

# **Auckland Unitary Plan Operative in part**

## **Plan Change 34**

### **Special Character Statement for Special Character Areas Overlay – Howick Business**

**Operative 9 October 2020**

**Enclosed:**

- Public Notice
- Seal page
- Operative version

# **Auckland Unitary Plan - Plan Change to become operative**

**Resource Management Act 1991  
(the Act)**

**Plan Change 34 Special Character  
Statement for Special Character Areas  
Overlay - Howick Business**

At its meeting on Thursday, 3 September 2020 the council resolved to approve the above plan change to the Auckland Unitary Plan following the completion of the statutory processes.

The operative date is Friday, 9 October 2020.

The updated district plan and background information may be viewed at the following [www.aucklandcouncil.govt.nz/planchanges](http://www.aucklandcouncil.govt.nz/planchanges)

Dated 1 October 2020

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Find out more: phone 09 301 0101  
or visit [aucklandcouncil.govt.nz](http://aucklandcouncil.govt.nz)

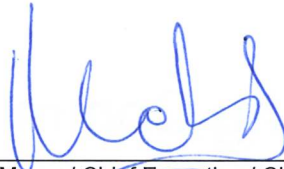


**Auckland Unitary Plan  
Plan Change 34 Special Character Statement for Special  
Character Areas Overlay – Howick Business**

THE COMMON SEAL of the AUCKLAND COUNCIL was hereby affixed under the  
authority of council :



\_\_\_\_\_  
Mayor / Deputy Mayor / Chief Executive / Chief Officer



\_\_\_\_\_  
Deputy Mayor / Chief Executive / Chief Officer / General Counsel (Acting)

This plan change became operative on 9 October 2020

**D18 Special Character Areas Overlay – Residential and Business**



## D18. Special Character Areas Overlay – Residential and Business

### D18.1. Background

The Special Character Areas Overlay – Residential and Business seeks to retain and manage the special character values of specific residential and business areas identified as having collective and cohesive values, importance, relevance and interest to the communities within the locality and wider Auckland region.

Each special character area is supported by a Special character area statement identifying the key special character values of the area. Assessment of proposals for development and modifications to buildings within special character areas will be considered against the relevant policies and the special character area statements and the special character values that are identified in those statements. These values set out and identify the overall notable or distinctive aesthetic, physical and visual qualities of the area and community associations.

Standards have been placed on the use, development and demolition of buildings to manage change in these areas.

Special character areas are provided for as follows:

- (1) Special Character Areas - Business; and
- (2) Special Character Areas – Residential; and
- (3) Special Character Areas - General (both residential and business).

Areas in the Special Character Areas Overlay - General may contain a mix of sites zoned residential or business. In such cases, for any site/s in a residential zone, the Special Character Areas Overlay - Residential provisions will apply and for any site/s in a business zone, the Special Character Areas Overlay - Business provisions will apply.

The following areas are identified as special character areas:

<b>Special Character Areas Overlay - Residential</b>	<b>Special Character Areas Overlay - Business</b>	<b>Special Character Areas Overlay – General (both Residential and Business)</b>
Special Character Areas Overlay – Residential : Balmoral Tram Suburb, West	Special Character Areas Overlay – Business : Howick	Special Character Areas Overlay – General : Balmoral Tram Suburb, East
Special Character Areas Overlay – Residential : Helensville	Special Character Areas Overlay – Business : Balmoral Shopping Centre	Special Character Areas Overlay – General : Foch Avenue and Haig Avenue
Special Character Areas Overlay – Residential : North Shore – Birkenhead Point	Special Character Areas Overlay – Business : Eden Valley	Special Character Areas Overlay – General : Hill Park
Special Character Areas	Special Character Areas	Special Character Areas

D18 Special Character Areas Overlay – Residential and Business

<b>Special Character Areas Overlay - Residential</b>	<b>Special Character Areas Overlay - Business</b>	<b>Special Character Areas Overlay – General (both Residential and Business)</b>
Overlay – Residential : North Shore – Devonport and Stanley Point	Overlay – Business : Ellerslie	Overlay – General : Puhoi
Special Character Areas Overlay – Residential : North Shore – Northcote Point	Special Character Areas Overlay – Business : Grey Lynn	
Special Character Areas Overlay – Residential : Early Road Links	Special Character Areas Overlay – Business : Helensville Central	
Special Character Areas Overlay – Residential : Kings Road and Princes Avenue	Special Character Areas Overlay – Business : Kingsland	
Special Character Areas Overlay – Residential : Isthmus A	Special Character Areas Overlay – Business : Lower Hinemoa Street	
Special Character Areas Overlay – Residential : Isthmus B - Remuera	Special Character Areas Overlay – Business : Devonport	
Special Character Areas Overlay – Residential : Isthmus B – Remuera / Meadowbank	Special Character Areas Overlay – Business : Mt Eden Village	
Special Character Areas Overlay – Residential : Isthmus B – Mission Bay	Special Character Areas Overlay – Business : Newmarket	
Special Character Areas Overlay – Residential : Isthmus B – St Heliers	Special Character Areas Overlay – Business : Parnell	
Special Character Areas Overlay – Residential : Isthmus B – Herne Bay	Special Character Areas Overlay – Business : Ponsonby Road	
Special Character Areas Overlay – Residential : Isthmus B - Parnell	Special Character Areas Overlay – Business : Sandringham	
Special Character Areas Overlay – Residential : Isthmus B - Epsom	Special Character Areas Overlay – Business : Upper Symonds Street	
Special Character Areas	Special Character Areas	

D18 Special Character Areas Overlay – Residential and Business

<b>Special Character Areas Overlay - Residential</b>	<b>Special Character Areas Overlay - Business</b>	<b>Special Character Areas Overlay – General (both Residential and Business)</b>
Overlay – Residential : Isthmus B – Epsom/Greenlane	Overlay – Business : West Lynn	
Special Character Areas Overlay – Residential : Isthmus B – Mount Eden/Epsom (Part A)	Special Character Areas Overlay – Business : Onehunga	
Special Character Areas Overlay – Residential : Isthmus B – Mount Eden/Epsom (Part B)	Special Character Areas Overlay – Business : Otahuhu	
Special Character Areas Overlay – Residential : Isthmus B - Mount Albert		
Special Character Areas Overlay – Residential : Isthmus B - Mount Roskill		
Special Character Areas Overlay – Residential : Isthmus B - Otahuhu		
Special Character Areas Overlay – Residential : Isthmus C : St Heliers		
Special Character Areas Overlay – Residential : Isthmus C - Mount Eden		
Special Character Areas Overlay – Residential : Isthmus C -Three Kings		
Special Character Areas Overlay – Residential : Isthmus C - Mount Albert		
Special Character Areas Overlay – Residential : Isthmus C – Remuera/Epsom		
Special Character Areas Overlay – Residential : Station Road, Papatoetoe		
Special Character Areas		

<b>Special Character Areas Overlay - Residential</b>	<b>Special Character Areas Overlay - Business</b>	<b>Special Character Areas Overlay – General (both Residential and Business)</b>
Overlay – Residential : Pukehana Avenue		

The special character area statements are located in [Schedule 15 Special Character Schedule, Statements and Maps](#).

The maps for the following special character areas are located in [Schedule 15 Special Character Schedule, Statements and Maps](#):

<b>Special Character Areas Overlay - Residential</b>	<b>Special Character Areas Overlay - Business</b>	<b>Special Character Areas Overlay – General (both Residential and Business)</b>
Special Character Areas Overlay – Residential : Balmoral Tram Suburb, West	Special Character Areas Overlay – Business : Balmoral Shopping Centre	Special Character Areas Overlay – General : Balmoral Tram Suburb, East
Special Character Areas Overlay – Residential : Helensville	Special Character Areas Overlay – Business : Eden Valley	Special Character Areas Overlay – General : Foch Avenue and Haig Avenue
Special Character Areas Overlay – Residential : North Shore – Birkenhead Point	Special Character Areas Overlay – Business : Ellerslie	
Special Character Areas Overlay – Residential : North Shore – Devonport and Stanley Point	Special Character Areas Overlay – Business : Grey Lynn	
Special Character Areas Overlay – Residential : North Shore – Northcote Point	Special Character Areas Overlay – Business : Helensville Central	
Special Character Areas Overlay – Residential : Early Road Links	Special Character Areas Overlay – Business : Kingsland	
Special Character Areas Overlay – Residential : Kings Road and Princes Avenue	Special Character Areas Overlay – Business : Lower Hinemoa Street	
Special Character Areas Overlay – Residential : Isthmus B - Remuera	Special Character Areas Overlay – Business : Devonport	
Special Character Areas Overlay – Residential :	Special Character Areas Overlay – Business : Mt Eden	

D18 Special Character Areas Overlay – Residential and Business

<b>Special Character Areas Overlay - Residential</b>	<b>Special Character Areas Overlay - Business</b>	<b>Special Character Areas Overlay – General (both Residential and Business)</b>
Isthmus B – Remuera / Meadowbank	Village	
Special Character Areas Overlay – Residential : Isthmus B – Mission Bay	Special Character Areas Overlay – Business : Newmarket	
Special Character Areas Overlay – Residential : Isthmus B – St Heliers	Special Character Areas Overlay – Business : Parnell	
Special Character Areas Overlay – Residential : Isthmus B – Herne Bay	Special Character Areas Overlay – Business : Ponsonby Road	
Special Character Areas Overlay – Residential : Isthmus B - Parnell	Special Character Areas Overlay – Business : Sandringham	
Special Character Areas Overlay – Residential : Isthmus B - Epsom	Special Character Areas Overlay – Business : Upper Symonds Street	
Special Character Areas Overlay – Residential : Isthmus B – Epsom/Greenlane	Special Character Areas Overlay – Business : West Lynn	
Special Character Areas Overlay – Residential : Isthmus B – Mount Eden/Epsom (Part A)	Special Character Areas Overlay – Business : Onehunga	
Special Character Areas Overlay – Residential : Isthmus B – Mount Eden/Epsom (Part B)	Special Character Areas Overlay – Business : Otahuhu	
Special Character Areas Overlay – Residential : Isthmus B - Mount Albert	Special Character Areas Overlay – Business : Howick	
Special Character Areas Overlay – Residential : Isthmus B - Mount Roskill		
Special Character Areas Overlay – Residential : Isthmus B - Otahuhu		
Special Character Areas Overlay – Residential :		

<b>Special Character Areas Overlay - Residential</b>	<b>Special Character Areas Overlay - Business</b>	<b>Special Character Areas Overlay – General (both Residential and Business)</b>
Isthmus C – St Heliers		
Special Character Areas Overlay – Residential : Isthmus C - Mount Eden		
Special Character Areas Overlay – Residential : Isthmus C -Three Kings		
Special Character Areas Overlay – Residential : Isthmus C - Mount Albert		
Special Character Areas Overlay – Residential : Isthmus C – Remuera/Epsom		
Special Character Areas Overlay – Residential : Station Road, Papatoetoe		
Special Character Areas Overlay – Residential : Pukehana Avenue		

The maps for the following special character areas are only provided in the planning maps:

<b>Special Character Areas Overlay - Residential</b>	<b>Special Character Areas Overlay - Business</b>	<b>Special Character Areas Overlay – General (both Residential and Business)</b>
Special Character Areas Overlay – Residential : Isthmus A		Special Character Areas Overlay – General : Hill Park
Special Character Areas Overlay – Residential : Pukehana Avenue		Special Character Areas Overlay – General : Puhoi

### **D18.2. Objectives**

- (1) The special character values of the area, as identified in the special character area statement are maintained and enhanced.

- (2) The physical attributes that define, contribute to, or support the special character of the area are retained, including:
  - (a) built form, design and architectural values of buildings and their contexts;
  - (b) streetscape qualities and cohesiveness, including historical form of subdivision and patterns of streets and roads; and
  - (c) the relationship of built form to landscape qualities and/or natural features including topography, vegetation, trees, and open spaces.
- (3) The adverse effects of subdivision, use and development on the identified special character values of the area are avoided, remedied or mitigated.

### **D18.3. Policies**

#### *Special Character Areas Overlay - Residential*

- (1) Require all development and redevelopment to have regard and respond positively to the identified special character values and context of the area as identified in the special character area statement.
- (2) Maintain and enhance the built form, design and architectural values of the buildings and the area, as identified in the special character area statement, so that new buildings, alterations and additions to existing buildings, infrastructure and subdivision (where applicable):
  - (a) maintain the continuity or coherence of the identified special character values of the area;
  - (b) maintain the streetscape qualities and cohesiveness;
  - (c) respond positively to the design, scale, height, setback and massing of existing development, any distinctive pattern of subdivision, intensity of development, its relationship to the street, streetscape cohesiveness and is of a compatible form which contributes to the identified special character values of the area;
  - (d) maintain the relationship of built form to open space and landscape context;
  - (e) maintain the setting of the special character area, where these features, such as mature trees and landform, contribute to the special character values of the area;
  - (f) enable the removal of additions and features that detract from the special character of the building or identified special character of the wider area;

- (g) minimise the loss of built fabric and encourage maintenance and repair;
  - (h) require new materials to be compatible with the age, detailing, finishes and colour; and
  - (i) recover or reveal special character values of buildings and features.
- (3) Discourage the removal or substantial demolition of buildings that contribute to the continuity or coherence of the special character area as identified in the special character area statement.
- (4) Require any application for demolition or removal of a building in a special character area to, on its own or cumulatively as a result of other removals or demolition, demonstrate that the loss of the building:
- (a) would not erode the identified special character values of the area; and
  - (b) would not disrupt the cohesiveness of the streetscape and wider special character area, including links with scheduled historic heritage places.
- (5) Encourage the on-going use and maintenance of buildings in special character areas.
- (6) Manage the design and location of car parking, garaging and accessory buildings to maintain and enhance the streetscape and special character values of the area, as identified in the special character statement.
- (7) Encourage the retention of special features such as boundary walls, fences, paths and plantings that contribute to the character of the area.

*Special Character Areas Overlay - Business*

- (8) Require all development and redevelopment to have regard and respond positively to the identified special character values and context of the area as identified in the special character area statement.
- (9) Identify individual buildings that contribute to the identified special character according to the following descriptions:
- (a) character defining – makes a considerable contribution to the character of the area because of historical, physical and visual qualities; and
  - (b) character supporting – makes a moderate contribution to the character of the area. The building should contribute to the appearance, quality, and identity of the area and should be consistent with the values of character-defining places.



- (10) Require any application for demolition or removal of a character-defining and character-supporting building in a Special Character Area- Business to, on its own or cumulatively as a result of other demolition, demonstrate that the loss of the building:
  - (a) would not erode the identified special character values of the area; and
  - (b) would not disrupt the cohesiveness of the streetscape and wider special character area, including links with scheduled historic heritage places.
- (11) Discourage the removal or substantial demolition of buildings that contribute to the continuity or coherence of the special character area as identified in the special character area statement.
- (12) Require new buildings, alterations or additions to existing buildings, or infrastructure, which are within the overlay but are not character defining or character supporting buildings, to maintain the integrity of the context of the area by providing quality design, materials, colour and decoration which respects and enhances the built form and streetscape of the area.
- (13) Require additions and alterations to existing character defining and character-supporting buildings, to be compatible with and respect the special character and existing scale of development.
- (14) Encourage the ongoing use and maintenance of buildings in special character areas.

#### **D18.4. Activity table**

Table D18.4.1 Activity table Special Character Areas Overlay – Residential specifies the activity status of land use and development for activities in the Special Character Area Overlay – Residential pursuant to section 9(3) of the Resource Management Act 1991.

[insert text]

[insert text]

Areas in the Special Character Areas Overlay - General may contain a mix of sites zoned residential or business. In such cases, for any site/s in a residential zone, the Special Character Areas Overlay - Residential rules in Table D18.4.1 Activity table will apply and for any site/s in a business zone, the Special Character Areas Overlay - Business rules in Table D18.4.2 Activity table will apply.

Rules for network utilities and electricity generation in the Special Character Areas Overlay – Residential and Business are located in [E26 Infrastructure](#).

#### **Table D18.4.1 Activity table – Special Character Areas Overlay - Residential**

Activity		Activity status
<b>Development</b>		
(A1)	Restoration and repair to a building on all sites in the Special Character Areas Overlay–Residential or the Special Character Areas Overlay - General (with a residential zoning)	P
(A2)	Minor alterations to the rear of a building on all sites in the Special Character Area Overlay – Residential or Special Character Areas Overlay - General (with a residential zoning) where works to the building use the same design and materials to the existing building	P
(A3)	Total demolition or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof areas) of a building, or the removal of a building (excluding accessory buildings), or the relocation of a building within the site on: <ul style="list-style-type: none"> <li>(a) all sites in all the following Special Character Areas Overlay - Residential:                             <ul style="list-style-type: none"> <li>(i) Special Character Area Overlay – Residential : Isthmus A;</li> <li>(ii) Special Character Areas Overlay – Residential : Pukehana Avenue;</li> <li>(iii) Special Character Area Overlay – General : Hill Park (those sites with a residential zone); and</li> <li>(iv) Special Character Area Overlay – General : Puhoi (those sites with a residential zone); and</li> </ul> </li> <li>(b) all other sites identified as subject to demolition, removal or relocation rules as shown in the maps in the Special Character Areas Overlay Statements.</li> </ul>	RD
(A4)	External alterations or additions to a building on all sites in the Special Character Areas Overlay–Residential or Special Character Areas Overlay - General (with a residential zoning)	RD
(A5)	Construction of a new building or relocation of a building onto a site on all sites in the Special Character Area Overlay–Residential or Special Character Areas Overlay - General (those sites with a residential zone)	RD
	[insert text]	
	[insert text]	

PC 26 (see Modifications)

Table D18.4.2 Activity table – Special Character Area – Business specifies the activity status of land use and development for activities in the Special Character Area Overlay – Business pursuant to section 9(3) of the Resource Management Act 1991.

Areas in the Special Character Areas Overlay - General may contain a mix of sites zoned residential or business. In such cases, for any site/s in a residential zone, the Special Character Areas Overlay - Residential rules in Table D18.4.1 Activity table will apply and for any site/s in a business zone, the Special Character Areas Overlay - Business rules in Table D18.4.2 Activity table will apply.

Rules for network utilities and electricity generation in the Special Character Areas Overlay – Residential and Business are located in [E26 Infrastructure](#).

