT NA19A/331)
Fencing Agreement in Conveyance 323246 (R.416/190) (affects part formerly in CT NA19A/331)
Fencing Agreement in Conveyance 188224 (R.140/511) (affects part formerly CsT NA1122/95 & NA1122/96)
Fencing Agreement in Transfer A457966 (affects part formerly in CT NA22A/642)
Fencing Agreement in Transfer 243529.1 (affects part formerly in CT NA35B/778)
Fencing Agreement in Transfer 202537.2 (affects part formerly in CT NA22A/1385)
K61379 Certificate that pipelines for the passage of sewage pass through Lot 3 DP 38341 and serve Lots 1-2 DP 38341, pass through Lot 1 DP 38341 and serve Lot 1 DP 68244, pass through Lot 1 DP 68244 and serve Lot 3 DP 38341, pass through Lots 2-3 DP 38341 and serve Lot 1 DP 38341 - 16.5.1957 at 2.16 pm
Subject to a right of way over part marked L (affects part Lot 1 DP 110245) and to a parking right over parts marked I, J & K on DP 132481 created by Transfer C086683.1
Appurtenant hereto is a right of way and a parking right created by Transfer C086683.1
D388271.11 CERTIFICATE PURSUANT TO SECTION 37 BUILDING ACT 1991 (ALSO AFFECTS CsT 67558 and 67559) - 13.5.1999 AT 2.40 PM
5462835.1 Gazette Notice (NZ Gazette, 16/1/2003, no 5, p 177) acquiring part (27m) of the within land described as Section 1 SO Plan 312554 for road and shall vest in the Waitakere City Council on the 16/1/2003 - 21.1.2003 at 9:00 am





**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Search Copy

Identifier **67566**
Land Registration District **North Auckland**
Date Issued 29 November 2002

Prior References

NA62A/967

Estate Fee Simple - 1/2 share
Area 793 square metres more or less
Legal Description Lot 4 Deposited Plan 110245

