



Approval for Agenda

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**Title:** Residents parking for heritage properties  
**Report to:** Transport and Urban Linkage Committee  
**Author:** Parking Services Manager, Parking Co-ordinator, Manager Transport Policy & Projects  
**Date:** 7 June 2005

Democracy services file :

Group file:

**Keywords:** Scheduled historic buildings, residential only, residential exempt, permit schemes

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## 1.0 Summary and conclusions

At its 7 March 2005 meeting the resolutions of the Transport and Urban Linkage required officers to (in summary):

- investigate eligibility for multi-unit residences, which are scheduled historic buildings or located in conservation areas or special character zones within the existing resident parking policy and guidelines.
- investigate introduction of residents parking in the City Special Character residential zones
- undertake a communication plan to increase awareness by the general public of the resident parking schemes.

Single unit dwellings are already eligible for residential parking permits, irrespective of their heritage status or location in conservation areas or special character zones. Examples of these dwellings and residential schemes are located in Freemans Bay and St Marys Bay.

Multi-unit dwellings are currently not eligible (apart form a limited number of existing parking permit schemes) for residential parking schemes. Five options (including status quo) for relaxing the eligibility requirements for multi-unit dwellings to support Council's heritage objectives were assessed.

The preferred option is to extend eligibility for residents exempt parking schemes to include multi-unit dwellings, which are scheduled historic dwellings or located in conservation areas as identified within the Council's district plan list of historic buildings.

A Councillor workshop was held on 29 June to discuss the issues and recommend a preferred approach to manage residents parking for heritage buildings. The workshop supported the preferred option to allow multi-unit dwellings, which are scheduled historic buildings or located in conservation areas (as defined within Auckland City's district plan), to be eligible for consideration for the resident's exempt parking schemes.

Accordingly, proposed amendments to the residential parking policy, criteria and procedures have been made to support the preferred option.

## **2.0 Recommendations**

- A. That the Committee notes that the residents parking policy is one component of a wider programme of travel demand management measures that includes intensified urban living areas, bus priority measures, cycling and walking facilities and other measures (such as parking management) designed to influence travel behaviour,
- B. That the Committee endorse the concept to allow multi-unit dwellings which are scheduled historic buildings or located in conservation areas (as defined within Auckland City's district plan) to be eligible for consideration for the resident's exempt parking schemes,
- C. That the Committee endorse the amendments to the residential parking policy, eligibility criteria and procedures (refer attachment 3) to allow residents of multi-unit dwellings which are scheduled historic buildings or located in conservation areas to be eligible for the resident's exempt parking schemes,
- D. That officers develop and implement a communications/marketing plan to increase awareness by the general public of the resident parking schemes.

## **3.0 Background**

The residential parking policy and guidelines are consistent with council's annual plan guidelines "leading in urban sustainability", which gives priority to travel demand management.

Parking management is one of the cornerstones of Auckland City's approach to travel demand management that includes:

- the development of intensified urban living areas,
- extension of bus priority measures,
- improvements to cycle and walking infrastructure and
- initiatives such as walking school bus and school travel plans to reduce education-related car trips.

Auckland City promotes a sustainable and holistic approach to parking management across the Isthmus. Parking is managed to support business, accessibility and choice of mode, while the parking needs of residents, visitors and commuters are balanced in residential areas.

The **primary purpose** of the residential parking policy is to provide a framework to ration on-street park spaces between competing groups when high levels of parking are occurring in low-density residential areas, typically residential zones 1 to 4. Additional objectives include ensuring on-street parking does not prevent the safe use of streets, hinder access to properties or impact significantly on street amenity.

There are two types of residents parking schemes within Auckland city.

1. The **resident exemption** schemes provide up to two exemptions per eligible household from time-restricted parking in the street.
2. **Residents only** schemes provide one permit and access to designated parking spaces on-street (up to 80% of the number of permits) for eligible households without off-street parking.

Current policy restricts eligibility for resident parking schemes to single unit dwellings. The extent of the schemes is also limited by the available on-street kerb space.

The current policy provides for the establishment of residential parking schemes for single unit dwellings in all these areas provided there is:

- a parking problem (defined as 70% or more of on-street parking regularly used for extended periods) and
- the scheme is supported by more than 30 to 50% of eligible affected residents and businesses and
- there is available kerb space within the vicinity to provide on-street parking spaces.