**Table D18.4.2 Activity table – Special Character Areas Overlay - Business**

Activity		Activity status
<b>Development</b>		
<b>Special Character Areas Overlay – Business with identified character defining buildings</b>		
(A6)	External redecoration and repair to a character defining building	P
(A7)	Alterations to the rear of a character defining building	P
(A8)	Additions to a character defining building	RD
(A9)	Total or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof area) of a character defining building	D
(A10)	Any demolition of the front façade of a character defining building	RD
(A11)	Alterations to a character defining building not otherwise provided for above	RD
(A12)	New buildings	RD
(A13)	Alterations and additions to buildings, not identified as character defining buildings	RD
<b>Special Character Areas Overlay – Business with identified character supporting buildings</b>		
(A14)	External redecoration and repair of a character supporting building	P
(A15)	Alterations to the rear of a character supporting building, except on corner sites where the works use a similar design and materials to the existing building	P
(A16)	Additions to a character supporting building	RD
(A17)	Alterations to a character supporting building not otherwise provided for above	RD
(A18)	Total or substantial demolition of a character supporting building (exceeding 30 per cent or more, by area, of wall elevations and roof area)	RD
(A19)	Any demolition of the front façade of a character supporting building	RD
(A20)	New buildings	RD
(A21)	Alterations and additions to buildings not identified as character supporting buildings	RD
<b>Special Character Areas Overlay – Business with no identified character defining or character supporting buildings</b>		

(A22)	External redecoration and repair of a building in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings	P
(A23)	Alterations to the rear of a building in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings	P
(A24)	Additions to a building in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings	RD
(A25)	Alterations to a building in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings	RD
(A26)	Total or substantial demolition of a building (exceeding 30 per cent or more, by area, of wall elevations and roof area) in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings	RD
(A27)	New buildings in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings	RD

#### D18.5. Notification

- (1) Any application for resource consent for an activity listed in Table D18.4.1 or Table D18.4.2 will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule [C1.13\(4\)](#).

#### D18.6. Standards

##### D18.6.1. Standards for buildings in the Special Character Areas Overlay - Residential

All activities listed in Table D18.4.1 Activity table - Special Character Areas Overlay - Residential must comply with the following standards.

[\[insert text\]](#)

##### D18.6.1.1. Building height

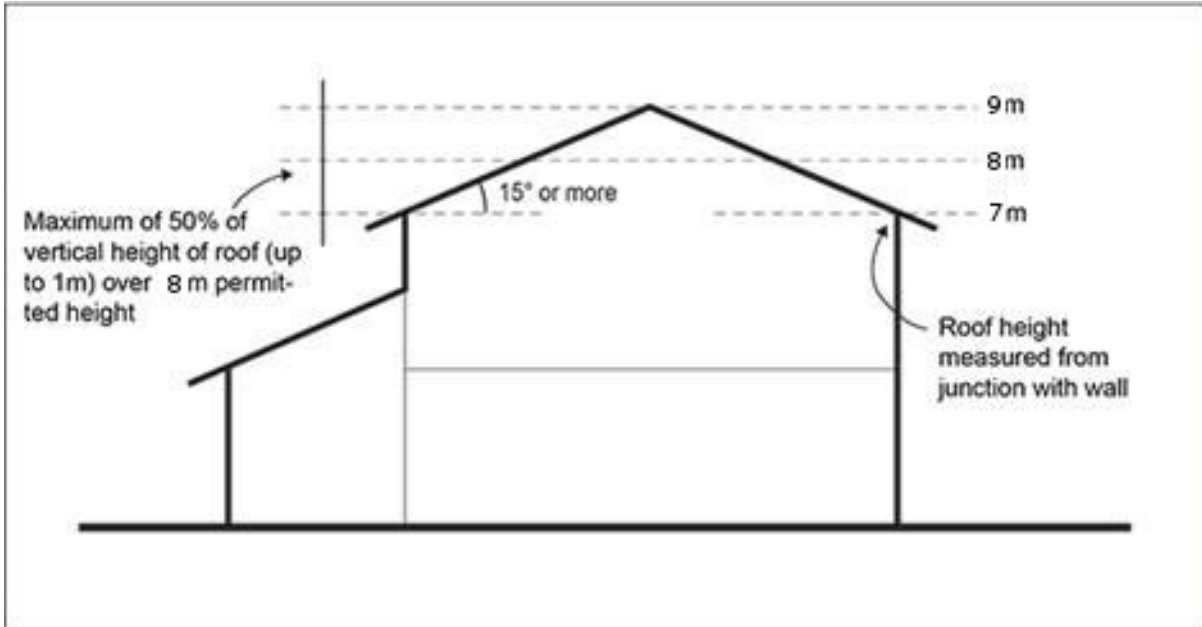
[\[insert text\]](#)

- (1) Buildings in the Special Character Areas Overlay – Residential must not exceed 8m in height except that 50 per cent of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1m, where the entire roof slopes 15 degrees or more. This is shown in Figure

PC 26 (see Modifications)

D18.6.1.1.1 Building height in the Special Character Areas Overlay – Residential.

**Figure D18.6.1.1.1 Building height in the Special Character Areas Overlay - Residential**



**D18.6.1.2. Height in relation to boundary**

[insert text]

- (1) Buildings in the Special Character Areas Overlay – Residential must not project above a 45-degree recession plane measured from a point 3m above the ground level along any boundary of the site.

[insert text and figures]

**D18.6.1.3. Yards**

[insert text]

- (1) A building or parts of a building in the Special Character Overlay – Residential must be set back from the relevant boundary by the minimum depth listed in Table D18.6.1.3.1 Yards below:

**Table D18.6.1.3.1 Yards**

Yard	Minimum depth
Front	The average of existing setbacks of dwellings on adjacent sites, being the three sites on either side of the subject site or six

PC 26 (see Modifications)

	sites on one side of the subject site
Side	1.2m
Rear	3m

PC 26 (see Modifications)

PC 26 (see Modifications)

[insert text]

#### D18.6.1.4. Building coverage

PC 26 (see Modifications)

[insert text]

- (1) The maximum building coverage for sites in the Special Character Areas Overlay – Residential must not exceed the percentage of net site area listed in Table D18.6.1.4.1 Building coverage in the Special Character Areas Overlay – Residential below:

**Table D18.6.1.4.1 Building coverage in the Special Character Areas Overlay – Residential**

Site area	Building coverage
Up to 200m <sup>2</sup>	55 per cent of the net site area
200m <sup>2</sup> – 300m <sup>2</sup>	45 per cent of the net site area
300m <sup>2</sup> – 500m <sup>2</sup>	40 per cent of the net site area
500m <sup>2</sup> – 1,000m <sup>2</sup>	35 per cent of the net site area
Greater than 1,000m <sup>2</sup>	25 per cent of the net site area

PC 26 (see Modifications)

[insert text]

#### D18.6.1.5. Landscaped area

PC 26 (see Modifications)

[insert text]

- (1) The minimum landscaped area for sites in the Special Character Areas Overlay – Residential is the percentage of net site area listed in Table D18.6.1.5.1 Landscaped area in the Special Character Areas Overlay – Residential below:

**Table D18.6.1.5.1 Landscaped area in the Special Character Areas Overlay – Residential**

Site area	Landscaped area
Up to 200m <sup>2</sup>	28 per cent of the net site area
200m <sup>2</sup> – 500m <sup>2</sup>	33 per cent of the net site area
500m <sup>2</sup> – 1,000m <sup>2</sup>	40 per cent of the net site area
Greater than 1,000m <sup>2</sup>	50 per cent of the net site area

(2) The front yard must comprise at least 50 per cent landscaped area.

[insert text]

**D18.6.1.6. Maximum paved area**

[insert text]

(1) The maximum paved area for sites in the Special Character Areas Overlay – Residential must not exceed the percentage of net site area listed in Table D18.6.1.6.1 Maximum paved area in the Special Character Areas Overlay – Residential below:

**Table D18.6.1.6.1 Maximum paved area in the Special Character Areas Overlay – Residential**

Site area	Paved area
Up to 200m <sup>2</sup>	17 per cent of the net site area
200m <sup>2</sup> – 500m <sup>2</sup>	20 per cent of the net site area
500m <sup>2</sup> – 1,000m <sup>2</sup>	25 per cent of the net site area
Greater than 1,000m <sup>2</sup>	25 per cent of the net site area

[insert text]

**D18.6.1.7. Fences, walls and other structures**

[insert text]

(1) Fences, walls and other structures, or any combination of these, in the Special Character Areas Overlay - Residential must not exceed a height of 1.2m above ground level.

[insert text]

**D18.6.2. Standards for buildings in the Special Character Areas Overlay – Business**

All activities listed in Table D18.4.2 Activity table - Special Character Areas Overlay - Business must comply with the standards for the zone in which they are located, unless otherwise specified.

**D18.7. Assessment – controlled activities**

There are no controlled activities in this section.

**D18.8. Assessment – Restricted discretionary activities**

PC 26 (see Modifications)

PC 26 (see Modifications)

**D18.8.1. Matters of discretion**

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary resource consent application.

**D18.8.1.1. Special Character Areas Overlay - Residential**

- (1) For the total demolition or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof areas); or the removal of a building (excluding accessory buildings) from a site; or the relocation of a building within the site:
  - (a) the effects on the streetscape and special character context as outlined in the special character area statement;
  - (b) the integrity of the building in its current state, having regard to its architectural form and style and the authenticity of its component parts as well as its contribution to the streetscape character;
  - (c) the building's relationship to other adjacent buildings, and if it contributes to a group in such a way that its loss or relocation would result in the loss of a character value attributable to the group;
  - (d) the condition of the building, and the practicality and cost of any necessary rehabilitation, and the ability to achieve reasonable amenity for occupants and reasonable compliance with any requirement of the Building Act 2004;
  - (e) where a replacement building is proposed, its design, quality, purpose and amenities and the contribution that such as building might make to the qualities of streetscape character; and
  - (f) the effect on landscape and vegetation.
- (2) for external alterations or additions to buildings; or for the construction of a new building or the relocation of a building onto a site:
  - (a) the effects on the streetscape and special character context as outlined in the Special Character Area Statement;
  - (b) the building and its contribution to streetscape character; including its design, quality, purpose and amenities including matters of scale, form, massing, materials, setbacks and the relationship to the street; and
  - (c) the effects on landscape and vegetation.
- (3) for an infringement of the any of the standards listed in Standard D18.6.1 Standards for buildings in the Special Character Areas Overlay – Residential:



- (a) the effects of the infringement of the standard on the streetscape and special character context as outlined in the special character area statement; and

Note 1

Where more than one standard will be infringed, the effects of all infringements on the streetscape and special character context as outlined in the special character area statement will be considered together.

- (b) the matters for external alterations or additions to buildings or for the construction of a new building or relocation of buildings onto a site listed in D18.8.1.1(2) above.

[insert text]

**D18.8.1.2. Special Character Business Areas**

- (1) For all restricted discretionary activities:

- (a) the effects of the activity on the streetscape and special character context as outlined in the special character area statement;
- (b) the integrity of the building in its current state, having regard to its architectural form and style and the authenticity of its component parts as well as its contribution to the streetscape character;
- (c) the building's relationship to other adjacent buildings, and if it contributes to a group in such a way that its demolition, alteration or addition would result in the loss of a character value attributable to the group; and
- (d) the condition of the building, and the practicality and cost of any necessary rehabilitation, and the ability to achieve reasonable amenity for occupants and reasonable compliance with any requirement of the Building Act 2004.

- (2) for an infringement of the any of the standards on the zone in which the building is located :

- (a) the effects of the infringement of the standard on the streetscape and special character context as outlined in the special character area statement.

Note 1

Where more than one standard is infringed, the effects of all infringements on the streetscape and special character context as outlined in the special character area statement will be considered together.

### **D18.8.2. Assessment criteria**

The Council will consider the relevant assessment criteria below for restricted discretionary activities.

#### **D18.8.2.1. Special Character Areas Overlay – Residential**

(1) For the total demolition or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof areas); or the removal of a building (excluding accessory buildings) from a site; or the relocation of a building within the site:

(a) Policies D18.3(1) to (7);

(b) for all areas in a Special Character Areas Overlay other than Special Character Areas Overlay – Residential : Isthmus B and Residential : Isthmus C:

- (i) whether the building has retained its original (or repaired) visual design features relating to form, mass, proportion and materials so that restoration/renovation of the building is practical and reasonable. When determining what is practical and reasonable, regard shall be had to providing amenity for occupants and compliance with any requirement of the Building Act;
- (ii) the extent to which any special character qualities and original design features of the existing building are visible from the street or a public realm;
- (iii) whether the building is beyond rehabilitation to its original state and the costs of the rehabilitation to reproduce the special character qualities of the building and enhance the architectural qualities and special character of the streetscape and the surrounding area, in comparison to the costs of a new building of a similar size and quality;
- (iv) whether in rare cases the building is beyond rehabilitation in terms of poor structural or physical condition, and the costs of the repair work or upgrading necessary to extend the useful life of the building are prohibitive, (in comparison to the costs of a new building of similar size), an application for a new building may be considered favourably in accordance with assessment criteria D18.8.2.1(b)(v) below;
- (v) whether any proposed replacement building, in terms of its design, quality and amenities, makes a positive contribution to the qualities of streetscape character;

(c) for Special Character Areas Overlay – Residential : Isthmus B and Residential : Isthmus C:

- (i) whether the special character and architectural value of the existing building (irrespective of age) and its contribution to streetscape character warrants its retention;
- (ii) whether the special character value of the building by reference to its architectural style, whether as an exemplar of the type or as being representative of the type warrants its retention;
- (iii) whether the integrity of the building in its current state, having regard to its architectural form and style and the authenticity of its component parts warrants its retention;
- (iv) whether its relationship to other adjacent buildings and whether the contribution it makes to a group of buildings is such that its loss would result in the loss of a character value attributable to the group;
- (v) whether its contribution to streetscape character by reference to surrounds within the site, and/or to the public street, and/or to relationships to open space shared with adjacent buildings warrants its retention;
- (vi) whether the practicability and cost of any necessary rehabilitation, and the inability to achieve reasonable amenity for occupants and reasonable compliance with any requirement of the Building Act warrants its demolition;
- (vii) whether any proposed replacement building, in terms of its design, quality and amenities makes a positive contribution to the qualities of streetscape character.
- (viii) in Special Character Areas Overlay – Residential : Isthmus C; the extent to which the nature and extent of any disturbance to the biophysical components that contribute to streetscape character such as landform or vegetation cover can be avoided, remedied or mitigated.

(2) For external alterations and additions to a building:

- (a) policies D18.3(1) to (7);
- (b) for Special Character Areas Overlay – Residential : Helensville; Residential : General (with a residential zone); Residential – Balmoral Tram Suburb, West; Residential : Early Road Links; Residential : Kings Road and Princes Avenue; and Residential : Pukehana Avenue; Residential : Station Road, Papatoetoe:

- (i) whether the effect of the additions and/or alterations on the special character of the building maintains or enhances its contribution to the streetscape of the area;
  - (ii) whether the design and appearance of the additions and/or alterations respond positively to the building, in terms of scale, proportions, architectural form, massing, materials and detailing;
  - (iii) whether the addition or alteration is of a design and uses materials similar or compatible with the traditional character and material of the building;
  - (iv) whether consideration has been given to retaining as much of the existing building façade as practicable by refurbishing, restoring and adapting parts of the existing building rather than replacing them;
  - (v) whether the colour scheme is compatible with the age and detailing of the building; and
  - (vi) whether the location and design of attachments, such as aerials and air conditioning units, are sympathetic to the existing building through the use of appropriate colour, design, form and location on the building.
- (c) for Special Character Areas Overlay – Residential : Isthmus A:
- (i) whether, where garages or carports are to be adjoined to the existing building on the site, they are designed primarily to allow good visibility of the residential building from the street. Where visibility of the building will be significantly obscured, whether alternative designs and locations for garages and carports or provision of a car pad have been considered.
- (d) for Special Character Areas Overlay – Residential : Isthmus A and Residential : Isthmus C:
- (i) whether the form, mass, proportion and scale of the external additions and alterations are such that they maintain or enhance the streetscape character and amenity.
- (e) for Special Character Areas Overlay – Residential : Isthmus A and Residential : Isthmus C1:
- (i) whether the alterations and/or additions to expand the building within a roof space leave visible the dominant form and lines of the existing roof, particularly when viewed from the street;
  - (ii) whether, where decoration and architectural features are used, they follow the characteristic form and detail of the existing

building on the site, or if the original features have been removed/altered, they follow the characteristic form and detail of other buildings of the same period in the street;

- (iii) whether materials used are the same or similar as the existing materials of the building so that the new building work is consistent with the traditional character and material of existing buildings on the site and in the street;
- (iv) whether any existing traditional fencing along the road frontage boundary is preserved or reinstated at the completion of development; and
- (v) whether, for those parts of the buildings highly visible to the street or public place the proportions and detail of the new windows and doors are consistent with those traditionally present in buildings of the style including the overall window to wall ratio.

(f) for Special Character Areas Overlay – Residential : Isthmus B:

- (i) whether the alteration or addition has regard to, or complements the form, style and materials of the existing building;
- (ii) whether the proposed change contributes positively to the street; and
- (iii) whether the alteration or addition is designed to have regard to landscape elements, including structural and built elements and existing established trees and hedges which make a significant contribution to streetscape value or if, where this is not practical, replacement planting or a replacement structural/built element is proposed.

(g) for Special Character Areas Overlay – Residential : Isthmus C:

- (i) whether the scale, form, mass, proportion and colour of the external addition or alteration is compatible with the prevailing architectural style of the existing building on the site; and
- (ii) whether the additions and alterations which are visible from the street or public realm detract from the architectural character of period housing or landscape qualities that are predominant in the street.

(h) for Special Character Areas Overlay – Residential : Isthmus C1:

- (i) whether, where garages or carports are to be adjoined to the existing building on the site, they are designed primarily to allow good visibility of the residential building from the street. Where

visibility of the building will be significantly obscured, whether alternative designs and locations for garages and carports or provision of a car pad have been considered, unless such alternative locations create adverse visual effects on a volcanic landform;

- (ii) whether the addition or alteration or associated site-works for any proposed addition or relocation has avoided physical effects on the natural volcanic landform, including cumulative effects; and
- (iii) whether the addition, alteration or relocation has minimized adverse visual effects on the volcanic landscape by minimising alteration to the natural landform, and by appropriate placement of additions or alterations on the site.