Proprietors

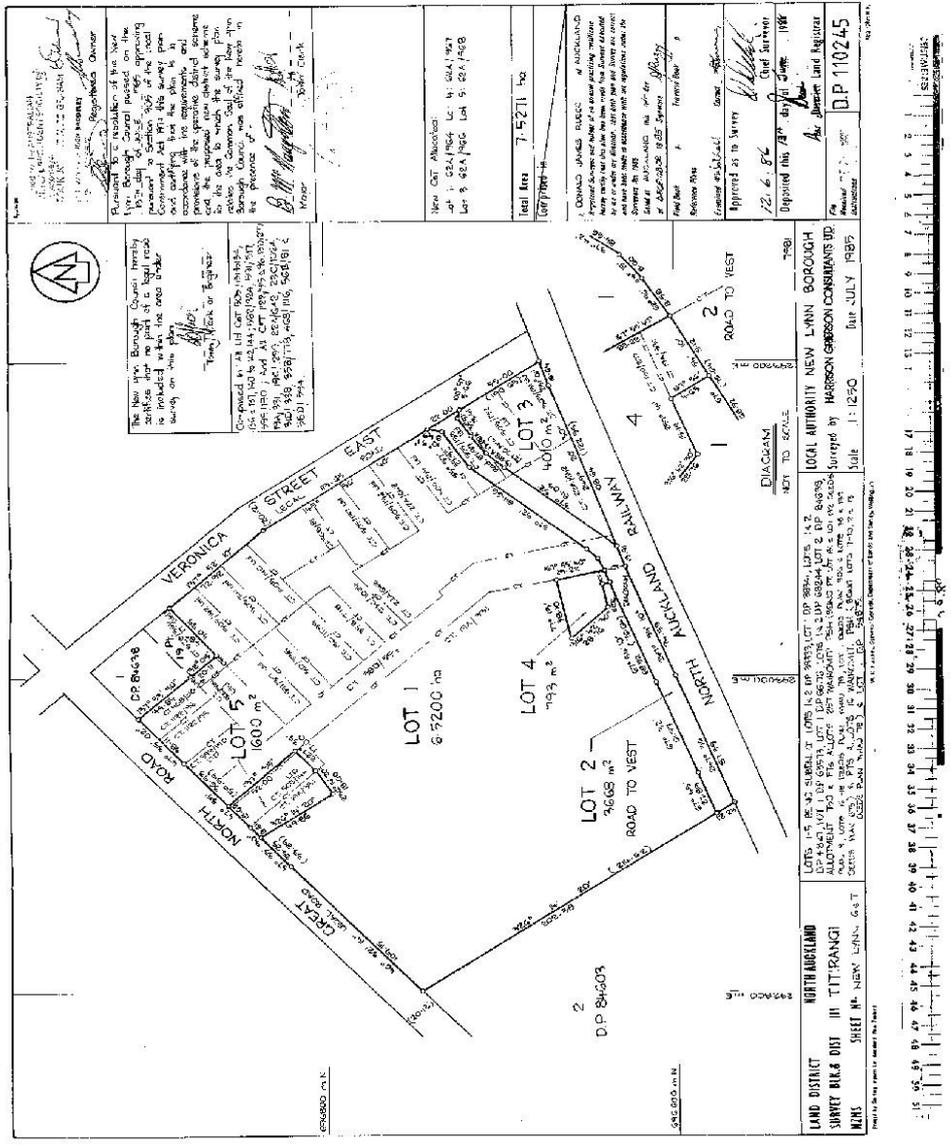
Kiwi Property Holdings Limited

Interests

Fencing Agreement in Conveyance 323246 (R.416/190) (affects part formerly in CT NA19A/331)
Fencing Agreement in Transfer 417446

Identifier

67566





**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Search Copy

Identifier **67567**