Multi-unit dwellings such as flats, terrace housing and apartments are currently not eligible for residents parking schemes. The main reasons for this are that multi-unit dwellings tend to be located in higher density zones (typically residential zones 5 – 8), close to commercial centres where there is limited kerb space, high parking demand, better provision of public transport, closer proximity between home and work and to essential services and facilities. These features are not consistent with the underlying principles of the residential parking policy.

There is also inequity apparent between those apartment dwellers who have provided for their own parking needs and those who have access to the existing permit schemes. Parking is a scarce and valuable resource in the inner city areas. Within the CBD, 97 percent of apartment dwellers meet their own parking needs.

The only exceptions to this approach are existing schemes established in the 1980's for multi-unit dwellings in locations such as Emily Place, York Street and other inner city locations. These schemes were originally established to encourage inner city living. The Council previously resolved (in 2003) that such schemes were no longer necessary and would be reviewed in 2007. In total there are currently 169 permit holders, 111 are residents only and 58 resident exemptions. Of these, 58 are held by residents of multi-unit dwellings.

Since 2003, there has been pressure from current permit holders who live in multi-unit dwellings to extend the schemes beyond 2007 and provide additional permits for other residents. Residents have made presentations at the public forum section of the Transport and Urban Linkages Committee meetings in December 2004, February and March 2005.

At its March 2005 meeting the Transport and Urban Linkages Committee resolved:

- A. That the Auckland City Council retain:
- (i) The current residential parking policy, eligibility criteria and guidelines for residents parking schemes.
  - (ii) The review of the Residents Only Parking Scheme in 2007 (as previously approved by the Transport Committee in 2003) is confirmed to still take place.
  - (iii) The retention of the administration fee, with the fee not being pro-rated or refunded for parts of years.
- B. That Officers of the Traffic and Roding Services and Transport Planning Groups:
- (i) investigate and report back to the Transport and Urban Linkages Committee on how residents parking eligibility for scheduled historic buildings (heritage A & B, including character buildings – pre1950s) and in conservation areas contained in Auckland City's district plan can be accommodated within the existing resident parking policy and guidelines.
  - (ii) prepare a project brief including an indicative budget to investigate introduction of residents parking in the City Special Character residential zones and report back to the Transport and Urban Linkages Committee in April 2005.
  - (iii) investigate and report to the Transport and Urban Linkages Committee on the applicability and cost of using residents parking zones.
  - (iv) undertake a communication plan to increase awareness by the general public of the resident parking schemes.

Resolution A. of the Committee's March 2005 meeting clearly supports the current residential parking policy, eligibility criteria and guidelines for residents parking schemes.

Resolution B (i), (ii) and (iv) are reported on in this report. A report on Resolution B (iii) recommending the introduction of residents parking zones was approved at the Committee's July 2005 meeting.

## 4.0 Description of heritage building

### 4.1 Scheduled historic buildings

The Auckland City District Plan identifies certain individual buildings, groups of buildings, objects and places as being significant and worthy of protection in the public interest. These items are listed in Appendix 1 of the District Plan<sup>1</sup>. The scheduled buildings of relevance to this report are specifically single-unit or multi-unit dwellings and include:

- 2 single unit dwellings and 15 apartments comprising 714 units (Auckland City CBD)
- about 71 single unit dwellings and 19 flats comprising 52 units (outside CBD).

The list of scheduled historic buildings as listed in the Auckland City Operative District Plan, which are used as dwellings are set out in Appendix 1.

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<sup>1</sup> Appendix 1 – Schedule of building, objects, heritage properties or places of special value and those subject to heritage orders, Auckland City District plan (operative 1999)

## 4.2 Special character residential zones

Special character residential zones are applied in Auckland City's Operative District Plan. The special character zones comprise residential zones 1 -4 and represent a range of built heritage or natural features, as set out in the following table<sup>2</sup>:

CONTINUUM OF TYPE	ZONE NAME	CHARACTER (ABBREVIATED)	EXAMPLES
Built Environment	Residential 1 Built	Victorian/Edwardian housing, with some modification and infill. Generally a lack of large trees.	Much of Ponsonby, and parts of Mt Eden
Composite Built and Natural Environment	Residential 2 Built/Flora	Garden suburbs of the Edwardian villa/English cottage periods. Many large trees.	Entrican Avenue Landscape Road
	Residential 3 Built/Landform	Residential areas occupying slopes of volcanic cones.	Pere Street Summit Drive (Mt Albert)
Natural Landscape	Residential 4 Flora dominant	Natural forest, undisturbed but zoned for limited residential use.	Granny's Bay

Special character residential zones account for 7 percent of the area within the Isthmus and 15 percent of the residential zones.