(i) for Special Character Areas Overlay – Residential : Isthmus C2:

- (i) whether, the additions, alterations or relocation are located so that larger trees on the site are retained, where this is not practical, whether replacement planting, particularly of indigenous trees will be undertaken where appropriate; and
- (ii) whether, the addition, alteration or relocation minimizes adverse visual effects on the landscape context by avoiding visually obtrusive excavation, and by appropriate placement of additions on the site.

(j) for Special Character Areas Overlay – Residential : North Shore:

Note1

The threshold limits outlined below and illustrated in Figure D18.8.2.1(2)(j).1 Threshold limits for alterations and additions have been determined in consideration of the sensitivity to change inherent in the various elements of special character buildings. These thresholds distinguish between relatively minor proposals for change and proposals which will require additional consideration and assessment.

An application which proposes the following may be assessed only against criteria D18.8.2.1(2)(j)(i) – (v) below, where relevant:

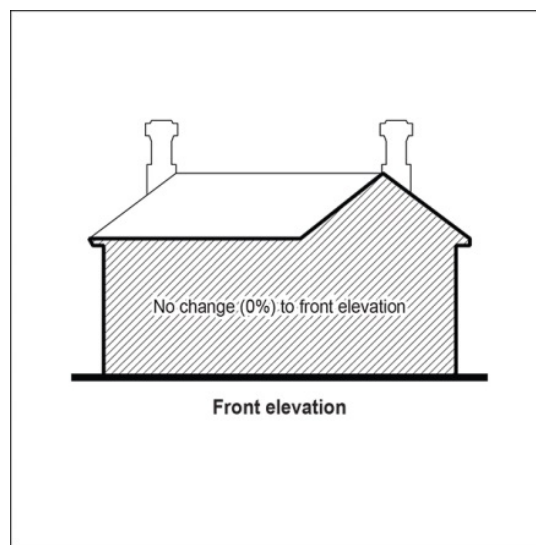
- no change to the front elevation (excluding the roof); and/or
- changes involving up to 20 per cent of the area of one or each of the side elevations (excluding the roof); and/or
- changes involving up to 80 per cent of the area of the rear elevation (excluding the roof); and/or

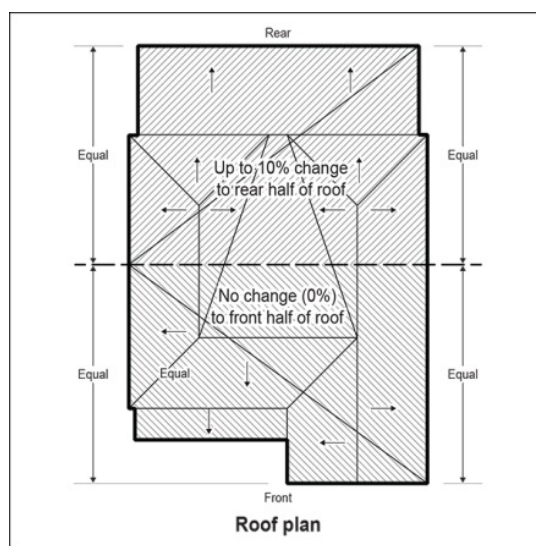
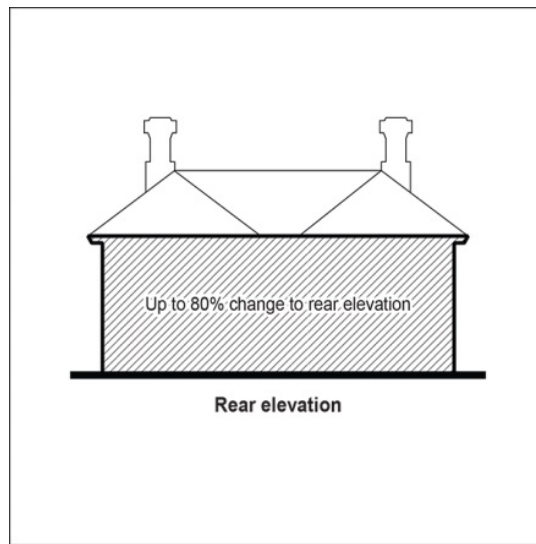
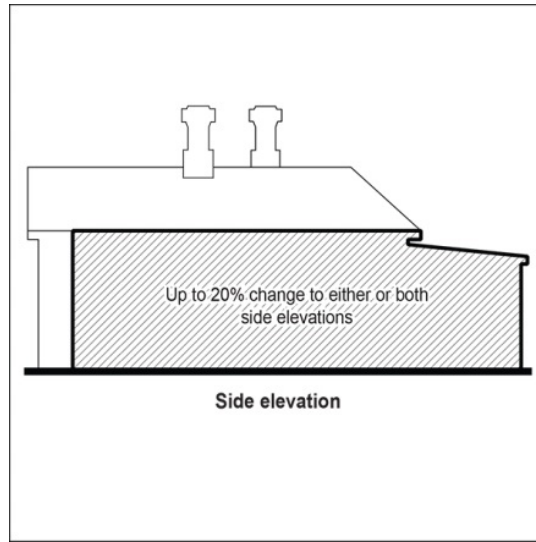
- no change to the front half of the roof; and/or
- changes involving up to 10 per cent of the rear half of the roof.

An application which proposes the following may be assessed against D18.8.2.1(2)(j)(i) – (vi) below, where relevant:

- any change to the front elevation (excluding the roof); and/or
- changes involving more than 20 per cent of the area of either side elevation (excluding the roof); and/or
- changes involving more than 80 per cent of the area of the rear elevation (excluding the roof); and/or
- any change to the front half of the roof; and/or
- changes involving more than 10 per cent of the rear half of the roof.

**Figure D18.8.2.1(2)(j).1 Threshold limits for additions and alterations**





- (i) whether the proposed additions/alterations to pre-1940 buildings retain the architectural and historic fabric, including the original



roof form, proportions and style of the building and other design characteristics such as design detailing, built fabric and materials, finishes, proportions, and window size, proportion and location within walls. Whether alterations to post-1940s buildings are designed to avoid dominance of, or contrast with, the streetscape character;

- (ii) whether the alterations and/or additions to expand the building within a roof-space leave visible the dominant form and lines of the existing roof, particularly when viewed from the street;
  - (iii) whether the additions and/or alterations adversely affects the contribution the subject building makes to a group of buildings which contribute to the special character of the area, particularly when the subject site is adjacent to or in the vicinity of any scheduled historic heritage place;
  - (iv) whether the design and appearance of alterations or additions use materials that are the same or similar to existing materials to maintain the integrity of the special character of the area. Traditional materials such as corrugated steel sheet, timber shingles, timber weatherboards, and timber joinery are considered generally appropriate, especially where these materials match or are very similar to the original materials, and are used in the same manner as those of the subject building;
  - (v) whether alterations and additions, to buildings that are clearly visible from the street or public realm should fit compatibly within the context of surrounding buildings and the neighbourhood and avoid dominance of, or contrast with the character of that context. Special attention must be paid to the bulk, scale, form, massing and use of materials and consistency with the style and detailing of the building; and
  - (vi) whether the additions/alterations have been designed to avoid cumulative adverse effects arising from successive additions and alterations. Where cumulative effects cannot be avoided, whether proposals include initiatives to recover original built form and lost details, particularly at the front of the buildings.
- (3) For the construction of a new building or relocation of a building onto a site:
- (a) policies D18.3(1) to (7);
  - (b) for all areas in a Special Character Areas Overlay other than Special Character Areas Overlay – Residential : Isthmus B and Residential : Isthmus C:

- (i) whether the design and external appearance of the proposed building is compatible with the streetscape and the identified special character of the area;
- (ii) whether the form, mass, proportion and scale of the building is compatible with the special character of the area;
- (iii) whether the building preserves the sense of visual frontage access and interactivity between residential buildings and the street, and does not present blank or near-blank façades to the street;
- (iv) whether materials used maintain the integrity of, and have a clear relationship to, the traditional character and materials of buildings in the street;
- (v) whether those parts of a building which are highly visible to the street maintain a window to wall ratio visible from the street that is similar to that surviving original predominant character buildings in the street;
- (vi) whether the building is located on a site that reflects the original subdivision and development patterns existing in the street, particularly in situations where development is occurring on an amalgamated site so as to maintain the 'grain' of the area in terms of the size, spacing and rhythm of street front buildings;
- (vii) whether particular attention has been paid to the continuity of the front façade alignment to the street;
- (viii) whether the building has a roof form that is compatible with the traditional roof forms predominant in the special character area and identified in the special character statement;
- (ix) whether the provision of any vehicle access and parking complements the character of the streetscape, having particular regard to location, design, detailing, use of materials and landscaping;
- (x) whether garages and carports allow good visibility of the building from the street, and where possible are located to the rear of, underneath (where appropriate in terms of topography), or alongside the building on the site.
- (xi) consent to the location of a garage or carport in the front yard may be considered acceptable where:
  - no practical location is available elsewhere on the site;

- any structure associated with the parking provisions is minimal in scale, (which in most circumstances will exclude a double-width garage or double-width carport) and is designed in a manner which is coherent with the architectural character of any buildings on the site; and
  - the garage or carport will not significantly obscure the visibility of the existing building from the street or public realm;
- (xii) whether any existing traditional fencing along the front boundary will be preserved or reinstated at the completion of development; and
- (xiii) the extent to which a building is designed to have regard to any particular landscape elements including mature trees, which make a significant contribution to the streetscape and special character of the area, or how the proposal mitigates this through replacement planting.
- (c) for Special Character Areas Overlay – Residential : Isthmus B:
- (i) the design of a proposed new/relocated building will complement the existing patterns of bulk and location, and the relationship to the street in the vicinity of the site;
  - (ii) if a new/relocated building is significantly larger than existing adjacent buildings, its architectural design acknowledges the predominant scale of those existing buildings, through its massing and formal arrangement on the site. In the case of non-residential buildings, it is acknowledged that such formal arrangement may not be appropriate;
  - (iii) whether bulk and location standards prevent the achievement of an architectural scale which might otherwise be appropriate to the locality or to the prevailing scale, or whether some relaxation of such standards will enable development of more appropriate form and scale;
  - (iv) whether the design of a new/relocated building in a contemporary idiom can be shown by analysis to have qualities which are sympathetic to existing established architectural forms and scale, in such a way as to make a positive contribution to streetscape; and
  - (v) whether a new/relocated building is designed to have regard to landscape elements, including structural and built elements and existing established trees and hedges which make a significant contribution to streetscape value or if, where this is not practical,

replacement planting or a replacement structural/built element is proposed

(d) for Special Character Areas Overlay – Residential : Isthmus C1:

- (i) whether materials used maintain the integrity of, and have a clear relationship to, the traditional character and materials of existing buildings along the street;
- (ii) whether the scale, form, mass, proportion and colour of the building is compatible with the architectural style predominant in the street;
- (iii) whether those parts of a building highly visible to the street maintain a window to wall ratio visible from the street that is similar to the predominant special character buildings in the street;
- (iv) whether the building is located on a site so that it reflects the original subdivision and development patterns existing in the street, particularly in situations where development is occurring on an amalgamated site so as to maintain the 'grain' of the area in terms of the size, spacing and rhythm of street-front buildings;
- (v) whether buildings are located on a site so as not to detract from the continuity of the front façade alignment of residential buildings in the street;
- (vi) whether any new or relocated building is visually compatible with and minimises the adverse effects on the volcanic landscape by minimising alteration to the landform and the appropriate placement of the building on the site;
- (vii) whether any existing traditional fencing along the front boundary will be preserved or reinstated at the completion of development;
- (viii) whether the buildings preserves the sense of visual frontage access and interactivity between houses and the street, and does not present blank or near-blank façades to the street;
- (ix) whether the building maintains the predominance of pitched roof form; and
- (x) whether garages and carports obscure the visibility of the existing dwelling from the street or give rise to adverse visual effects on the volcanic landscape.

(e) for Special Character Areas Overlay – Residential : Isthmus C2:

- (i) whether materials used maintain the integrity of, and have a clear relationship to, the traditional character and materials of existing buildings on the street;
  - (ii) whether the scale, form, mass, proportion and materials of the building is compatible with the architectural style of the existing building on the site, or the architectural style predominant in the street;
  - (iii) whether the new building detracts from or adds to the consistency and harmony of building forms in the street and the coherence of the streetscape;
  - (iv) whether the building contributes positively to the special character and coherence of the streetscape;
  - (v) whether the building is located so that larger trees on the site are retained, and where this is not practical, replacement planting, particularly of indigenous trees are undertaken where appropriate;
  - (vi) whether any building or site-works avoids physical effects on the natural land-form, including cumulative effects;
  - (vii) whether any new or relocated building minimises adverse visual effects on the landscape by avoiding visually obtrusive excavation and by appropriate placement of the building on the site; and
  - (viii) whether pitched roofs, in gabled and/or hipped forms, are used to mitigate adverse visual effects on the natural environment.
- (4) for an infringement of any of the standards listed in Standard D18.6.1 Standards for buildings in the Special Character Areas Overlay – Residential:
- (a) policies D18.3(1) to (7).

PC 26 (see  
Modifications)

[insert text]

#### **D18.8.2.2. Special Character Areas Overlay - Business**

- (1) For the total or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof area) of a character defining building or a character supporting building; or for the total or substantial demolition (exceeding 30 per cent or more, by area, of wall elevations and roof area) of a building in the Special Character Areas Overlay – Business with no identified character defining or character-supporting buildings; or for any demolition of the front façade of a character supporting building:

(a) policies D18.3(8) to (14) as relevant, and in addition, all of the following:

- (i) whether the proposal significantly adversely affects the built special character of the area, including the contribution the individual building makes to the context, character or cohesiveness of the streetscape;
- (ii) the contribution the building makes to adjoining or nearby scheduled buildings and other character defining or supporting buildings or to the wider character area where there are no identified character supporting or character defining buildings, either through the context and the relationship of the building or through the building's mass, height or rhythm of façades;
- (iii) whether the existing building forms part of a cohesive group of buildings in terms of similarity of age, scale, proportion or design and the extent to which the building's demolition or partial demolition would detract from the contribution that group makes to streetscape, the special character and context of the area;
- (iv) whether the building is beyond rehabilitation to a state which would display its special qualities, architectural qualities or special characteristics of the streetscape and the surrounding area; and
- (v) whether the costs of restoration and repair are significantly greater in comparison to the costs of a new building of similar size and quality.

(2) For additions to a character defining building:

(a) policies D18.3(8) to (14) as relevant, and in addition, all of the following:

- (i) whether the additions are appropriate when considered against the relevant assessment criteria for additions in the zone;
- (ii) whether at the street elevation(s) maintains an appearance similar to the original façade of the character defining building;
- (iii) where relevant, whether the addition to building is positioned and designed to retain the continuity of the front façade alignment of the building or adjoining buildings and the established horizontal or vertical modulation;
- (iv) whether the design and materials respect and respond positively to those originally used and contribute strongly to the architectural character and detailing of the building;

- (v) whether the additions to building are compatible with the architectural form, mass, proportions and style of the existing building(s) on the site;
  - (vi) whether the additions to the building retain as much of the existing building fabric as practicable;
  - (vii) whether the additions to building use a colour scheme which is compatible with the age and detailing of the building;
  - (viii) for retail premises whether the additions to the building have main frontage(s) incorporating significant areas of unobscured display glazing and building entries reflecting traditional forms in order to maintain good visual connections with the street; and
  - (ix) whether the additions to the building locate and design attachments, such as signs, aerials and air conditioning units, sympathetically to the existing building.
- (3) For alterations or additions to buildings identified as character supporting:
- (a) policies D18.3(8) to (14);
  - (b) whether the alterations or additions to the building:
    - (i) are appropriate when considered against the relevant assessment criteria for alterations or additions in the zone;
    - (ii) have street elevation(s) sympathetic to the existing building, and any other surrounding scheduled historic heritage place, character-defining or character-supporting buildings;
    - (iii) where relevant, are positioned and designed to retain the continuity of the front façade alignment of the building or adjoining buildings, and the adjoining established horizontal or vertical modulation;
    - (iv) are compatible with the dominant architectural style of the existing building in terms of form, mass, proportion and materials;
    - (v) use materials which maintain the integrity of the special character and materiality of the building;
    - (vi) propose to combine adjoining buildings and whether the finished appearance/façade retains visual evidence of the historic pattern of development by vertical modulation;
    - (vii) for retail premises, have main frontage(s) incorporating significant areas of unobscured display glazing and building

entries reflecting traditional forms in order to maintain good visual connections with the street; and

- (viii) locate and design attachments, such as signs, aerials and air conditioning units, sympathetically to the existing building.

(4) For new buildings; or alterations and additions to buildings not identified as character defining or character supporting:

(a) policies D18.3(8) to (14);

(b) whether the new building or alterations and additions to buildings not identified as character defining or character supporting:

- (i) are appropriate when considered against the relevant assessment criteria for new buildings or alterations or additions in the zone;
- (ii) reflect and have regard to the special character statement for the area;
- (iii) are designed to respond positively to the architectural form, bulk, proportions, materials and colour of any existing buildings on the site and/or any surrounding scheduled historic heritage place, character-defining or character-supporting buildings;
- (iv) are designed to respond positively to the built form characteristics and urban structure of the special character area;
- (v) are designed and located in a manner that respects original physical features of the special character area as identified in the built form section of the special character statement;
- (vi) where possible, are positioned to reflect and/or enhance the continuity of the historic front façade alignments of the adjoining character defining or character supporting buildings;
- (vii) are constructed with materials that are of a high standard of quality and durability that respond positively to the architectural character and detailing of any scheduled historic heritage place, character-defining or character-supporting buildings;
- (viii) are designed to respond positively to the established horizontal or vertical modulation evident on the front façade of any existing scheduled historic heritage place, character-defining or character-supporting buildings;
- (ix) for retail premises, have main frontage(s) incorporating significant areas of unobscured display glazing and building



entries reflecting traditional forms in order to maintain good visual connections with the street;

- (x) proposes to combine buildings and/or sites, so that the finished appearance/facade maintains visual evidence of the previous pattern of development by vertical modulation; and
- (xi) provides for on-site parking or loading where this would enable better outcomes in terms of maintaining/enhancing special character and supporting commercial land use viability.