Land Registration District **North Auckland**
Date Issued 29 November 2002

Prior References

NA62A/967

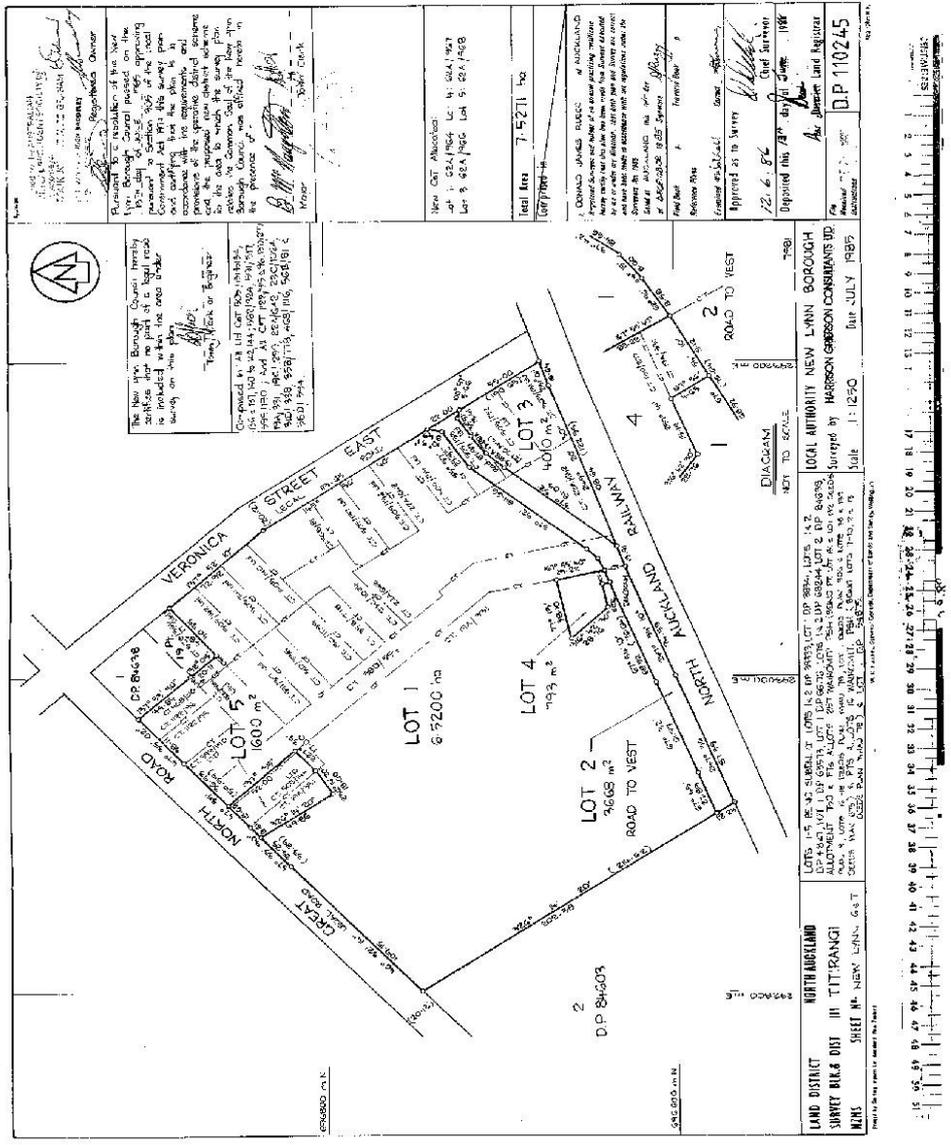
Estate Fee Simple - 1/2 share
Area 793 square metres more or less
Legal Description Lot 4 Deposited Plan 110245