## 4.3 Conservation areas

A conservation area is a built (or natural) feature, which is of value for historical, architectural or other reasons. The conservation areas are applied to a limited number of unique sites within the Isthmus and the Central Area. The purpose of the conservation area is to maintain the unique authenticity of character of a whole area against development, demolition or other works. Controls are imposed on activities and developments within the defined areas to ensure this.

There are seven conservation areas identified in the appendices and annexures to the Auckland City Operative District Plan<sup>3</sup>:

Conservation area	Street/Suburb
A	Renall St, Ponsonby
B	part Herne Bay Rd
C	Ardmore Rd, Wanganui Ave, Albany Rd & part Trinity St, Ponsonby
D	part Elgin St, Grey Lynn

<sup>2</sup> Page A7, Part 7 – residential activity, Auckland City District Plan (operative 1999)

<sup>3</sup> Appendix 7 – Conservation Areas: Character Statement, Auckland City Operative District Plan – Isthmus section (operative 1999), 10.10 Conservation Areas, Auckland City Operative District Plan - Central Area (as amended 2000)  
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E	Cooper St, Arch Hill
F	Burnley Tce & part King Edward St, Mt Eden
Central Area	Princes St, part Wellesley St East, Kitchener St, Bankside St, part Shortland St, part Emily Place, part Eden Crescent, Waterloo Quadrant, Parliament St, part Symonds St, Constitution Hill, Churchill St, Alton Rd.

The conservation areas (A-F) are all located within the special character residential zones.

## 5.0 Discussion on eligibility options

### 5.1 Single unit dwellings

Single unit dwellings which are either existing or potential scheduled heritage buildings, located in conservation areas or in the City's special character residential zones (zones 1 – 4) as contained in the Auckland City district plan, are already eligible for residential parking permits provided there is:

- a confirmed parking problem (defined as 70% or more of on-street parking regularly used for extended periods) and,
- the scheme is supported by eligible affected residents and businesses and,
- there is available kerb space within the vicinity to provide on-street parking spaces.

Examples of these residential parking schemes located in the special character residential zones include Freemans Bay and St Marys Bay.

### 5.2 Multi-unit dwellings – assessment of options

Resolution B of the Committee's March 2005 meeting seeks to identify the limited circumstances where the current non-eligibility of multi-unit dwellings may be relaxed. The main driver for the investigation is the extent to which the provision of residents parking schemes would support the conservation of Auckland's built character and heritage in inner city areas and older residential neighbourhoods in the face of increasing redevelopment pressure.

The five scheme options (including status quo) for multi-unit dwellings and their advantages, disadvantages and costs are presented in the following table:

<b>Scenario</b>	<b>Action</b>	<b>Who affected</b>	<b>Advantages</b>	<b>Disadvantages</b>	<b>Costs (operational, capital, enforcement)</b>
<b>Status quo, residents only</b> - existing multi-units - residents only - no new multi-units	Policy to phase out in 2007	58 permit holders, less each year	<ul style="list-style-type: none"> <li>▪ exclusive spaces for permit holders</li> <li>▪ parking incentive to live at address</li> </ul>	<ul style="list-style-type: none"> <li>▪ no multi-use/turnover of kerb space</li> <li>▪ spill over parking</li> <li>▪ adds to property value of permit holder</li> <li>▪ no incentive for heritage building</li> <li>▪ inequity between permit holders and other residents</li> </ul>	<ul style="list-style-type: none"> <li>▪ low cost (small schemes)</li> <li>▪ policy/resolutions to phase out such schemes</li> </ul>
<b>Status quo, residents exempt</b> - existing multi-units - no new multi-units	Allow only existing multi-units to continue as residents exempt	58 permit holders, less each year	<ul style="list-style-type: none"> <li>▪ potential multi-use/turnover of kerb space</li> </ul>	<ul style="list-style-type: none"> <li>▪ some spill over parking</li> <li>▪ residents can tie up kerb space</li> <li>▪ limited incentive for heritage building</li> </ul>	<ul style="list-style-type: none"> <li>▪ low cost (small schemes)</li> <li>▪ change to policy/criteria required to allow existing multi-unit permits to continue</li> </ul>
<b>Scheduled historic buildings &amp; resident exempt</b> - multi-units who are scheduled are eligible	Owners/tenants of scheduled historic buildings w/o off-street parking: - must be scheduled - 2 permits w/o off-street parking - 1 permit w off-street	We will need to estimate CBD and Isthmus units located on streets with parking problem.	<ul style="list-style-type: none"> <li>▪ potential multi-use/turnover of kerb space</li> <li>▪ incentive for living in scheduled building</li> </ul>	<ul style="list-style-type: none"> <li>▪ some spill over parking</li> <li>▪ residents can tie up kerb space</li> <li>▪ waiting list where not sufficient kerb space</li> </ul>	<ul style="list-style-type: none"> <li>▪ medium cost (depends on size of schemes)</li> <li>▪ policy/criteria change required to allow scheduled buildings</li> </ul>
<b>Scheduled historic buildings &amp; resident only</b> - multi-units who are scheduled are eligible	Owners/tenants of scheduled historic buildings w/o off-street parking: - must be scheduled - 1 permit w/o off-street	We will need to estimate CBD and Isthmus units located on streets with parking problem.	<ul style="list-style-type: none"> <li>▪ incentive to live in scheduled building</li> </ul>	<ul style="list-style-type: none"> <li>▪ exclusive use for permit holders</li> <li>▪ some spill over parking</li> <li>▪ no multi-use/turnover of kerb space</li> <li>▪ waiting list where not sufficient kerb space</li> <li>▪ windfall rise in unit value for permit holders</li> </ul>	<ul style="list-style-type: none"> <li>▪ medium costs (depends on size of schemes)</li> <li>▪ policy/criteria change required to allow scheduled buildings</li> <li>▪ change from leasing/off-street parking to on-street parking</li> </ul>
<b>Pre 1950s multi-units, residents exempt</b>	Owners/tenants of all dwellings pre 1950s: - 2 permits w/o off-street - 1 permit w off-street	We will need to estimate CBD and Isthmus units located on streets with parking problem.	<ul style="list-style-type: none"> <li>▪ incentive to live in character buildings</li> <li>▪ multi-use/turnover parking</li> </ul>	<ul style="list-style-type: none"> <li>▪ definition of eligibility broad or difficult</li> <li>▪ size of schemes potentially large</li> <li>▪ waiting list where insufficient kerb space</li> <li>▪ spill over parking</li> </ul>	<ul style="list-style-type: none"> <li>▪ high costs (depending on size of schemes)</li> <li>▪ policy/criteria change required</li> <li>▪ change from leasing off-street parking to on-street parking</li> </ul>

The main conclusions of the assessment are:

- 1) The public costs of extending the residents parking schemes to include multi-unit dwellings are potentially significant, although difficult to quantify. The main public costs are:
  - loss of high demand public kerb space for multiple use in high density areas,
  - inequities created in private parking costs between tenants and owners of multi-units with or without access to parking permit spaces,
  - encouragement of multi-unit tenants and owners to forgo private leased parking or other private parking arrangements in preference for public on-street residents parking schemes,
  - administering and enforcing more extensive residents parking schemes.
- 2) The public costs become greater the more relaxed the eligibility criteria becomes. Multi-unit dwellings place greater demands on any given length of kerb-side space compared to single unit dwellings.
- 3) The main driver for the investigation is the extent to which on-street resident parking schemes could support the retention of Auckland's built heritage values. Therefore to be eligible for a parking permit scheme, multi-unit dwellings must have assessed heritage value, either listed as scheduled historic buildings or located in existing conservation areas as contained in the Auckland City Operative District Plan.
- 4) The loss of high demand kerb space can be mitigated to some extent by limiting the type of parking schemes to resident exempt schemes. Such schemes provide for multiple use and some unrestricted areas for parking where sufficient kerb space exists.
- 5) Initial assessment indicate that there are potentially 263 multi-unit apartments which are:
  - scheduled historic buildings or located in existing conservation areas
  - located on streets with existing schemes or located on streets which have requested investigation for schemes
  - do not have access to off-street parking.This is not considered a significant cost as only about 15 buildings fall into this category at present. These dwellings are list in Appendix 2.
- 6) Given the multi-unit dwellings are generally located in higher density areas, with higher levels of public transport, better access to services and higher demand for limited kerb space, it is recommended that:
  - The number of permits for each eligible multi-unit is limited to 1
  - Only multi-units without access to on-site parking are eligible for a parking space
  - The size of the parking scheme(s) be restricted to a maximum of 50 percent of the available kerb space within any particular street
  - The length of kerb space for parking schemes used for each building be assessed on a case by case basis
  - Where there is excess demand for permits over kerb spaces available, a ballot system of permit provision would apply.
  - If a ballot system needs to be established then each year when the permits are renewed the allocation of permits will be re-balloted.

### **5.3 Impacts of any scheme on surrounding streets**

No investigations have been undertaken around the impact on surrounding streets of increasing resident parking for multi-unit dwellings. Many of the heritage multi-unit dwellings are in areas that are already heavily parked out. The nature of resident parking schemes is that they reduce the availability of parking for other users and this may affect other activities in the surrounding area. For example, customers of surrounding business may find it increasingly difficult to find parking.

### **5.4 Recommended option**

The preferred option is to limit eligibility of multi-unit dwellings for residential exempt parking schemes to **scheduled heritage buildings and those located in conservation zones**, as described in the Auckland City District Plan. Multi-unit dwellings, which do not have approved scheduled heritage status in the District Plan, would not be eligible to participate in residential parking schemes.

The existing Residential Parking Policy, criteria and procedures have been amended to allow this relaxation in eligibility criteria. The proposed amendment is contained in Attachment 3.

The scheme type for eligible multi-unit dwellings would be limited to residential exempt schemes (requiring consultation and the introduction of time-restricted parking).

#### **5.4.1 Definition of Single Unit Dwelling**

A small change to the definition of a single unit dwelling contained in the residential parking policy is recommended to cover stand-alone dwellings which are located on a cross lease section. This change has been incorporated into the amended policy.

### **5.5 Parking issues in Grafton**

The centralisation of the Auckland District Health Board hospital services at the Auckland City Hospital site in Park Rd, Grafton together with the removal of on site free parking for hospital staff and visitors, has increased on-street parking pressures in this area. Commuters are also using the streets in this area for all day parking and this has culminated in extremely high occupancy and low compliance of the parking restrictions.

To provide equitable access to the available parking for all users, it is necessary to improve the parking management of the area and effectively enforce the legal parking restrictions. A separate report on parking issues in Grafton will be included on the Transport and Urban Linkages Committee's September agenda.

## **6.0 Budget Implications**

The introduction of changes to eligibility criteria will not impose significant extra cost onto the organisation. There will continue to be a \$100.00 parking permit fee, which covers operational and administration costs. If more residents become eligible for permits and purchase permits, the increased fee revenue will offset any increased costs.

	<b>Name and title of signatories</b>	<b>Signature</b>
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## Appendix 1 – Scheduled historic dwellings as contained in the Auckland City District Plan