(5) For additions or alterations to a building in a Special Character Areas Overlay – Business with no identified character supporting or character defining buildings; or for a new building in a Special Character Areas Overlay – Business with no identified character supporting or character defining buildings:

(a) policies D18.3(8) to (14);

(b) whether the proposal:

- (i) is appropriate when considered against the relevant assessment criteria for new buildings or alterations or additions in the zone;
- (ii) reflects and has regard to the special character statement for the area;
- (iii) is designed to respond positively to the architectural form, bulk, proportions, materials, colour and other built form characteristics and urban structure of the special character area;
- (iv) is designed and located in a manner that respects original physical features of the special character area as identified in the built form section of the special character statement;
- (v) where possible, is positioned to reflect and/or enhance the continuity of the front façade alignments of the adjoining buildings;
- (vi) is constructed with materials that are of a high standard of quality and durability that respond positively to the architectural character and detailing identified in the special character statement;
- (vii) is designed to respond positively to the established horizontal or vertical modulation evident on the front façade of the existing buildings in the character area;
- (viii) for retail premises, has main frontage(s) incorporating significant areas of unobscured display glazing and building entries

reflecting traditional forms in order to maintain good visual connections with the street;

- (ix) proposes to combine buildings and/or sites, so that the finished appearance/facade maintains visual evidence of the previous pattern of development by vertical modulation; and
- (x) provides for on-site parking or loading where this would enable better outcomes in terms of maintaining/enhancing special character and supporting commercial land use viability.

**D18.9. Special information requirements**

There are no special information requirements in this section.

**Schedule 15 Special Character Schedule, Statements and Maps**

## **Schedule 15 Special Character Schedule, Statements and Maps**

### **15.1.1. Background**

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

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

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

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

Historical context

Physical and visual qualities

Built form

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

Architectural values

- Styles
- Materials and construction

Urban structure

- Subdivision
- Road pattern
- Streetscape

- Vegetation and landscape characteristics

### **15.1.2. Introduction**

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

### **15.1.3. Historical context**

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

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

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

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

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

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

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

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

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

The suburban development of Auckland depended on the availability of land, affordable transport and the desire to move out of the crowded inner-city. The relatively compact extent of the pedestrian inner-city expanded to a much wider area of suburbs with

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

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

Some of Auckland's earliest subdivisions are located closest to the city. These tended to have the smallest lot sizes with some sections less than 300m<sup>2</sup>. A medium section size was typically 300 to 450m<sup>2</sup>. In some of the later more generous subdivisions (such as Grey Lynn, subdivided as the Surrey Hills Estate from 1883 to 1886) section sizes were between 450 and 600m<sup>2</sup>. Lot sizes varied however, in different parts of Auckland. Typical residential sections in Helensville, subdivided by the 1880s for example were around 450m<sup>2</sup>, while those in Papakura were around 800-1000m<sup>2</sup>. A predominantly 1907-1913 period of residential subdivision in Bayswater, for example, is reflected in the rectilinear grid of streets, with section sizes typically around 1000m<sup>2</sup>. In some areas there is a noticeable pattern of further subdivision of the original large residential lots, where the original lot size (generally greater than 700-800m<sup>2</sup>) has permitted.

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

#### **15.1.4. Character of traditional town centres**

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

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

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

##### **15.1.4.1. Architectural style**

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

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

##### **15.1.4.2. Building types**

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

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

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

#### **15.1.4.3. Street definition**

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

#### **15.1.4.4. Site frontages**

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

#### **15.1.4.5. Active frontages**

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

#### **15.1.4.6. Building heights**

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

#### **15.1.4.7. Street corners and intersections**

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

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

#### **15.1.4.8. Verandahs**

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

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

#### **15.1.4.9. Parapets and cornices**

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

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

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

#### **15.1.4.10. Façade modulation**

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

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

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

#### **15.1.4.11. Walls**

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

#### **15.1.4.12. Windows**

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

#### **15.1.4.13. Shop fronts**

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

#### **15.1.4.14. Materials**

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

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

#### **15.1.4.15. Decoration**

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

#### **15.1.4.16. Colour**

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

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

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

#### **15.1.4.17. Signs**

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

### **15.1.5. Residential areas**

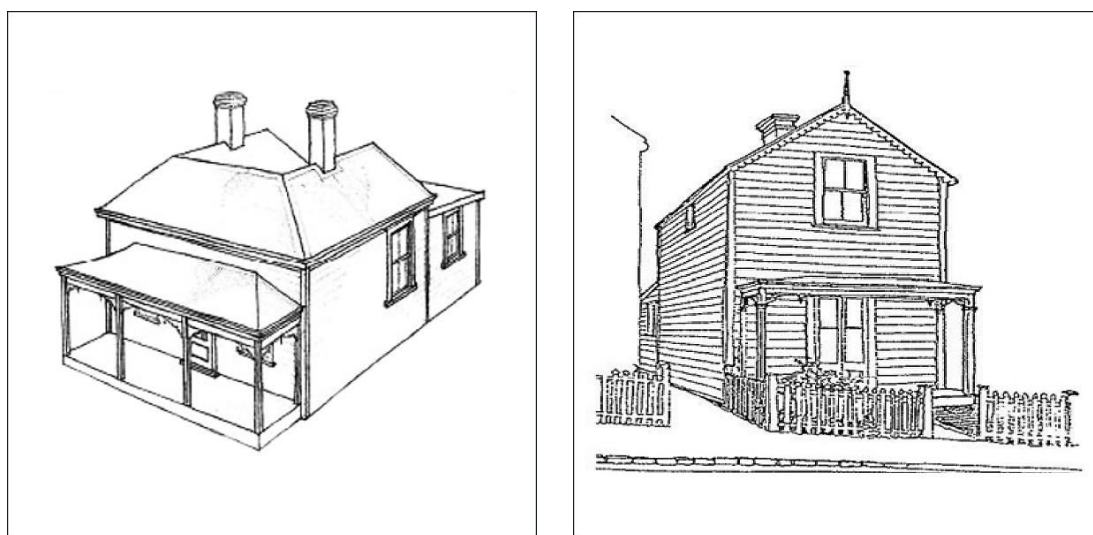
The residential areas within the Special Character Areas Overlay contain a significant collection of housing types and styles including early cottages and villas (1850 – 1890), Late Victorian villas (1890 – 1905), Edwardian and transitional villas (1905 – 1920), and

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

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

### 15.1.5.1. Guide to residential types and styles

#### 15.1.5.1.1. Cottages and early villas before 1890



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

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

#### *Cottages*

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

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

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

### *Early villas*

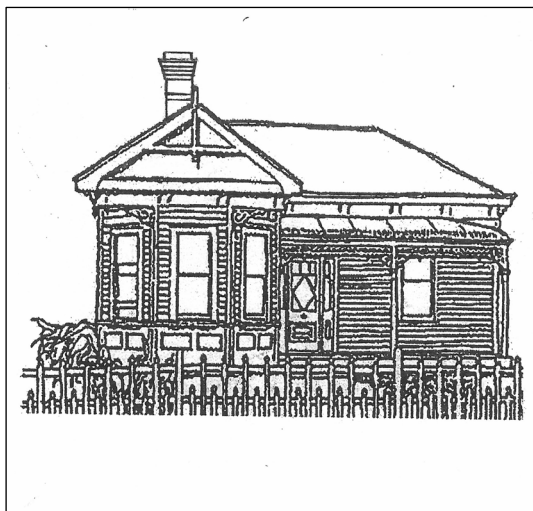
Before 1890 the early villa was really a large cottage, usually of four rooms, but with additional rooms in a lean-to. The roof took on the typical shape of the later villa during this period, with a central gutter hidden behind a main cross roof at the front. Alternatively, a quite steep pyramid roof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

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

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



#### 15.1.5.1.2. The late Victorian villa – 1890 – 1905



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

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

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

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

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

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

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

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

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

### 15.1.5.1.3. Edwardian and transitional villas – 1905 - 1920

#### *The Edwardian villa*



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

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

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

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

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

#### *Transitional villas*



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

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

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

#### 15.1.5.1.4. Early State houses



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

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

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

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

#### 15.1.5.1.5. The Californian bungalow



*An example of a Californian bungalow.*

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

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

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

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

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

#### **15.1.5.1.6. English Cottage**



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

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

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

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

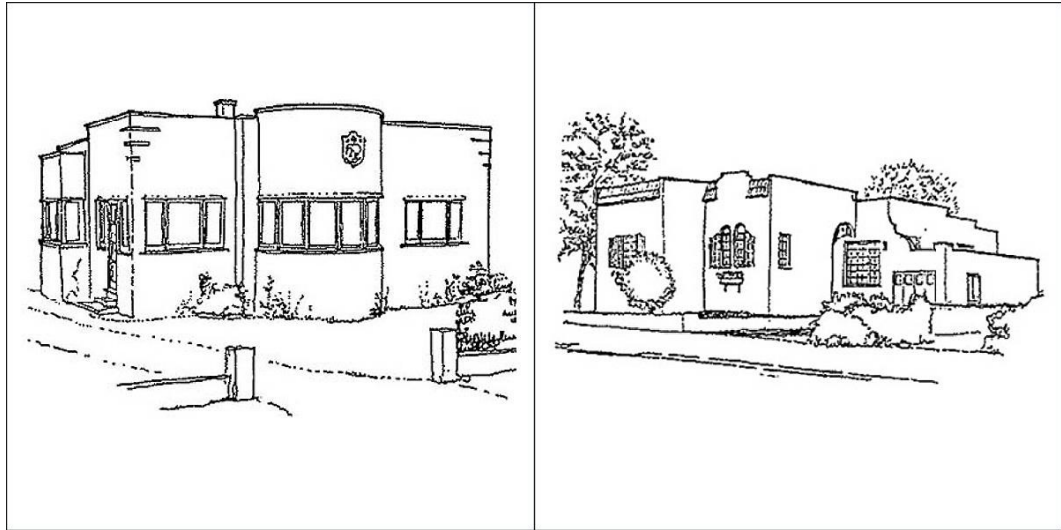
In these houses, it is common to find dormer windows lighting attic bedrooms, while the stair may be lit by a small projecting oriel window, or by a tall narrow window, or a set of windows, with leaded glass. It is less common to find either verandahs or large porches in English Cottage style houses.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

#### **15.1.5.1.7. Bungalow-cottage/English bungalow**

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



### 15.1.5.1.8. Art Deco/Moderne and Spanish Mission



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

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

#### *Art Deco/Moderne*

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

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

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

### *Spanish Mission*

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

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

### **15.1.5.1.9. 1930s - 1940s State housing**



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

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

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

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

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

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

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



*An example of a Post-War Modern house.*

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

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

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

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

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

#### **15.1.5.1.11. Traditional fences and boundary treatments**

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

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

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

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

#### **15.1.5.1.12. Traditional outbuildings/ancillary buildings**

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

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

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

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

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

**15.1.6.1. Special Character Areas Overlay – Business: Howick**

**15.1.6.1.1. Extent of area**

***Special Character Area Map***





**Description:**

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

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

**15.1.6.1.2. Summary of special character values**

**Historical:**

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

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

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

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

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



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

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

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

***Physical and visual qualities:***

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

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

**15.1.6.1.3. Description of physical and visual qualities**

***Built Form***

*Period of development*

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

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

Drive contribute to the sense of place of Howick village.

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

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

#### *Scale of development*

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

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

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

#### *Form and relationship to street*

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

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

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

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

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

*Major features and buildings*

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

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

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

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

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

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

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

the village centre.

#### *Density/Pattern of development*

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

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

#### *Types*

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

#### *Visual coherence*

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

There is less visual coherence to Fencible Drive.

#### **15.1.6.1.4 Architectural values**

##### *Materials and construction – built fabric*

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

#### **15.1.6.1.5 Urban Structure**

##### *Subdivision*

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

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

both in street frontage and depth.

#### *Road pattern*

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

#### *Streetscape*

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

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

#### *Vegetation and landscape characteristics*

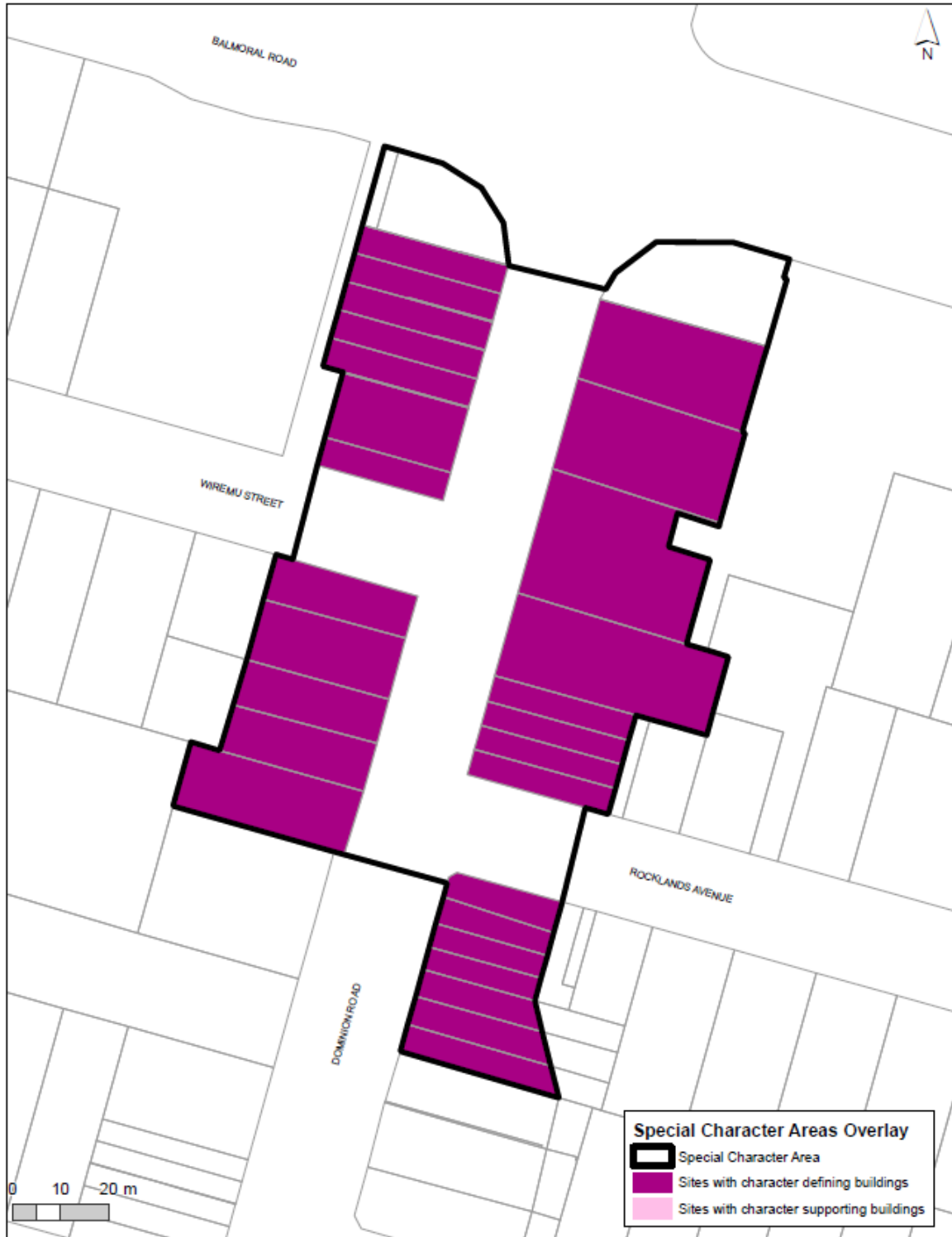
Howick has a number of mature exotic and some select native trees, many of them scheduled notable trees in the Auckland Unitary Plan, which lend character to Howick, reinforcing the sense of a British village, and providing seasonable colour and enclosure to Picton Street. These include the oaks and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

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

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

**15.1.6.2.1. Extent of area**

***Special Character Area Map:***



**Description:**

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

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

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

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

**15.1.6.2.2. Summary of special character values**

**Historical:**

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

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

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

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

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

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

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

***Physical and visual qualities:***

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

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

**15.1.6.2.3. Description of physical and visual qualities**

***Built form***

*Period of development*

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



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

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

#### *Scale of development*

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

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

#### *Form and relationship to the street*

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

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

#### *Major features and buildings*

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

The corner buildings located at street intersections:

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

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

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

#### *Density/Pattern of development*

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

#### *Types*

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

#### *Visual coherence*

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

### **15.1.6.2.4. Architectural values**

#### *Styles*

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

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

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

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

#### *Materials and construction – built fabric*

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

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

#### **15.1.6.2.5. Urban structure**

##### *Subdivision*

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

##### *Road pattern*

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

##### *Streetscape*

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

##### *Vegetation and landscape characteristics*

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

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

**15.1.6.3. Special Character Areas Overlay – Business: Devonport**

**15.1.6.3.1. Extent of area**

**Special Character Area Map:**



**Description:**

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

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

**15.1.6.3.2. Summary of special character values**

**Historical:**

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

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

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

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

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

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

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

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

***Physical and visual qualities:***

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

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

### **15.1.6.3.3. Description of physical and visual qualities**

#### ***Built form***

##### *Period of development*

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

##### *Scale of development*

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

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

##### *Form and relationship to the street*

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

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



narrowness and lower traffic volume of these streets mean that they have some enclosure and pedestrian-centred character.

*Major features and buildings*

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

- 1 Victoria Road – Esplanade Hotel (category A\* historic heritage place);
- 5-15 Victoria Road – May's building (category A\* historic heritage place);
- 12 Clarence Street (49 Victoria Road) – Johnston & Noble building (category B historic heritage place);
- 61-67 Victoria Road – Devonia Building (category A\* historic heritage place);
- 73-79 Victoria Road – Alisons Buildings (category A\* historic heritage place);
- 95-103 Victoria Road –Princess Buildings (category B historic heritage place);
- 10 Victoria Road – Devonport Post Office/Council Building (category A\* historic heritage place);
- 14 Victoria Road – Bank of New Zealand (category A\* historic heritage place);
- 16-18 Victoria Road – two-storey retail/residential block (category B historic heritage place);
- 48-56 Victoria Road –Victoria Theatre (category A\* historic heritage place); and
- 5 Clarence Street – Telephone Exchange (category B historic heritage place).