Proprietors

Kiwi Property Holdings Limited

Interests

Fencing Agreement in Conveyance 323246 (R.416/190) (affects part formerly in CT NA19A/331)
Fencing Agreement in Transfer 417446





**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



Search Copy

Identifier **67568**
Land Registration District **North Auckland**
Date Issued 29 November 2002

Prior References

NA62A/968

Estate Fee Simple - 1/2 share
Area 1600 square metres more or less
Legal Description Lot 5 Deposited Plan 110245

Proprietors

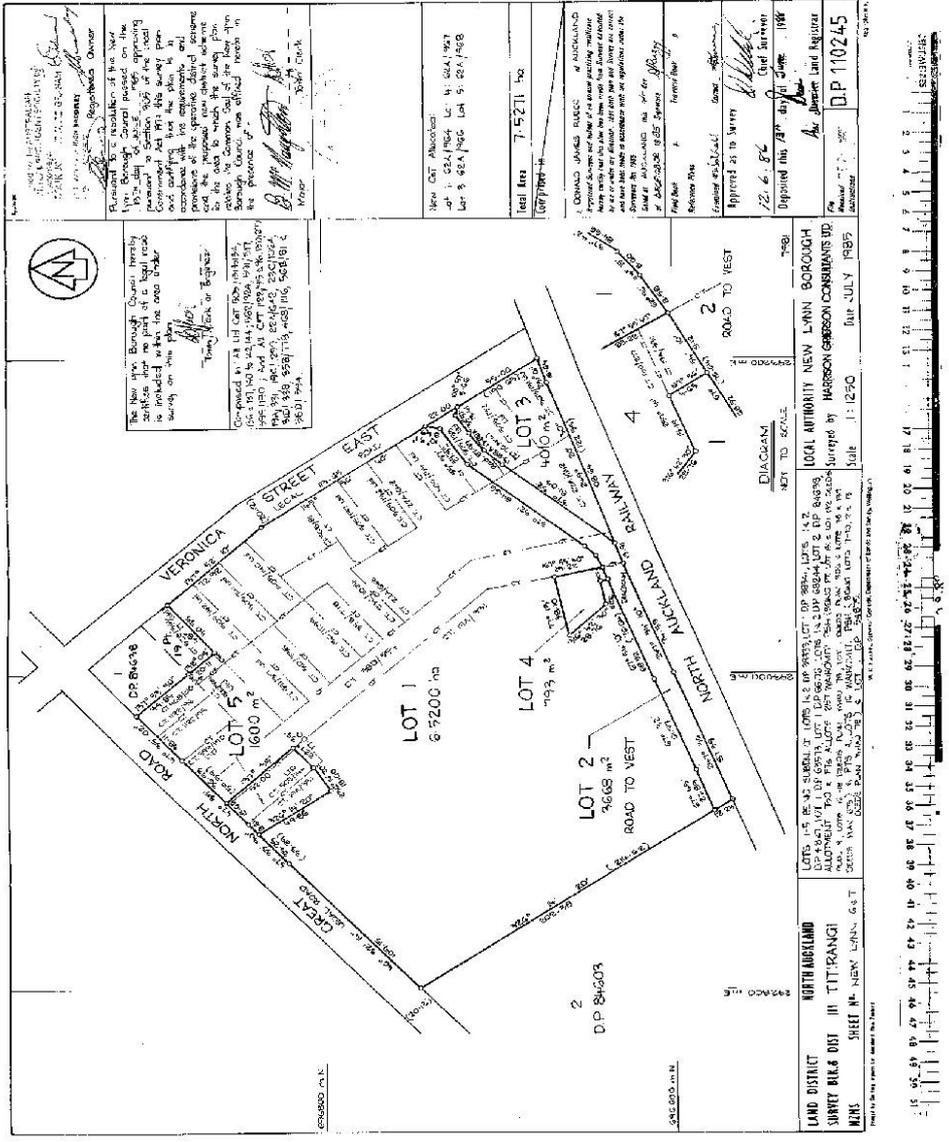
Kiwi Property Holdings Limited

Interests