### Isthmus

NAME	BUILDING NAME	# OF APARTMENTS	YEAR BUILT
Almorah Road	Rannoch House	house	1923
Arney Road	Hanna House	stucco house	1915
Arney Road	House	wood house	c 1920
Bassett Road	House	brick house	c 1915
Bassett Road	Fairly House	wood house	1924
Bourne Street	House	stucco house	1926
Brighton Road	House	wood house	c 1870
Burrows Avenue	House	wood house	c 1857
Carlton Gore Rd	House	brick house	c 1890
Claude Road	House	brick house	1915
Claybrook Road	Claybrook Cottage	2 houses (proposed)	c 1842
Clive Road	Wharetane	concrete house	1928
Coles Avenue	House & Garage	stucco house	1924
Cracroft St	House	2 units	c 1906
Cracroft St	House	2 units	c 1910
Cracroft St	House	2 units	c 1910
Dilworth Tce	Dilworth Terrace Houses	8 units	1900
Esplanade Rd	House	wood house	c 1890
Exler Place	Exler's House	2 houses	1879
Findlay St	House	wood house	c 1903
Findlay St	House	wood house	c 1905
Findlay St	House	wood house and town house	c 1905
Findlay St	house	wood house	c 1905
Franklin Rd	House	wood house	c 1880
Gillies Ave	Alfred Kidd House	wood house	c 1899
Gillies Ave	Rocklands House	Dormitory block	1886
Great South Rd	Simpson House	wood house	1938
Grey St	House	concrete house	c 1882
Grey St	Anglican Vicarage	wood house	c 1905
Heather St	Parnell	2 brick house	c 1925
Huntly Ave	House	concrete house & wood cottage	c 1880
Jervois Rd	Stichbury Apartments	4 flats	c 1915
Jervois Rd	Two houses	2 wood houses	c 1900
Kingsley St	House	concrete house	c 1909
Kingsley St	House	brick house & studio	1905
Kingsley St	house	wood house	c 1905
Kohimarama Rd	House	wood house	c 1880
Ladies Mile	The Vicarage	wood house	c 1895
Lloyd Avenue	Clay house	wood house	1905
Mainston Rd	House	brick house	c 1913
Mountain Rd	House	wood house	1926
Mt Albert Rd	Edward Allen's House	wood house	c 1860

Mt Albert Rd	Phillipp House	wood house	c 1850
Mt Eden Rd	Marino Gardens	19 units	c 1935
Mt Eden Rd	House	wood house	1879
Mt Eden Rd	House	wood house	c 1920
Mt Eden Rd	Blinkbonnie(House)	house	c 1860
Mt St John Ave	Prospect (House)	brick flat and house	c 1865
Mt Wellington Hwy	Van Damme's Cottage	4 houses in A & B	c 1860
Norman Hill Rd	House	wood house	c 1858
Oakfield Ave	Oakfield (House)	wood house	c 1873
Omana Ave	Florence Court (House)	house	1907
Orakei Rd	House	wood house & flat	c 1870
Owens Rd	House	house	c 1860
Park Rd	House	hostel	c 1880
Parnell Rd	Hulme Court (House)	wood house	1843
Ponsonby Rd	Shop & dwelling	3 stucco flat apartments	c 1890
Ponsonby Rd	Shops/residential	wood house	c 1900
Ponsonby Rd	Holmdene (House)	1st floor flat	c 1870
Ponsonby Rd	Terrace Houses	8 flats & carports	c 1890
Portland Rd	Wharema House	wood house	1887
Ranfurlly Rd	Marivare (House)	wood/brick house	c 1863
Remuera Rd	House	wood house & carport	1927
Renall St	Renall Street Houses	9 wood houses	c 1870
Richmond Rd	House	house	c 1900
Riddell Rd	House	wood house & stucco house	c 1952
Rockwood Pl	Seacombe House	wood flat/ house & garage	c 1860
Sarsfield St	House	wood house	c 1922
Selby Square	House	2 wood flats	c 1880
Selwyn St	Chateau Lafite	wood house	1895
St Benedicts St	The Stables	1 flat	1883
St Georges Bay Rd	Carmichael House	wood house	c 1850
St Georges Bay Rd	House	brick house, sleepout, studio	1908
St Heliers Bay Rd	Glen Orchard	wood house, flat	c 1850
St Marys Rd	House	wood house	c 1895
St Stephens Ave	Paykel House	wood house	1910
St Vincent Avenue	Newman/Cotter House Oaklands	brick house	c 1859
Stilwell Rd	House	wood house	c 1882
Summer St	House	wood house	c 1850
Takutai St	House	house	1857
Upland Rd	House	wood house/garage/studio	c 1924
Wairakei St	House	brick house	c 1913
Wallace St	House	wood house	c 1900
Wharua Rd	Shera House	wood house	c 1890
Wood St	House	wood house	c 1880
Woodward Rd	House	dwelling	1924