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

*Density/Pattern of development*

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

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

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

#### *Types*

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

#### *Visual coherence*

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

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

#### **15.1.6.3.4. Architectural values**

##### *Styles*

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

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

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

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

#### *Materials and construction – built fabric*

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

Upper-storey windows are generally original or early timber-framed sashes, sometimes with leaded top lights. Some inter-war buildings feature steel-framed windows in keeping with the building's particular style; the Art Deco former Devonport Post Office and the Devonia Building are good examples. Ground floor form and fabric is especially intact in the centre as noted above, although there have been various modifications throughout. Verandahs are generally supported on steel ties to the façade structure, although some are supported on posts. Signage is typically located on verandah fascias, and some buildings feature building names and/or dates in plastered relief on parapets or pediments.

#### **15.1.6.3.5. Urban structure**

##### *Subdivision*

The lowest section of Victoria Road was subdivided in 1863, its relatively narrow lot widths creating a fine-grained urban character to the main street. Side streets were also largely subdivided in the late 19<sup>th</sup> century, originally for housing, and

therefore reflect the surrounding residential subdivision pattern and lot sizes. While 19<sup>th</sup> century cottages were later replaced by light industrial, manufacturing and commercial buildings, the pattern of the original subdivision largely remains.

#### *Road pattern*

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

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

#### *Streetscape*

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

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

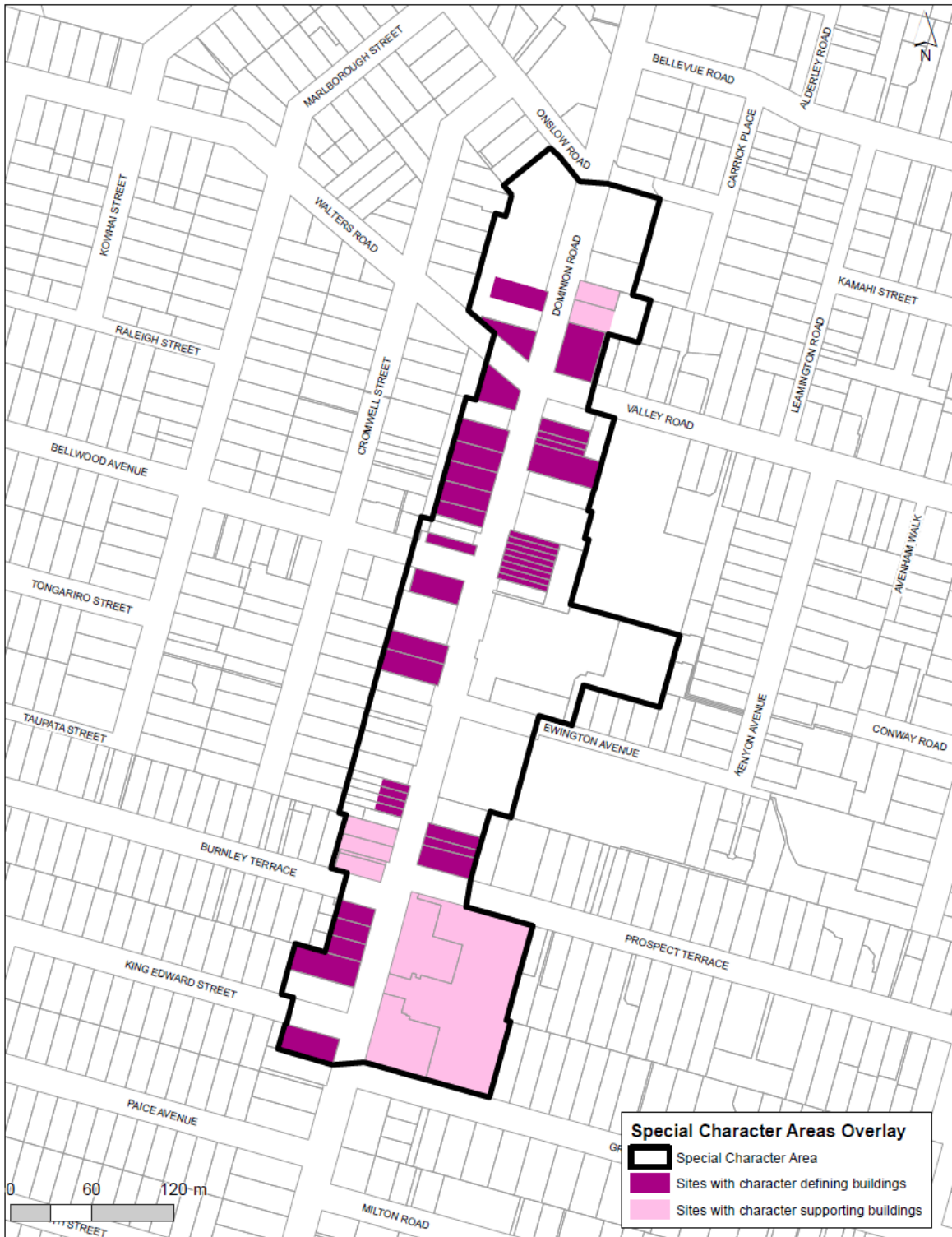
#### *Vegetation and landscape characteristics*

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

**15.1.6.4. Special Character Areas Overlay – Business: Eden Valley**

**15.1.6.4.1. Extent of area**

**Special Character Area Map:**



**Description:**

The overlay area is located on Dominion Road, between Onslow Road and Grange Road. The extent of the area is shown on the special character map above. The area contains significant groupings of early 20<sup>th</sup> century commercial buildings.

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

The overlay area is closely associated with the surrounding Special Character Areas Overlay – Residential: Isthmus A.

**15.1.6.4.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance as an example of a suburban commercial area that developed in the early decades of the 20<sup>th</sup> century in conjunction with expansion of the surrounding residential area and development of the tram line along Dominion Road.

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

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

Two-storeyed Edwardian style buildings were built on three corners of the intersection of Dominion Road and Valley Road around the time that the tram line was extended down Dominion Road to Herbert Road (north of Balmoral Road) in 1908. These included the 1907 Auckland Meat Company Building on the north corner of Walters Road, the 1909 Worota Building on the south corner of Walters Road and the similar 1912 Bridgman Building on the north corner of Valley Road. Numerous blocks of one and two-storeyed masonry shops were built in Eden Valley in the 1920s, as the local residential population expanded. Eden Valley demonstrates the progressive development of a suburban centre from establishment in the late 19<sup>th</sup> century through to a peak of development in the

1920s. Around this time the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

*Physical and visual qualities:*

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

The overlay area is significant for its physical and visual qualities because it retains a high concentration of early 20<sup>th</sup> century commercial buildings, particularly dating from the early 1900s and 1920s. The area includes a range of buildings types in a mix of architectural styles consistent with the evolving architectural tastes of the period. The area's built form and urban patterns provide evidence of its development and associations.

**15.1.6.4.3. Description of physical and visual qualities**

***Built form***

*Period of development*

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

*Scale of development*

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

*Form and relationship to the street*

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

*Major features and buildings*

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

- 277-231 Dominion Road – Worota Building
- 234 Dominion Road – Bridgman Building

- 219-225 Dominion Road – The Auckland Meat Company Building; and
- Examples of 1910s to 1920s commercial main street buildings.

#### *Density/Pattern of development*

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

#### *Types*

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

#### *Visual coherence*

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

#### **15.1.6.4.4. Architectural values**

##### *Styles*

Buildings in the overlay area demonstrate a range of Edwardian and early 20<sup>th</sup> century architectural styles typically found in traditional commercial areas. Buildings dating from around 1910 are typically designed in Edwardian Classical or Italianate style, using classical composition, detailing and decorative elements. Buildings dating from the 1920s in the area are typically designed in Stripped Classical style popular during the inter-war period. The façades are generally modulated vertically and horizontally with simplified classical detailing such as pilasters, string courses, cornice lines and parapets concealing roof forms. Detailing is more restrained. Examples of other styles from a similar period in the Eden Valley area include Spanish Mission and Moderne styles.



*Materials and construction – built fabric*

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

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

**15.1.6.4.5. Urban structure**

*Subdivision*

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

*Road pattern*

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

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

*Streetscape*

The form of commercial development within the overlay area is that of a traditional suburban retail strip located on a regional arterial route. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses. A strong sense of enclosure is created where continuous building frontages are located along the street boundary and verandahs are provided over the footpath. There is a generally consistent

streetscape rhythm marked by individual buildings and repetitive shopfronts on sections of approximately 15 to 20 metres wide. The streetscape character varies where more substantial post-1960s development has occurred.

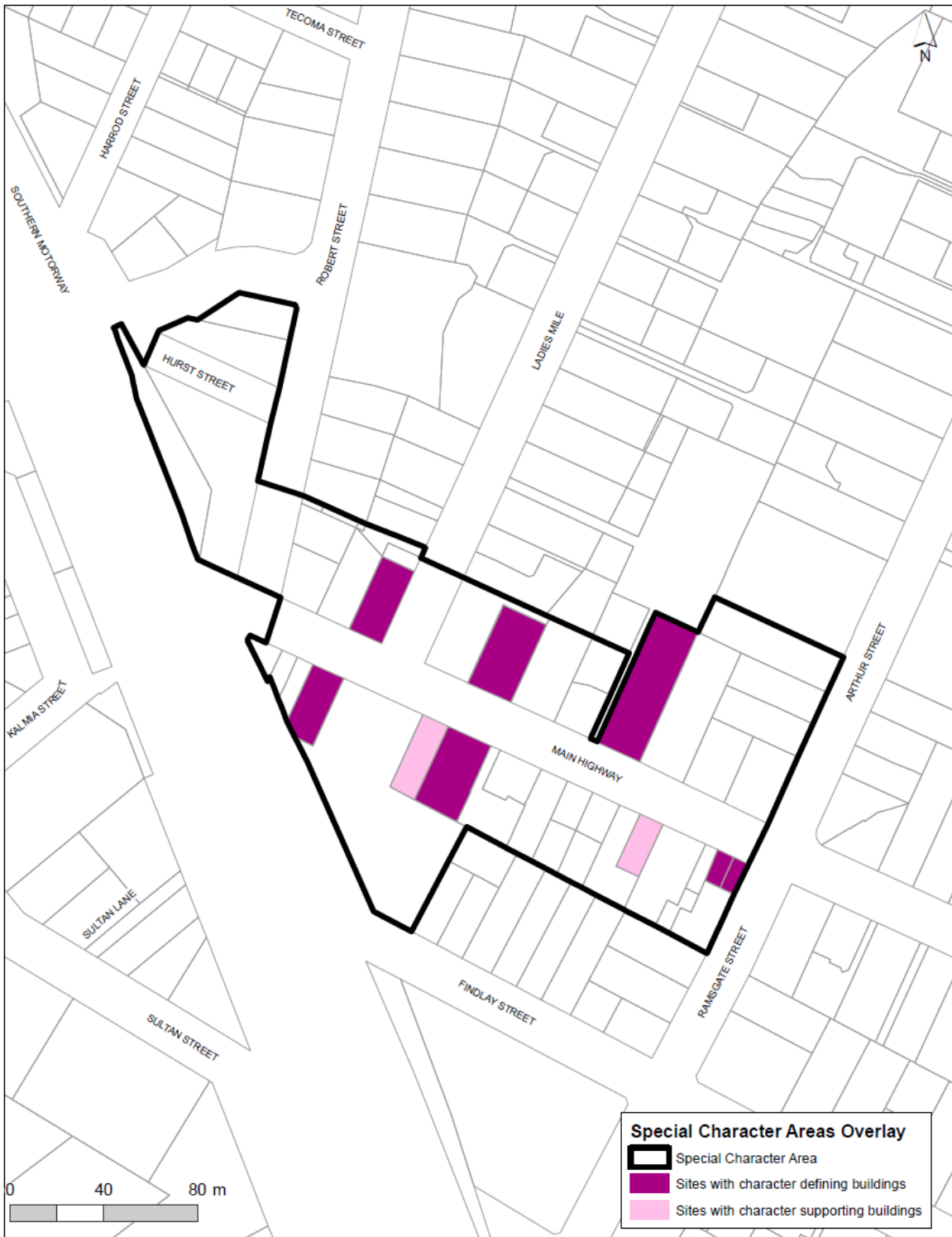
*Vegetation and landscape characteristics*

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

**15.1.6.5. Special Character Areas Overlay – Business: Ellerslie**

**15.1.6.5.1. Extent of area**

***Special Character Area Map:***



**Description:**

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

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

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

**15.1.6.5.2. Summary of special character values**

**Historical:**

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

The overlay area possesses significance as an example of an outlying rural village established in the late 19<sup>th</sup> century that became an important residential and commercial centre focused around one of the earliest roads in the area. It demonstrates sustained development over an extended period of time.

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

Commercial development in Ellerslie was initially enabled by the 1873 rail link between Auckland and Onehunga, which facilitated suburban settlement and growth in areas along the rail line including at Penrose, Ellerslie and Newmarket. Ellerslie made its name through popular attractions such as the 1870s zoological gardens and racecourse, and early hotels and stores were built close by. The earlier rural character of the area changed from the 1880s onwards with residential subdivisions occurring in 1882. The first shops were constructed at a similar time. The Lawry Settlement, an area of housing developed under the

Government's Worker Dwelling Act of 1910, saw the subdivision of land and construction of the first State houses close to the town centre.

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

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

***Physical and visual qualities:***

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

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

**15.1.6.5.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area demonstrates in its built fabric a significant period of commercial development that occurred in the area between the 1900s and 1930s. More recent development has occurred in Ellerslie, but the early 20<sup>th</sup> century character is still dominant. The built fabric includes the buildings, street layouts and urban form.

*Scale of development*

The overlay area is characterised by one and two-storey buildings, where building frontages and verandahs line the street blocks and provide an active street edge. While the core area is commercial in nature, land uses in the surrounding streets quickly change to traditional residential development on the periphery. The only building taller than two-storeys within the overlay area is the former Southern Cross building at 87-93 Main Highway.

### *Form and relationship to the street*

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

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

### *Major features and buildings*

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

- 114-118 Main Highway – Mackenzie's Buildings;
- 87-93 Main Highway – Southern Cross Building;
- 124 Main Highway – Ellerslie Post Office;
- 111-121 Main Highway – unnamed building;
- 137-141 Main Highway – Borough Council Chambers; and
- 126 Main Highway – Four Square.

### *Density/Pattern of development*

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

### *Types*

The overlay area is defined by the survival of a variety of building types from different eras that include retail shops, the former Ellerslie Post Office, and cinema.

### *Visual coherence*

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

#### **15.1.6.5.4. Architectural values**

##### *Styles*

The overlay area retains a range of architectural styles representing commercial design from different phases of development through the 20<sup>th</sup> century.

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

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

##### *Materials and construction – built*

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

#### **15.1.6.5.5. Urban structure**

##### *Subdivision*

The overlay area subdivision pattern reflects the surrounding residential subdivision pattern largely established in the latter part of the 19<sup>th</sup> century, and the subsequent subdivision and development of the commercial area. Sites are relatively narrow in width and a fine-grained urban character is evident.

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

##### *Road pattern*

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

carriageway and car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

*Streetscape*

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

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

*Vegetation and landscape characteristics*

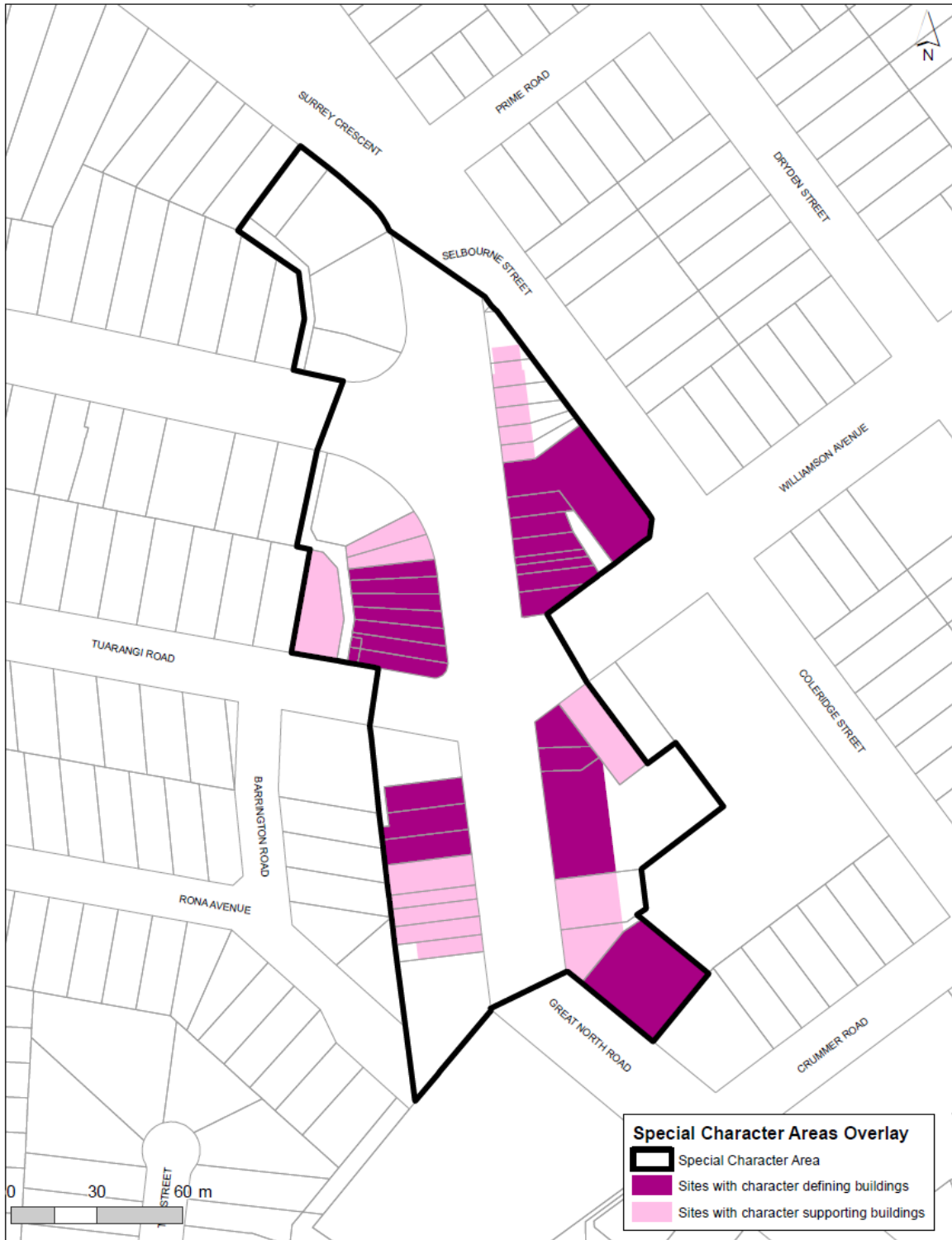
The War Memorial Community Centre's public plaza complete with large specimen trees, and the public open space and pedestrian bridge linking the centre to the railway station both contribute to the suburban centre character of the overlay area. The two mature Norfolk pines at each end of the centre are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



**15.1.6.6. Special Character Areas Overlay – Business: Grey Lynn**

**15.1.6.6.1. Extent of area**

***Special Character Area Map:***



**Description:**

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

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

**15.1.6.6.2. Summary of special character values**

**Historical:**

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

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

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

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

The most significant phase of community and commercial development occurred through the 1920s and 1930s, with the first sites of development being between Williamson Avenue and Crummer Road. During this time the centre served most

of the everyday services, supplies, social and religious needs of the surrounding suburb. The centre's recognition as the area's commercial and community nucleus was reinforced by construction of the Grey Lynn Public Library, St Joseph's Catholic Church, St Joseph's Convent and School, and Grey Lynn Primary School just outside the overlay area in the 1920s.