Fencing Agreement in Conveyance 12878 (R395.213) (affects part formerly in CT NA505/144)
Fencing Agreement in Conveyance 323246 (R416.190) (affects part formerly in CT NA19A/331)
Fencing Agreement in Transfer 417446 (affects part formerly in CT NA19A/331)

Identifier

67568





**COMPUTER FREEHOLD REGISTER
UNDER LAND TRANSFER ACT 1952**



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Identifier **67569**
Land Registration District **North Auckland**
Date Issued 29 November 2002

Prior References

NA62A/968

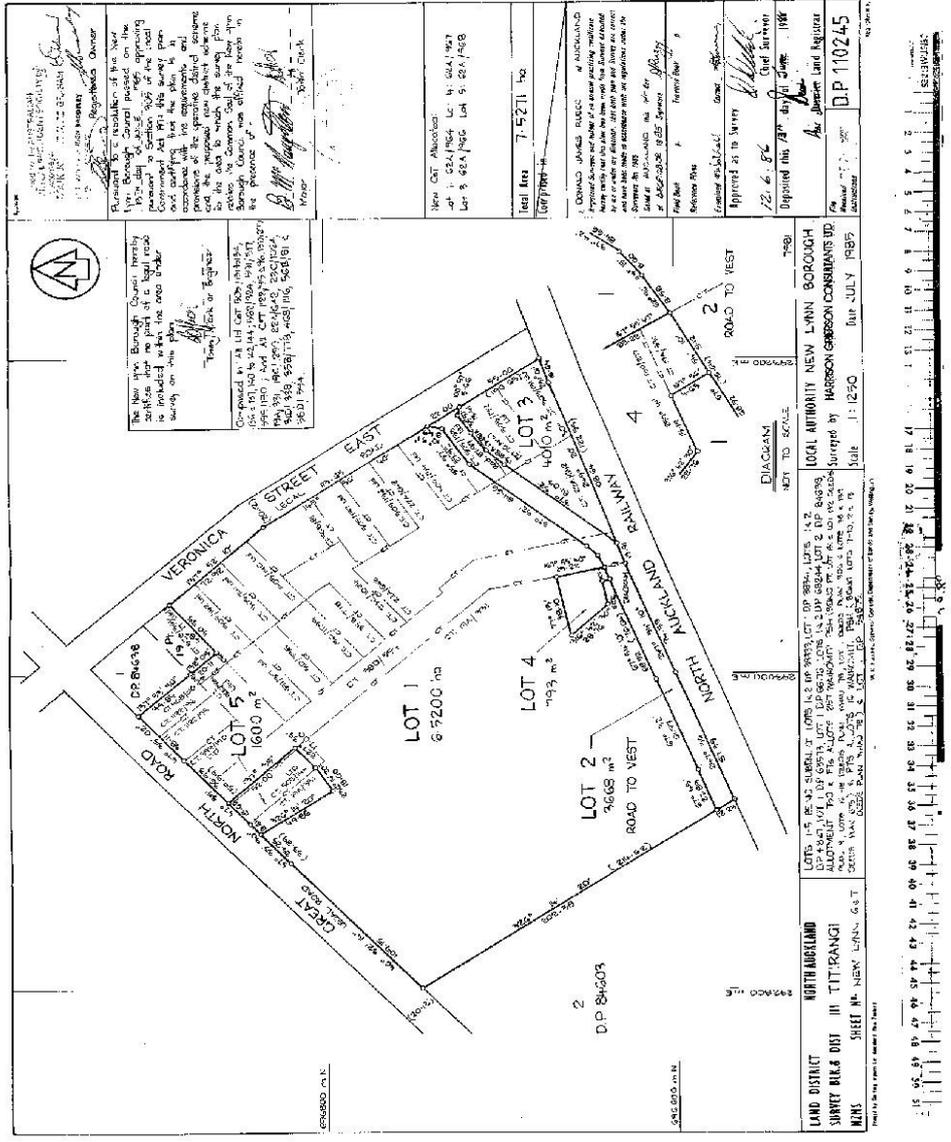
Estate Fee Simple - 1/2 share
Area 1600 square metres more or less
Legal Description Lot 5 Deposited Plan 110245