## Central Area

<b>STREET #</b>	<b>NAME</b>	<b>BUILDING NAME</b>	<b># OF APARTMENTS</b>	<b>YEAR BUILT</b>	<b>HERITAGE CATEGORY</b>
7	Parliament St	Braemar	1	1880	a,c,e,f,j,k,l,M,N,O
51	Pitt St	Pitt St Fire Station	9	1902	A,d,E,f,I,j,K,L,m,N,O
182-184	Queen St	Premier Building	1	1907	A,c,D,E,f,I,j,M,N,O
9	Parliament St	Courtville - Corner flats	13	1914	A,d,e,f,j,l,M,N,O
192-196	Queen St	Lewis Eady Building	85	1927	A,d,e,I,j,M,N,O
3	Parliament St	Windsor Towers	20	1928	a,d,e,f,J,L,M,N,O
58-62	Wellesley St West	Hampton Court	43	1929	a,d,e,F,I,j,l,m,N,O
66	Emily Place	Brooklyn Flats	49	1929	A,d,e,j,l,m,O
132-148	Beach Rd	Railway Campus	232	1931	A,D,E,F,I,K,L,N,O
5	Parliament St	Westminster Court	50	1934	a,d,e,F,J,l,M,N,O
3	Eden Crescent	Eden Hall	9	1935	A,d,E,F,i,k,m,N,O
7-23	Whitaker Place	Cintra Flats 3 Blocks	67	1936	a,d,E,f,j,K,M,N,O
152	Anzac Ave	Berrisville Flats	6	1937	A,D,e,f,I,j,k,m,N,O
95-113	Greys Ave	State Flats	50	1946	A,b,D,E,F,I,j,k,l,m,N,O
44	Symonds St	State Flats	45	1949	A,b,D,E,f,I,L,m,N,O
28-36	Wellesley St East	St James Apartment Building	33	1911	a,b,c,D,e,i,j,l,M,N,o
3	Mercury Lane	Hallenstein Brothers Building	3	1912	a,c,D,e,i,J,l,M,N,O

## Appendix 2 - Eligible scheduled historic multi-unit dwellings

### Listed Dwellings

Street	Name	Number of apartments	Number of existing permit holders
<b>CBD</b>			
9 Parliament St	Courtville	13	5
3 Parliament St	Windsor Towers	20	5
5 Parliament St	Westminster Crt	50	1
	<b>Total</b>	<b>83</b>	<b>11</b>
66 Emily Pl	Brooklyn	49	9
	<b>Total</b>	<b>49</b>	<b>9</b>
58-62 Wellesley St	Hampton Crt	43	1
	<b>Total</b>	<b>43</b>	<b>1</b>
3 Eden Cres	Eden Hall	9	0
	<b>Total</b>	<b>9</b>	<b>0</b>
<b>Parnell</b>			
6-16 Cracroft St	Terraced Houses	6	4
	<b>Total</b>	<b>6</b>	<b>4</b>
<b>Existing permit holders who's dwellings are not listed</b>			
1b Sarawia St	Newmarket		1
302/9 Sarawia St	Newmarket		1
73c Carlton Gore Rd	Grafton	12	1
23 York St	Parnell		1
25 York St	Parnell		1
21 York St	Parnell		1
19 York St	Parnell		1
2c Railway St	Newmarket		1
4/11 Maungawhau Rd	Newmarket		1
49g Seafield View Rd	Grafton		1
1/4 Brighton Rd	Parnell		1
8/6 Brighton Rd	Parnell		1
6/5 Brighton Rd	Parnell		1
6/6 Brighton Rd	Parnell		1
1/63 Park Rd	Grafton		1
7a Gibraltar Cres	Parnell		1

5b/24 Airedale St	Auckland Central		1
4a/24 Airedale St	Auckland Central		1
1/4 Glasgow Tce	Grafton		1
11 Ruskin St	Parnell	1	
1/11 Ruskin St	Parnell	1	
3b/14 Emily Pl	Auckland Central		1
4a/14 Emily Pl	Auckland Central		1
5c/14 Emily Pl	Auckland Central		1
607/22 Emily Pl	Four Seasons		1
2 Emily Pl	Guildford House		1
10c/1 Emily Pl	Tower Hill Courtville		1
11 Parliament St	Apartments	15	8
<b>Other Streets that have made requests</b>			
Lorne St	Regency Apartments	50	0