***Physical and visual qualities:***

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

The overlay area is significant for its physical and visual qualities, as it retains largely intact blocks of commercial main street buildings dating from the 1880s through to the 1930s. The area demonstrates in its structure and built fabric the progressive development of the town centre to service the surrounding residential suburb from the late 19<sup>th</sup> century to the present day.

**15.1.6.6.3. Description of physical and visual qualities**

***Built form***

*Period of development*

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

*Scale of development*

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

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

*Form and relationship to the street*

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

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

#### *Major features and buildings*

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

- 592 Great North Road – ASB Bank;
- 584 Great North Road – Arch Hill Pub;
- 537 Great North Road;
- 543 Great North Road;
- 563-567 Great North Road;
- 596-602 Great North Road;
- 533 Great North Road;
- 531 Great North Road; and
- 495-503 Great North Road – Terrace houses (a category B historic heritage place).

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

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

#### *Density/Pattern of development*

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a high density pattern of development along Great North Road. The density decreases away from the central core of buildings on Tuarangi Road and Williamson Avenue, and to the northern end of the area.

#### *Types*

The overlay area includes shops, banks, the former St Columba Church Hall, the former cinema, the former post office, and residences.

#### *Visual coherence*

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

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

#### **15.1.6.6.4. Architectural values**

##### *Styles*

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

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

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

##### *Materials and construction- built fabric*

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

Window joinery was originally timber or steel depending on the building's architectural style, set within a solid façade. This original joinery has been retained in various buildings while others have been replaced by aluminium joinery, although still within the original wall opening. Some buildings retain leaded top lights at ground level. Verandahs are supported by steel ties to the façade structure.

#### **15.1.6.6.5. Urban structure**

##### *Subdivision*

Built development within the overlay area is in the form of a traditional suburban main street. The original subdivision pattern of individual lots was consistent with the surrounding residential areas with section sizes being similar. Modulation of the built form reflects the relatively narrow lot widths of these early subdivisions.

##### *Road pattern*

Located along a ridgeline, Great North Road forms the spine of the overlay area. Bends in Great North Road's alignment define the north and south entry points to the town centre. The area's focal point is at the four-way intersection between Great North Road, Tuarangi Road and Williamson Avenue. Here the streetscape is characterised by a continuous built frontage with parking and service areas located to the rear. Great North Road and Williamson Avenue were laid out as wider arterial roads and are approximately 27 metres wide. Tuarangi Road is based on a standard one chain or 20 metres width used for most of the street network. Footpaths are relatively narrow with bluestone kerbs.

##### *Streetscape*

The character of the area has evolved around the traditional strip shopping centre configuration, with retail premises creating a continuous, positive relationship to the street. There is a mix of uses and active street frontages. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath, particularly at the area's central intersection. This is complemented by parking and service areas located to the rear of properties, with small access ways provided off Great North Road and Williamson Avenue.

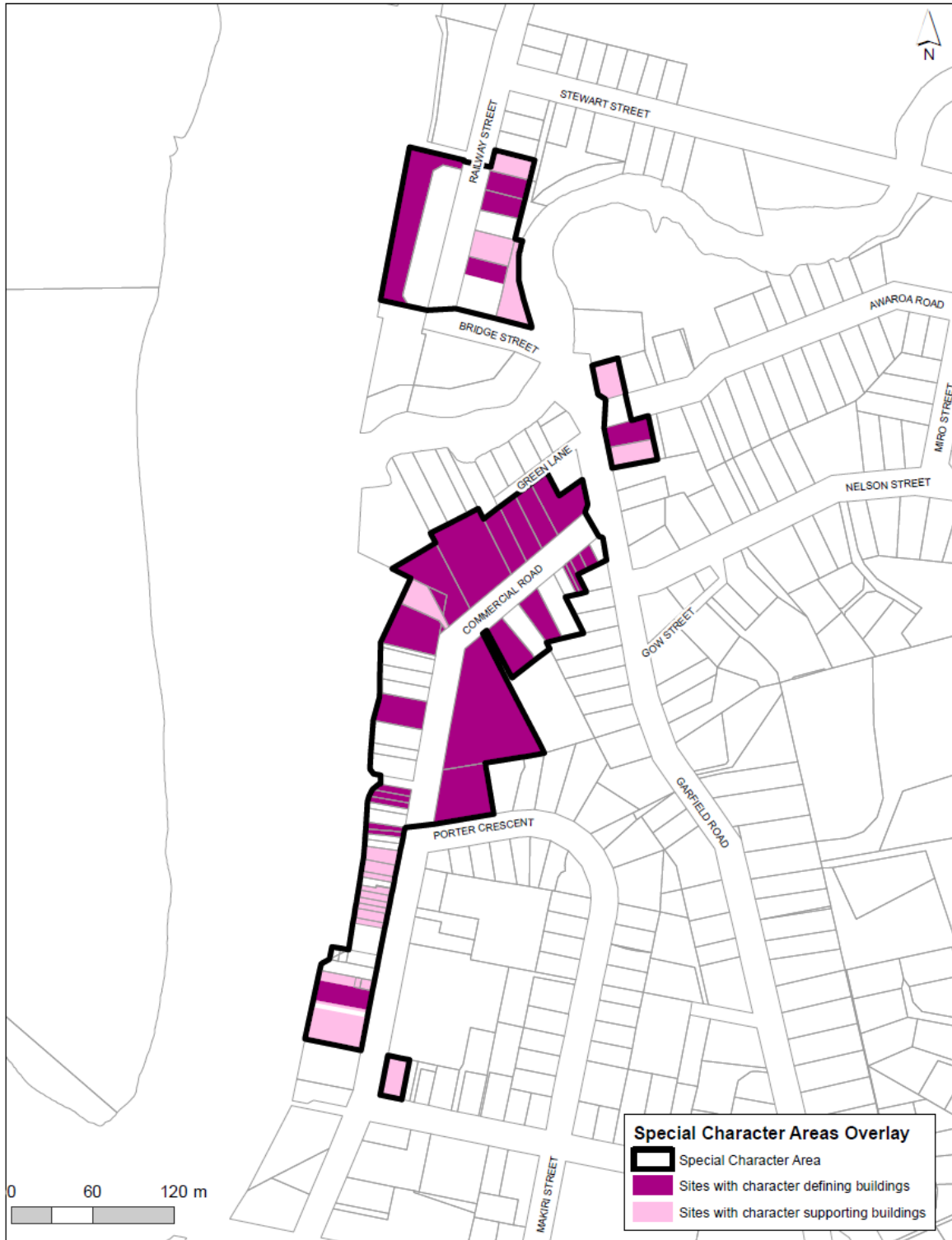
##### *Vegetation and landscape characteristics*

The character of the Grey Lynn town centre is primarily built, rather than vegetated, but street trees near the main intersection and along Great North Road together with planting in nearby residential sites do contribute to the character of the area.

**15.1.6.7. Special Character Areas Overlay – Business: Helensville Central**

**15.1.6.7.1. Extent of area**

***Special Character Area Map:***



**Description:**

The overlay area is located along Commercial Road between Rata Street to Garfield Road, and continuing across Bridge Street to Railway Street. This follows State Highway 16 through Helensville. Its extent is shown on the special character areas map above. The area reflects the early period of European settlement in the Kaipara region and Helensville's subsequent development as a rural town centre to service the surrounding farming community.

The overlay area has been shaped by the underlying landform and proximity to the Kaipara River. The centre is adjacent to the Kaipara River and the rail line and its siting is directly related to these features, with the town's western border formed by the edge of the Kaipara River and its low-lying flood plains. The town is surrounded by hills which rise to the north and east; the centre's generally linear urban structure running north-south provides views of the hills to the north. Views of the Kaipara River are obtained via laneways and other openings between the shops along Commercial Road.

The overlay area is bounded to the east by the Special Character Areas Overlay – Residential: Helensville.

**15.1.6.7.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance as an example of an early rural settlement in the Kaipara region that developed between the late 19<sup>th</sup> and mid-20<sup>th</sup> centuries. It retains a collection of late 19<sup>th</sup> and early 20<sup>th</sup> century commercial and community buildings.

The Helensville township was established in the 1860s on the east bank of the Kaipara River and includes the Māori pa sites of Otamateanui, Te Horo, Maunga a Nu and Te Makiri, the lands of which were progressively surveyed and sold. The first blocks sold were at the northern end of the overlay area in 1862. The land was subsequently developed by John McLeod for a sawmill, trading along the Kaipara River. At the southern end, a courthouse, Helensville Post Office, customs house and hotel were built by 1865. The two areas were originally distinct, separated by undeveloped scrubland.

From 1870 there was a boat service from Riverhead to Auckland central. The Northern Union Steamboat Company and Kaipara Steamship Company were utilising the river from around 1879 and the early 20<sup>th</sup> century, respectively. Transport was first provided by horse-bus until the opening of the Riverhead-Helensville railway line in 1875, followed by an Auckland direct line in 1881. Helensville was a relatively small settlement prior to the opening of the Riverhead to Helensville railway, which marked a significant period of development and expansion.



The opening of the rail station on Railway Road shifted the centre of the settlement from north of the Awaroa River to its current location along Commercial Road. Helensville prospered during the turn of the 20<sup>th</sup> century with local industries including farming, fisheries, saw-milling, flour-milling, soap-making and canning. Housing developed in residential streets to the east of Commercial Road, which developed to serve the needs of the area.

There is an important relationship between the overlay area along Commercial Road and the adjacent Special Character Areas Overlay – Residential: Helensville.

***Physical and visual qualities:***

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

The overlay area is of significance for its physical and visual qualities as it retains a grouping of late 19<sup>th</sup> and early 20<sup>th</sup> century buildings that collectively reflect the area's settlement and subsequent development as the town centre grew. Its location on the Kaipara River dominated the urban form with the main street and building development located along its eastern edge. The mixture and combination of uses in the overlay area is also notable, and is characteristic of rural settlements from this era.

**15.1.6.7.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The period of development is between the late 19<sup>th</sup> century and 1930s and a high concentration of buildings and features remain from this period. Significant fabric includes buildings, street layouts, and urban form including trees and landscaping.

Three main areas of development have been identified within the overlay area, representing its evolution over time. The northern area (Railway Street area) encompasses the earliest development of Helensville associated with the railway station and McLeod's sawmill of the 19<sup>th</sup> century. This area has various warehousing and service buildings as well as the railway station, Grand Hotel and several houses. The central area (upper Commercial Road to Garfield Road) is the commercial core, with groupings of late 19<sup>th</sup> and early 20<sup>th</sup> century buildings. The southern area (the lower part of Commercial Road, western side) developed as a retail centre in the first quarter of the 20<sup>th</sup> century.

*Scale of development*

While building types and forms vary considerably throughout the overlay area, the scale of development is generally single-storeyed. Various landmark buildings are two-storeyed, including the Grand Hotel (1 Railway Street) in the northern block; the former Regent Theatre (14 Garfield Road) defining the curve from Garfield

Street into Bridge Street; and the Helensville Post Office (102 Commercial Road), highlighting the bend in Commercial Road. The centre's early churches (118-122 and 124 Commercial Road) with their steeply pitched roof forms and the former post office (100-104 Commercial Road) with its elaborate parapet also present a more substantial scale to the street.

#### *Form and relationship to the street*

There is variation in the form of buildings and their relationship to the street throughout the overlay area. In the northern area over the Awaroa Bridge, buildings are generally freestanding on individual sites. This includes early residential housing, some industrial development, the Grand Hotel, the Helensville railway station, McLeod's Motors, the Awaroa Bridge and some shops. The principal buildings and shops are built to the street. The railway station is set well back from the road.

The commercial centre of Helensville extends from the bottom of Garfield Street through to the middle of Commercial Road, ending at and including the Kaipara Medical Centre. It is both a civic and commercial area mixed with some residential dwellings. The area includes early housing, individual and groups of shops, the Helensville Post Office, the former Bank of New Zealand, and Malolo House. Commercial retail shops are built to the street edge and have verandahs. The various residential buildings and landmark municipal, institutional and commercial buildings are generally freestanding structures seen in the round with roof forms visible from the street. Houses are close to, but set back from, the street boundary.

The southern end of the overlay area comprises the retail area of Helensville and includes shops and offices. The predominant architectural form consists of shops of a fine grain and similar single-storey scale and proportion, generally with parapets and verandahs over the footpath.

Various areas of landscaping, grassed berms and street trees, the setback of many buildings from the street edge, and the absence of verandahs on many buildings contribute to the varied built form. This adds to the diversity of the area and its distinctive rural town centre character.

#### *Major features and buildings*

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

- 1 Railway Street – Grand Hotel (a category B historic heritage place);
- 2 and 18 Railway Street – Helensville Railway Station (a category B historic heritage place);
- 14 Garfield Road – Regent Theatre (a category B historic heritage place);
- 102 Commercial Road – Helensville Post Office (a category B historic heritage place);

- 108 Commercial Road – Bank of New Zealand building (a category B historic heritage place);
- 110 Commercial Road – Malolo House (a category B historic heritage place); and
- The centre's churches, medical centre, various railway cottages and villas.

Other features that contribute to the special character of the area include footpaths with bluestone kerbs and some remnant bluestone channels, street trees, traditional residential fencing, hedging, remnant basalt walls, grassed verges.

#### *Density/Pattern of development*

The overlay area has a varied density and pattern of development due to the range of building types that are present. It incorporates some areas where buildings are built to the road boundary and occupy the width of their lots, while in other parts buildings are set back from the road and side boundaries. The varied pattern reflects its progressive development as the centre of a rural community.

#### *Types*

The overlay area is strongly defined by the survival of a variety of building types including shops and service outlets, offices, municipal buildings, medical centre and churches, as well as examples of Victorian and Edwardian period houses.

#### *Visual coherence*

Due to its construction over a long timeframe, predominantly from the late 19<sup>th</sup> century to the 1930s, the area retains a range of building types, scales and styles. In addition, development has occurred over a relatively large linear geographic area along Commercial and Garfield Roads, Bridge and Station Streets. The centre is therefore defined by a mixed group collectively illustrating Helensville's development as a rural town centre.

#### **15.1.6.7.4. Architectural values**

##### *Styles*

Helensville's retail buildings date from the late 19<sup>th</sup> century through to the 1920s and 1930s and consequently exhibit a diverse range of architectural styles.

An earlier cluster of Victorian-style strip retail survives at 83 Commercial Road; this is the earliest commercial block in the centre. Prominent buildings in the special character area include the Bank of New Zealand building, which was designed in the Stripped Classical style; the Grand Hotel, a substantial two-storey Georgian revival building; the Edwardian Baroque Helensville Post Office; and the Art Deco Regent Theatre.

The row of shops from the southern edge of the special character area to just beyond Porters Crescent feature relatively continuous but visually diverse parapets and verandahs over the footpath which progressively step upwards following the street's slope.

Other examples of architectural vernacular from the early decades of the 20<sup>th</sup> century include the churches in Gothic Revival style, and various Victorian, Edwardian and transitional villas, Malolo House being a key Victorian example.

#### *Materials and construction – built fabric*

Typical of early to mid-20<sup>th</sup> century commercial buildings, those in Helensville are generally constructed in brick and masonry, and usually have a plastered and painted finish, although some feature areas of exposed brickwork. There are a few commercial buildings constructed of timber. Roofs are mainly clad in corrugated iron. Retained shop fronts and window joinery are generally timber with sash windows in the upper level of façades and some with leaded top lights to shop fronts. Some buildings retain pressed metal verandah soffits, entrance floor finishes (e.g. the terrazzo at the former chemist at 77 Commercial Road) and interior fabric that contribute strongly to the special character of the area.

The centre's residential buildings and the railway station building are of timber-framed construction typical of their period, and most are clad in timber weatherboards with corrugated iron roofs and timber sash window joinery.

#### **15.1.6.7.5. Urban structure**

##### *Subdivision*

The overlay area subdivision pattern comprises relatively narrow lot widths set along Commercial Road and connecting side streets, creating a fine-grained urban character. Section depths are determined in part by the curvature of the waterways and position of railway tracks; lots are particularly shallow from Creek Lane to north of Porter Crescent, and on the east side of Railway Street.

While some sites have been amalgamated in recent years, the subdivision pattern of the Helensville central area generally reflects the patterns created by the surrounding residential special character area to the east.

##### *Road pattern*

The road pattern of the area was shaped by the underlying topography, with the Kaipara River and its flats to the west and the hill rising to the east determining the position and direction of streets. The main part of the town centre is located along Commercial Road, which runs through Helensville in a north-south direction. Heading north, Commercial Road dips before rising again and curving slightly to the right to meet Garfield Road. Garfield Road then runs into Bridge Road, which crosses the Awaroa Stream and turns into Railway Street, marking the northern end of the town. This road is the main road north and further north becomes the Kaipara Coast Highway (State Highway 16). The road is approximately 20 metres wide.