Proprietors

Kiwi Property Holdings Limited

Interests

Fencing Agreement in Conveyance 12878 (R395.213) (affects part formerly in CT NA505/144)
Fencing Agreement in Conveyance 323246 (R416.190) (affects part formerly in CT NA19A/331)
Fencing Agreement in Transfer 417446 (affects part formerly in CT NA19A/331)



Appendix 5

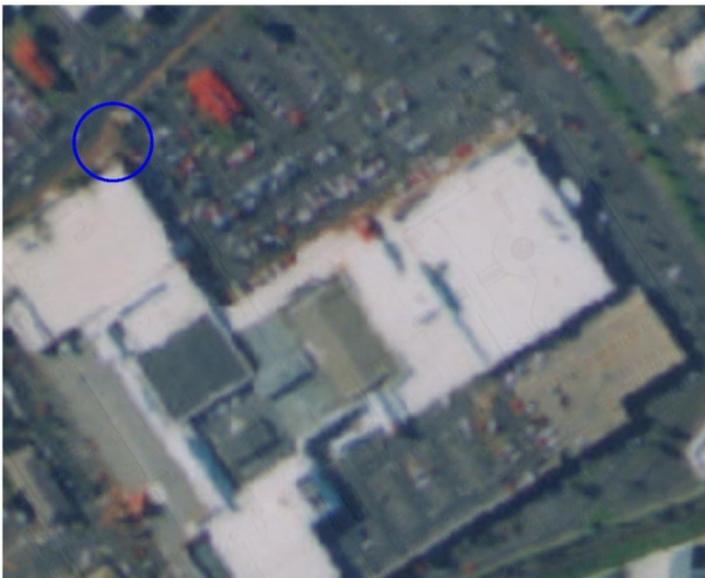
Aerial Photographs over time



2010



2008



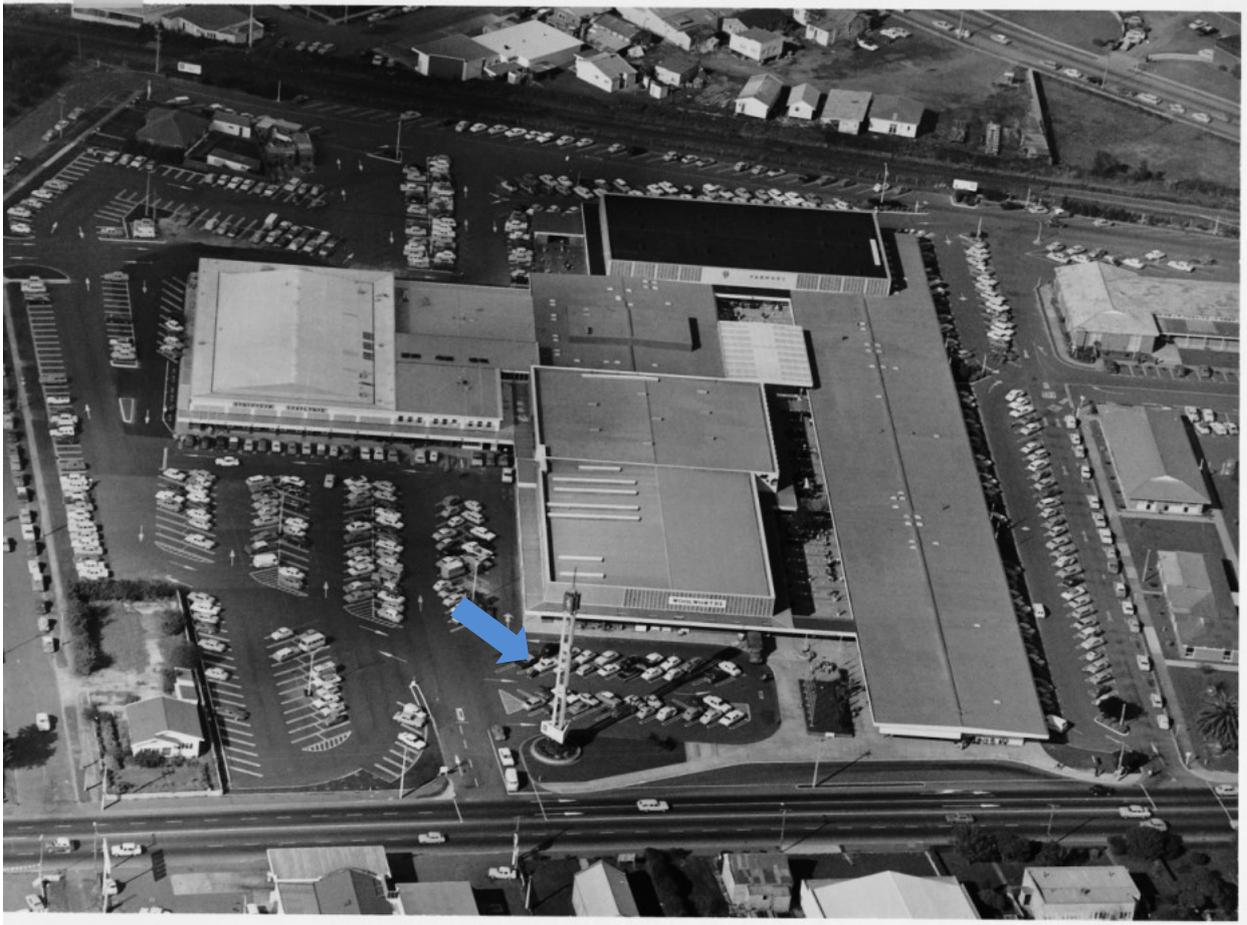
2006



1959



1940



Aerial view of LynnMall c. 1960s clearly showing pylon sign (centre foreground)
Image: Supplied by Gerard Thompson, Barker & Associates.



LynnMall Shopping Centre, Auckland. 1964. Image: Whites Aviation, Alexander Turnbull Library, Wellington, New Zealand.
<http://natlib.govt.nz/records/22776717>



LynnMall Commercial Centre, New Lynn, Auckland. 1966. Image: Whites Aviation, Alexander Turnbull Library, Wellington, New Zealand.
<http://natlib.govt.nz/records/22305149>



New Lynn, Auckland, including LynnMall Shopping Centre. 1987. Image: Whites Aviation, Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/22872898>



New Lynn, Auckland, including Lynnmall Shopping Centre. 1987. Image: Whites Aviation Ltd : Photographs. Ref: WA-79701-F. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/22872898>



New Lynn, Auckland, including Lynnmall Shopping Centre. 1987. Image: Whites Aviation Ltd :Photographs. Ref: WA-79699-F. Alexander Turnbull Library, Wellington, New Zealand. <http://natlib.govt.nz/records/22789215>

Appendix 6

Other Buildings by the Architectural Firm of Walker, Hillary and Swan



"Firestation Parnell, Gladstone Road"

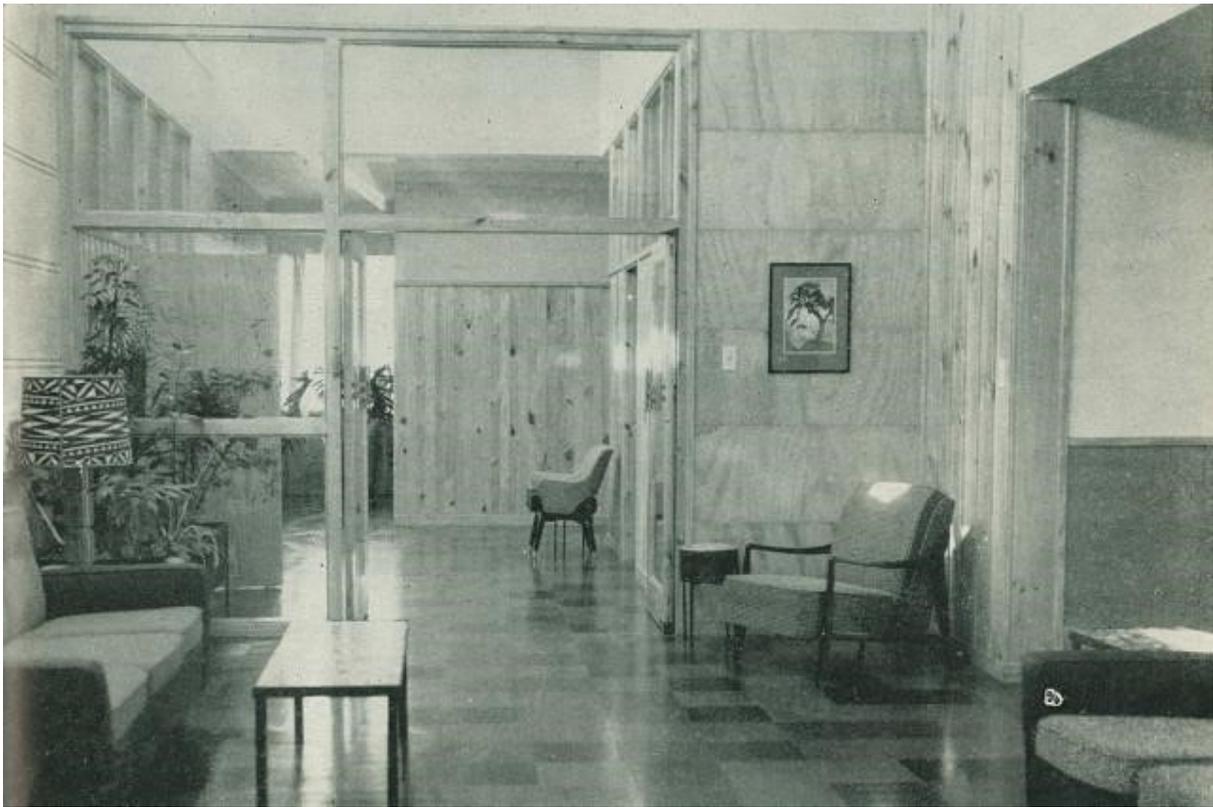
(1961) + Enlarge

Series #: 9078P

Item #:9078P/29



<http://www.111emergency.co.nz/FIRE/Stations-Region1/ParnellFireStn.JPG>



Upstairs foyer in the new administration block for New Zealand Forest Products Ltd, designed by John Crichton, from *Home & Building* magazine, January 1959 , Home & Building magazine/Bauer Media



Takapuna fire station 41 – 43 Killarney Street Takapuna