At the southern end, the special character area terminates at Rata Street's intersection with Commercial Road, and Porter Crescent forms the first intersection north of this junction.

##### *Streetscape*

The character of the overlay area has evolved around various landmark buildings addressing and defining the street edge; these have combined with clusters of traditional strip retail to create areas of continuous built frontages to the street. This is complimented with residences that, while set back, are still orientated towards and directly engage with the street.

The areas of strip retail provide some sense of enclosure to the street with continuous building frontages and verandahs over the footpath, strengthened by on-street parking and narrow laneways providing connection to rear service and parking areas. This built character is particularly prevalent in the southern area. However the overlay area's overall visual appearance combines built form with landscape elements and vegetation. These features together form the centre's predominant character as a commercial and suburban area servicing the surrounding farming community.

Mature trees are particularly notable on the east side of Commercial Road to the north of Porter Crescent, and make an important contribution to the area's special character, as do public and private open spaces, grassed verges, traditional residential fencing, hedging, walls, asphalt footpaths and bluestone kerbing.

*Vegetation and landscape characteristics*

Trees and landscaping in public and private open space located within the special character area contribute to its character. Parts of the area have a vegetated quality that includes mature native and exotic street trees including Norfolk pine, pohutukawa and others, which strongly contribute to the character of Helensville. In addition, the areas of reserve at the northern end of the special character area, either side of Awaroa Stream, add amenity as well as understanding of the centre's development in relation to the waterways.

**15.1.6.8. Special Character Areas Overlay – Business: Kingsland**

**15.1.6.8.1. Extent of area**

***Special Character Area Map:***



### **Description**

The overlay area is located on New North Road, as shown on the special character area map above. The extent includes the business area that extends along New North Road from the intersection with Bond Street and Sandringham Road and generally covers the area close to the Kingsland railway station, at the original intersection of New North Road and Sandringham Road (formerly called Cabbage Tree Swamp Road). The main period of development occurred between the 1880s and early decades of the 20<sup>th</sup> century. It incorporates a significant grouping of commercial and community buildings as well as some houses from this period.

The topography has resulted in a linear urban structure, with road and rail transportation routes running along or parallel to the ridge. Residential areas adjacent to the special character area are located on land falling to the north and the south.

The railway line is located to the south side of New North Road, running behind the buildings. The relationship to the railway is an important characteristic of this centre, with a direct pedestrian connection to the railway station via a public open space in the centre of the area.

The elevated position of the business area enables views between, and from the rear of buildings towards Mount Eden/Maungawhau, Eden Park and Arch Hill to the north.

#### **15.1.6.8.2. Summary of special character values**

##### **Historical:**

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

The overlay area is an example of an early commercial centre established in the early 1880s following the opening of the Auckland to Helensville railway. It expanded and grew following the early subdivisions of rural allotments for surrounding residential development. There was a significant period of development around the turn of the 20<sup>th</sup> century and into the 1910s and 1920s. It retains a significant group of buildings and urban form that collectively demonstrate these periods of development.

Page's Grain and Forage Store, established in 1885 and located at the corner of New North and Sandringham Roads, formed the heart of the business area, which expanded progressively as further subdivision occurred and public transport was developed.

One of the earliest buildings is the Trinity Methodist Church and Hall, located at the eastern end of the centre. Electric trams connected Auckland City with Kingsland by 1903 and Page's Grain and Forage Store was redeveloped around this time. The wedge-shaped corner building is an important landmark on this tapered site. The area has important associations with Arthur W Page who built

four of the key buildings. As well as Page's corner building this includes the adjacent Forage Store and Grain Store, and the Portland Buildings opposite, at the corner of New North Road and Central Road. Page's general store business was one of the largest in Auckland, offering deliveries by wagon and by train. His brother C H Page, a builder, constructed these buildings.

The Kingsland Post Office west of Page's Grain and Forage Store opened in 1912 and the substantial Portland Buildings opened in 1914. The Royal Theatre located on the south side of New North Road west of the Kingsland Post Office, opened in 1918. Buildings in the area demonstrate the development in taste and design of typical suburban centres in New Zealand, from establishment in the Victorian and Edwardian eras through ongoing development up to the 1920s and 1930s. Around this time the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb and western districts. The surviving buildings from this period reflect the range of earlier uses, such as shops, stores, church, theatre, and post office close to adjacent housing.

***Physical and visual qualities:***

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

The overlay area is significant for its physical and visual qualities as it demonstrates in its built fabric a significant period of development that occurred in the area between the 1890s and 1930s, with particularly high-style examples of commercial architecture. The area demonstrates in its urban patterns and built fabric the progressive development of Kingsland as a local town centre from the late 19<sup>th</sup> century to the present day.

**15.1.6.8.3. Description of physical and visual qualities**

***Built form***

*Period of development*

Kingsland demonstrates in its built fabric a significant period of development that occurred in the area between the 1890s and 1930s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to the Special Character Areas Overlay – Residential: Isthmus A.

*Scale of development*

The character buildings are both one and two-storeyed and generally have parapet walls facing the street increasing their apparent scale. There is a predominance of two-storied buildings at the intersections of New North Road and Sandringham Road/Bond Street, and the New North Road/Central Road intersection. East and west of this, the buildings are predominantly single-level. The scale and gabled form of the Trinity Methodist Church and Hall at the intersection of New North and Sandringham Roads defines the eastern end of the character area.



*Form and relationship to the street*

Generally all the commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Variations occur where the Trinity Methodist Church and Hall, the Kingsland Post Office and remaining residential properties are set back from the front boundaries. The buildings constructed close to the front boundary at the core of the area create a continuous building line facing the footpath, which are generally covered by verandahs. Some buildings were designed without verandahs including the former Page's Grain and Forage Store, the former cinema and Kingsland Post Office.

Many buildings are constructed with parapet walls to the road concealing roof forms. The remaining residential buildings, former post office and Methodist Church and hall are all freestanding structures, seen in the round with hipped or gabled roof forms visible from the street, contributing to the diversity of the established character of the area.

*Major features and buildings*

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

- 434-448 New North Road;
- 455 New North Road;
- 463-475 New North Road – Portland Buildings (a category B historic heritage place);
- 400 New North Road - Trinity Methodist Church and Hall;
- 468-472 New North Road – Page's Grain and Forage Store (a category B historic heritage place);
- 478 New North Road – Kingsland Post Office (a category B historic heritage place); and
- 486 New North Road - Royal Theatre.

*Density/Pattern of development*

Buildings built to the street edge and full width of sites form a relatively high built density and articulate the pattern of development, particularly around and opposite the intersection of Central Road and New North Road. Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. The density dissipates away from the central core of buildings particularly as the area changes to a predominance of residential buildings. The residential character contrasts with the enclosure created by the commercial development.

### *Types*

Kingsland is strongly defined by the survival of a variety of building types including shops with dwellings above, early warehousing and store buildings, the church and hall, and houses.

### *Visual coherence*

The overlay area retains a varied range of building types, scales and styles, constructed between the late 19<sup>th</sup> century and 1930s. The combination of these attributes contributes to the visual coherence of special character.

#### **15.1.6.8.4. Architectural values**

### *Styles*

Buildings in Kingsland demonstrate a range of Victorian, Edwardian and early 20<sup>th</sup> century architectural styles typically found in traditional commercial and residential areas. The Trinity Methodist Church hall is a simple Gothic Revival gabled timber building. Page's grain and Forage Store and Portland Buildings are designed in Victorian/Edwardian Italianate styles. Art Deco styles are evident on the former cinema and remodelled building at 434-448 New North Road. Remnant residential buildings are typically Victorian or Edwardian Villas.

### *Materials and construction – built fabric*

The early commercial buildings are generally of brick or plastered brick construction, with some constructed using timber. A number retain original glazed shop fronts with timber joinery and doors. Early or original interior detail is evident in a number of buildings.

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

Remaining residential type buildings retain features commonly found in villas of the period. The surviving houses are typically timber-framed with corrugated iron gabled or hipped roofs and with timber-framed door and window joinery. Verandahs have been retained facing the street.

#### **15.1.6.8.5. Urban structure**

### *Subdivision*

Subdivision of lots on the north side of New North Road were part of the 1882 residential subdivision of the Kingsland Avenues, and are similar in size and

width to the residential lots. This subdivision pattern is evident in the relatively narrow lot widths and fine-grained urban character present. This gradually transitions to a residential character to the west. Section sizes on the south side of New North Road are similar in width, but are restricted by the adjacent railway corridor and are therefore shallower.

#### *Road pattern*

The curve in New North Road at Kingsland Avenue defines the western entry and the change in direction at Bond Street/Sandringham Road intersection defines the eastern entry. The extent of the special character area lies within this broader area from the intersection with Bond Street and Sandringham Road to approximately half way to Kingsland Avenue to the west. The road is 20 metres wide with dual carriageway and car parking on either side. Footpaths are relatively narrow with basalt edging.

#### *Streetscape*

The form of development within the overlay area is that of a traditional suburban retail strip located on a regional arterial route, between residential areas and low intensity service and industrial uses. The Trinity Methodist Church and Hall clearly define the eastern edge of the area, while the western edge blends more gradually into the neighbouring residential area.

The area contains a number of retail premises that create a positive relationship to the street, with active building frontages. A sense of street enclosure is enhanced by buildings being constructed to the front boundary, verandahs over the footpath, and service and parking areas located to the rear.

There is some variation of streetscape character through the area. At the eastern and western ends some buildings are set back from the front boundary and are generally of smaller scale than those at the centre of the area. The recent four-storeyed apartment block on the north side of New North Road at the eastern end is the exception.

At the intersection of New North Road and Central Road the continuous building frontages along the street edge contribute to the sense of enclosure of the street. Generally this is reinforced with continuous verandahs over the footpath. The street has an urban built character with little vegetation along New North Road.

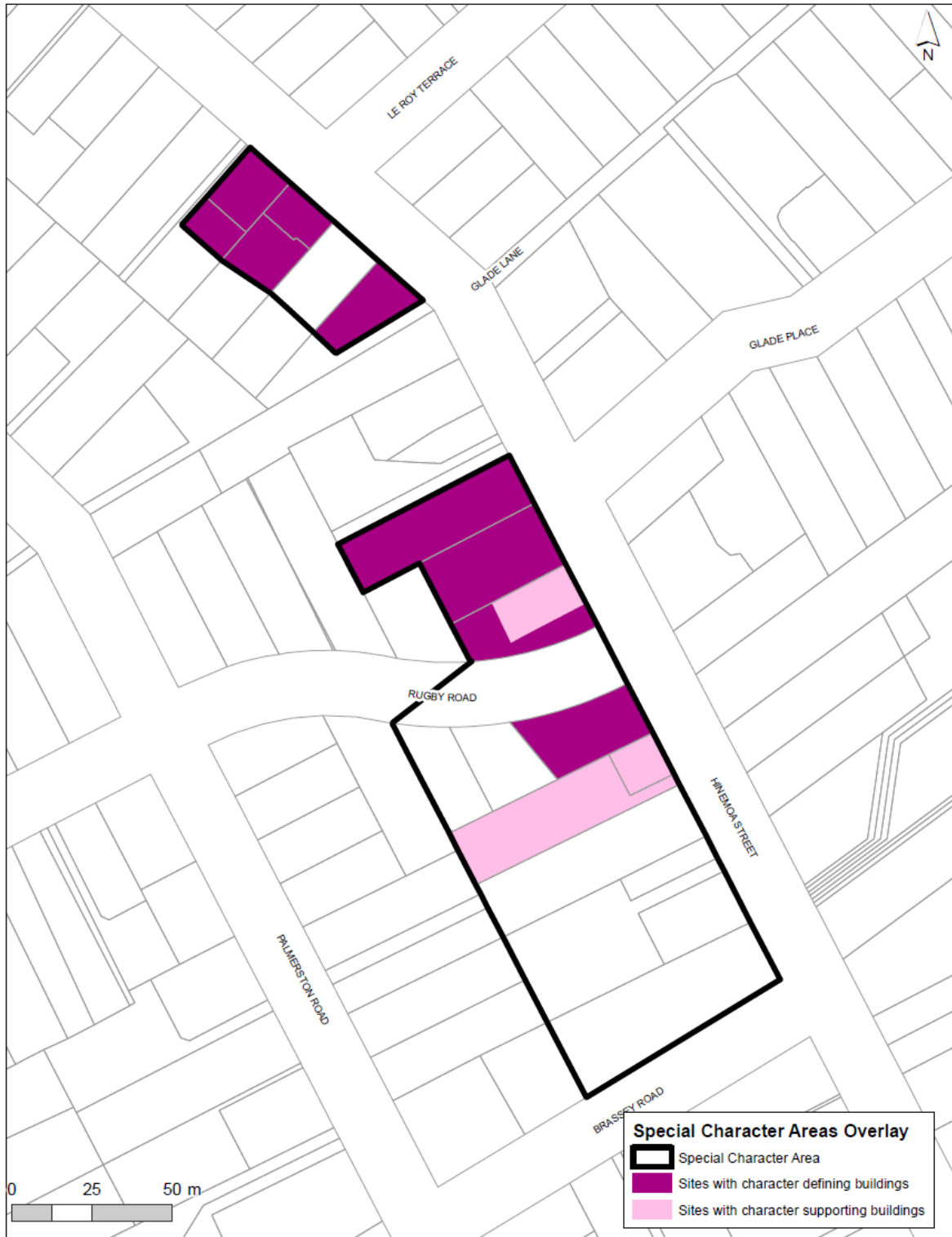
#### *Vegetation and landscape characteristics*

There is very little vegetation in the core of the business area, but some of the residential properties at the periphery include garden and plantings.

**15.1.6.9. Special Character Areas Overlay – Business: Lower Hinemoa Street**

**15.1.6.9.1. Extent of area**

***Special Character Area Map:***



**Description:**

The overlay area is located on the west side of Hinemoa Street in Birkenhead, and includes a significant grouping of commercial buildings from the late 19<sup>th</sup> century and early decades of the 20<sup>th</sup> century. The area comprises a group of buildings to the north side and south sides of the intersection with Rugby Road as well as a group of early commercial buildings opposite Le Roy Terrace. This area also includes a corner building located at the corner of Hinemoa Street and Maritime Terrace. The extent of the area is shown on the special character area map above.

The area is located along the Hinemoa Street ridgeline. The topography has resulted in a linear urban structure along Hinemoa Street, which is relatively level within the special character area. Residential areas adjacent to the Lower Hinemoa Street are located on land falling to the east and west sides of Birkenhead Point.

**15.1.6.9.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance because it is the commercial centre associated with the residential development of Birkenhead that occurred from the 1860s. The area was the main shopping centre from around the 1890s until after World War I when commercial activities were relocated further north to Highbury.

Lots in this portion of Hinemoa Street were first created as part of the Raven Hill Subdivision, which was advertised for sale in 1889. A number of commercial buildings were built on Hinemoa Street near the intersection with Rugby Road around the turn of the 20<sup>th</sup> century. The most substantial of these was the former Hellaby's Building/Marinovic Building constructed in 1912 on the south corner of Rugby Road. The Edwardian building on the north corner of Rugby Road was built in 1910. Nearby at 128-130 Hinemoa Street is a two-storey Commercial building/Residence which was built around 1890. A number of other modest timber and plastered brick shops, such as Stott's Building, were also built in this vicinity from around the 1910s to 1920s, to serve the local community. Birkenhead's business centre moved further north to the crossroads of Mokoia and Hinemoa Streets after World War I when regular motorised bus transportation began to operate from the wharf up to Birkdale and Zion Hill.

Lower Hinemoa Street services Birkenhead Point, which is significant as one of the earliest areas of residential development on the North Shore. Residential subdivisions were promoted from the 1860s; however, the area was initially developed for small farms, market gardens and orchards and became well-known for fruit growing. In the 1880s developments in local government, provision of a wharf, roading and other infrastructure and the establishment of the Colonial Sugar Refinery had a major effect on the development of Birkenhead and growth

of the local population. Residential and commercial development continued steadily and by the 1920s the suburb had extended north toward the present day Highbury commercial centre at the junction of Hinemoa Street and Mokoia Road. The earliest commercial buildings in Birkenhead were located close to the wharf and in lower Hinemoa Street, in proximity to surrounding residential streets.

***Physical and visual qualities:***

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

The overlay area is significant for its physical and visual qualities as it retains a group of commercial buildings from the 1890s through to the 1920s. The buildings collectively demonstrate a range of architectural styles and types from the late 19<sup>th</sup> and early 20<sup>th</sup> century period of development and illustrate the urban pattern of development of the North Shore and of Birkenhead.

**15.1.6.9.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area demonstrates in its built fabric a significant period of commercial development that occurred in Birkenhead Point on the North Shore from the 1890s to the 1920s. The built fabric includes the clusters of early commercial buildings, street layout, and urban form. The business area is adjacent to the Special Character Areas Overlay – Residential: North Shore – Birkenhead Point.

*Scale of development*

The late 19<sup>th</sup> and early 20<sup>th</sup> century commercial buildings in Lower Hinemoa Street are a mix of one and two-storeys. The two-storeyed buildings located on either side of the intersection with Rugby Road have parapet walls facing the street increasing their apparent scale. A generally more modest scale is evident in the group of buildings opposite Le Roy Terrace, which includes one and two-storeyed buildings with gabled roofs or simple parapets.

*Form and relationship to the street*

Buildings at the intersection of Hinemoa Street and Rugby Road are two-storeyed, built up to the road boundaries, and occupy the full width of their lots. They are constructed with parapet walls that conceal the roof form and have verandahs supported on posts. Single-level buildings adjacent to the north are also built to the road boundary with parapets and have suspended verandahs.

The group of buildings located opposite Le Roy Terrace include gabled timber buildings as well as modest plastered brick buildings with simple parapets. They are generally located as separate building forms within their own lots, with modest side yards. Verandahs, where evident in the group of buildings opposite Le Roy Terrace, are generally supported on posts.

### *Major features and buildings*

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

- 100 Hinemoa Street – Shop (a category B historic heritage place);
- 94 Hinemoa Street – Hellaby’s Building/Marinovic Building (a category A\* historic heritage place);
- 102-108 Hinemoa Street – Fishers Building (a category B historic heritage place);
- 136-140 Hinemoa Street – Stott’s Building (a category B historic heritage place); and
- 128-130 Hinemoa Street – Commercial building/Residence (a category B historic heritage place).

### *Density/Pattern of development*

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a high density and pattern of development, particularly around the intersection of Hinemoa Street and Rugby Road. The density decreases away from this intersection where buildings are free-standing or set back within their lots and where residential buildings are interspersed.

### *Types*

The overlay area incorporates a range of early commercial buildings including two-storeyed shops with dwellings or offices above, as well as modest single-level shops, or houses with shops attached. Over time these buildings housed a range of local businesses that have served the surrounding residential population.

### *Visual coherence*

Clusters of early commercial buildings in lower Hinemoa Street are located in close proximity to the surrounding Special Character Areas Overlay – General: North Shore and contribute to the collective visual coherence of the area.

#### **15.1.6.9.4. Architectural values**

### *Styles*

Early commercial buildings reflect a range of architectural styles typical of the late Victorian and Edwardian era and early 20<sup>th</sup> century. This includes two-storey Italianate buildings on the corner of Rugby Road. There are early 20<sup>th</sup> century Stripped Classical styled buildings and simple late Victorian or Edwardian vernacular styles evident in the modest timber shops in the area.

*Materials and construction – built fabric*

Early commercial buildings within the overlay area include examples of timber and masonry construction. The façades of the more substantial early commercial buildings on the corners of Rugby Road are modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. Walls are plastered brick, now most commonly paint finished. Window joinery is typically timber-framed and windows are generally set within a solid façade. On the modest and less ornate buildings the architectural detailing is plainer, in either plastered brick or timber.

Timber-framed buildings are typically clad with weatherboards and roofs with corrugated iron.

**15.1.6.9.5. Urban structure**

*Subdivision*

The pattern of subdivision is generally quite varied in Birkenhead. The undulating landform with a series of gullies around the coastal margin made a regular pattern of lots difficult to achieve. Hinemoa Street is located along the main ridgeline extending down towards the Birkenhead Wharf. Lots within the overlay area were formed as part of the Raven Hill Subdivision which was advertised for sale in 1889. The subdivision plan incorporated the substantial home and surrounding estate of W.F. Hammond, which had been further subdivided by around 1902. Lot sizes vary, with further subdivision of the approximately 1,000m<sup>2</sup> lots created by the 1889 subdivision having occurred over time. The width of lots is approximately 17 to 18 metres, with some variation.

*Road pattern*

Hinemoa Street is the earliest road on Birkenhead Point. Roads in the surrounding area reflect a modified grid, relating to the contours on Birkenhead Point, with Hinemoa Street located on the central ridgeline and Palmerston Road located parallel to the west. Cross roads are generally perpendicular and their positions relate to ridges and gullies to either side. Hinemoa Street is a standard one chain or 20 metres wide, with a dual carriageway and car parking on either side. The road carriageway is wider in Hinemoa Street than in nearby residential streets, which incorporate grassed berms. Hinemoa Street has a central median strip and footpaths to each side, without grass berms.

*Streetscape*

The form of commercial development within the overlay area is that of a traditional suburban retail strip located on one side of the main road. Early commercial buildings in the area contribute to a distinctive streetscape character where buildings are built up to the road boundaries, in contrast to the interspersed and surrounding residential character. A strong relationship and association with this surrounding residential development is an important aspect of the area's character. Some of the commercial buildings incorporate verandahs.



The active building frontages and a mix of uses encourage interaction with the street.

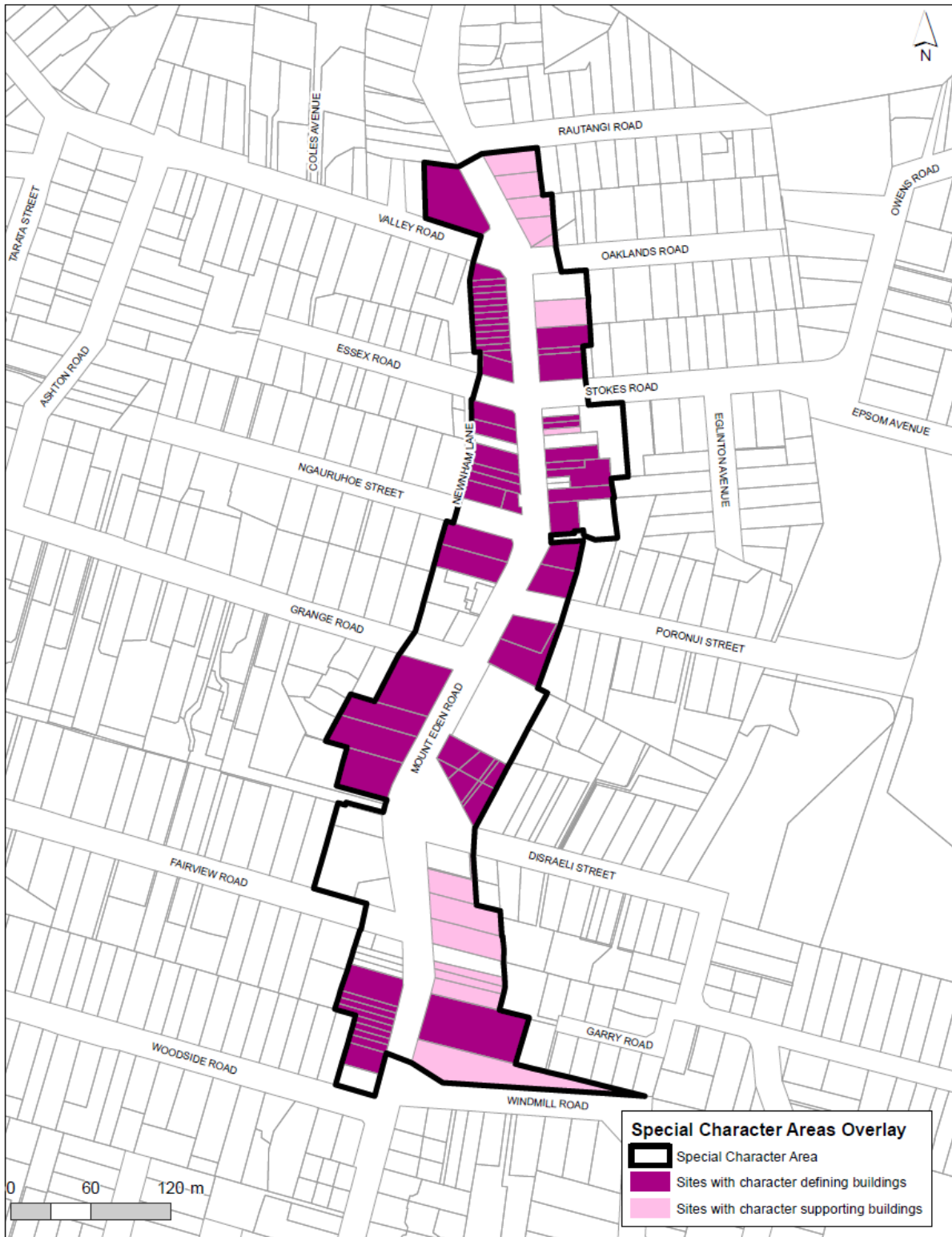
*Vegetation and landscape characteristics*

There is no vegetation within the area where buildings are built up to the road boundary. However, some commercial buildings are set back with landscaping in the front yard. Residential properties interspersed and nearby, including on the east side of Hinemoa Street, have front gardens with shrubs and trees.

**15.1.6.10. Special Character Areas Overlay – Business: Mount Eden Village**

**15.1.6.10.1. Extent of area**

***Special Character Areas Map:***



**Description:**

The overlay area is located on Mount Eden Road, extending from the intersection with Raurangi Road in the north to the intersections with Windmill and Woodside Roads in the south. The extent is shown on the special character area map above. The area includes two distinct commercial areas, northern and southern, linked by a more residential spine, which collectively illustrate the early village character of Mount Eden.

Mount Eden Village is strongly defined by its relationship to the volcanic cone of Mount Eden/Maungawhau, located adjacent to the north, which was made a public domain in 1879. The immediate visual presence of the volcanic cone together with its geological and cultural significance makes it an important element for the special character area. Scoria and basalt walls and kerbing provide elements in the urban environment with a direct relationship to Mount Eden/Maungawhau. When entering the village from the north, views are also obtained to One Tree Hill/Maungakiekie.

**15.1.6.10.2. Summary of special character values**

**Historical:**

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

The overlay area is an example of an outlying rural village established in the mid to late-19<sup>th</sup> century that became an important residential and commercial centre. It demonstrates sustained development over an extended period of time and was focused around one of the earliest roads in the area. First established in the 1870s as an outlying village serving the surrounding small farm allotments and isolated residential areas, the buildings provide evidence of the significant expansion that occurred around the late 1890s and early 1900s. Around this time the city's population increased significantly, the electric tram service was extended along Mount Eden Road and rural allotments were subdivided for housing. Further consolidation and expansion of the village is evident in buildings constructed during the 1920s and 1930s.

The establishment of Mount Eden Village occurred in parallel to the development of surrounding land from early farming use to subdivision and residential development from the 1860s onwards. Roads were established as part of each subdivision. The first shop in Mount Eden Village was the Cucksey's Buildings, which opened on the corner of Mount Eden and Stokes Roads in 1873. By 1885 it had been joined by Till & Sons Building, and in 1905 a butcher and bootmaker were also operating. The first school, which was also used for church services, opened in 1877 on the corner of Mount Eden and Valley Roads. Mount Eden remained semi-rural until the turn of the century and developed rapidly in the early decades of the 20<sup>th</sup> century due to residential development pressure.

Development of Mount Eden Village's main street retail strip is closely associated with the establishment and expansion of Auckland's public transportation

networks. Horse drawn buses were provided in the 1870s and in 1881 a railway connection was established in Mount Eden as part of the Newmarket to Helensville railway line. The electric tram line extended part way down Mount Eden Road by 1908. Commercial construction in the main street expanded both north and south from the early cluster of shops around the intersection of Mount Eden Road with Stokes Road and Essex Road. A number of early timber buildings were replaced with more substantial masonry buildings at this time, along with some houses along the main street being replaced by commercial buildings or altered for use as shops. The extension of the tram line as far as Pencarrow Avenue in the 1920s stimulated another growth period in the centre, with blocks of shops, apartments and the Crystal Palace Theatre dating from the 1920s and 1930s. Increases in population were accompanied by progressive development of local government, schools, churches, shops, and industry, and through the early decades of the 20<sup>th</sup> century the centre provided most of the everyday services, supplies, religious and entertainment needs of the surrounding suburb.

***Physical and visual qualities:***

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

The overlay area is significant for its physical and visual qualities as it demonstrates in its built fabric the 19<sup>th</sup> and early 20<sup>th</sup> century development of an outlying rural village to a consolidated suburban commercial area. The village retains buildings from the period of considerable expansion and growth that occurred from the late 19<sup>th</sup> century through the 1920s and 1930s. It retains a distinctive mix of building types including shops, civic buildings, churches, and housing.

**15.1.6.10.3. Description of physical and visual qualities**

***Built form***

*Period of development*

Mount Eden Village is significant for its physical and visual qualities as it demonstrates in its built fabric, a significant period of development that occurred in the area between the 1890s and 1930s. The built fabric includes the buildings, street layouts and urban form.

The overlay area is surrounded by single house lots largely from the same period, with many late 19<sup>th</sup> and early 20<sup>th</sup> century villas retained.

*Scale of development*

While building types and forms vary throughout the overlay area, the scale of development is generally single or two-storeyed on small lots typical of the late 19<sup>th</sup> and early 20<sup>th</sup> century period of development. Two-storey commercial buildings are prevalent between Valley Road and Poronui Street in the northern block and between Woodside and Fairview Roads in the southern block (on the

western side of Mount Eden Road). In between is a range of mainly residential buildings, usually set back from the street, which present a modest scale of development to the street. The scale and freestanding gabled forms of the special character area's three churches create local landmarks.

*Form and relationship to the street*

Development along Mount Eden Road is in the form of a traditional main street in combination with residential and community buildings. The width of the Mount Eden Road carriageway remains relatively consistent through the village. Variation in the sense of street enclosure occurs with changes in footpath width, height and setback of adjoining buildings, and location and dimensions of verandahs. This diversity, augmented by varying levels of vegetation at the street edge, is significant in establishing the village character of the centre and in providing understanding of its evolution over time.

The greatest level of enclosure is experienced in the northern block, between the intersections of Mount Eden Road with Valley Road and Oaklands Road, and with Stokes and Essex Roads. Here continuous verandahs extend over the footpath and there is a predominance of two-storeyed commercial buildings built to the front boundary. The block between the Stokes and Essex Roads intersection and Poronui Street is somewhat less enclosed, with a greater mix of building heights, less continuous building frontage at its southern end and greater footpath width variation. This stretch of road also includes commercial buildings located in the front yards of earlier villas, some of which still exist.

At the southern end of the special character area the street enclosure is more one-sided, with retail development concentrated on the western side of the road and residential properties, Greyfriars Church and Windmill Domain creating a more open pattern of development on the eastern side.

The residential spine that connects the two commercial ends generally features dwellings set back from the street boundary with large gardens and specimen trees. This residential character contrasts with the more densely built-up appearance of the northern and southern retail strips.

*Major features and buildings*

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

- 391-393 Mount Eden Road – Free Methodist Church;
- 420-426 Mount Eden Road – block of three shops;
- 426 and 428-434 Mount Eden Road – Cucksey's Buildings (a category B historic heritage place);
- 421-425 Mount Eden Road – corner building;
- 427-429 Mount Eden Road – Till & Sons Building;

- 438-440 Mount Eden Road – Nichols Buildings;
- 447 Mount Eden Road – Ambury's Dairy;
- 466 Mount Eden Road – the former post office;
- 449 Mount Eden Road – Methodist Church of New Zealand;
- 488 Mount Eden Road – Poronui Flats;
- 457-465 Mount Eden Road – villas;
- 537 Mount Eden Road – Crystal Palace Theatre (a category B historic heritage place);
- 539-541 Mount Eden Road – block of shops; and
- 546 Mount Eden Road – Greyfriars Church (a category B historic heritage place).

Other important features that contribute to the special character values of the area include bluestone kerbs, specimen trees (street and private), traditional residential fencing, basalt walls, and public reserves.

#### *Density/Pattern of development*

The nature of the overlay area as a combination of residential, commercial and community functions means that it has a varied pattern of development. It has a generally medium density which was typical of Auckland's early suburban centres.

The area is generally experienced in three parts including the northern and southern commercial blocks linked by a more residential spine. Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Larger developments over amalgamated sites from the 1920s and 1930s have detailed and articulated façades that give the appearance of a series of smaller-scaled buildings. Buildings built up to the street edge create a strong street enclosure and high density (though relatively low-rise) pattern of development in the northern block; this is also the case to a lesser extent on the western side of the southern block. The density decreases through the middle of the special character area with its predominance of residential buildings set back from the street.

#### *Types*

Mount Eden Village is strongly defined by the survival of a variety of building types including shops, the former post office, a picture theatre, churches and houses. The retention of this range of building types demonstrates the progressive development of the area from its early rural beginnings to a well-established residential suburban centre.

#### *Visual coherence*

The overlay area is significant for its diversity of late 19<sup>th</sup> and early 20<sup>th</sup> century building types evident along Mount Eden Road, including commercial, residential

and community buildings. A range of Victorian, Edwardian and early 20<sup>th</sup> century architectural styles associated with this period of development are evident, which create a coherent though physically diverse character.

Churches and residences with front gardens and mature trees create variety in the established urban character of the area. Basalt walls are important features that contribute to the visual coherence of the area.

#### **15.1.6.10.4. Architectural values**

##### *Styles*

Buildings in Mount Eden Village demonstrate a range of Victorian, Edwardian and early 20<sup>th</sup> century architectural styles typically found in Auckland's older town centres. Some examples of modest timber shops remain (the Ambury's Dairy being a notable example), but most of the area's commercial buildings date from the early 1900s when earlier timber buildings were being replaced by more substantial, durable masonry constructions that reflected the growing prosperity of the suburb.

Commercial buildings from this period (circa 1900 - 1915) are generally designed in the Edwardian Italianate style; the Cucksey's Buildings and Till & Sons Building are good examples. They variously feature moulded pilasters, articulated parapets with pediments and balustrading, rolled or dentiled cornices, moulded string courses and other decorative detailing such as window architraves, keystones and corbels. Some of these buildings (for example Till & Sons) retain cast iron verandah posts (most buildings support their verandahs via tie rods from the upper façade). Some buildings from this period are built in an Edwardian Classical Revival style, such as the former post office, the design of which features a hipped tiled roof, symmetrically- arranged façade and shallow projecting central bay with a parapet and no verandah.

Commercial buildings from the slightly later period of development (1920s and 1930s) are generally designed in the Stripped Classical style. Façades are modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and articulated parapets concealing roof forms.

Late 19<sup>th</sup> and early 20<sup>th</sup> century residential buildings are Victorian and Edwardian villas typical of the style, often two storeys with hipped roofs, gabled bays, front verandahs, sash windows and modest decorative fretwork to eaves. The area also has some residences designed in the Arts and Crafts style, along with some good examples of inter-war multi-unit flats with stylistic influences common to the period.

The area's churches, while varied in age, generally demonstrate Gothic Revival influences in their gabled roof forms, lancet and rose windows, roof and gable vents, and (in the case of the Greyfriars Church) a steeple, with a belfry.

Modern buildings in the special character area display various stylistic influences and are generally sympathetic to the form, proportions and styles of the area's buildings.

*Materials and construction – built fabric*

The early commercial buildings within the overlay area are mostly two-storeyed; with parapets and façade modulation used to visually amplify their height. Typical of early to mid-20<sup>th</sup> century vernacular, commercial buildings are generally constructed in brick and/or concrete masonry, and usually have a plastered and painted finish, although some feature areas of exposed brickwork or pebbledash. There are a few earlier commercial buildings constructed of, or partially of, timber. Roofs are mainly clad in corrugated iron.

The construction of houses in the area is typical of their period; timber frame structures with corrugated iron roofs, timber-framed door and window joinery, and horizontal weatherboards. Churches are variously constructed in masonry and timber, while inter-war flats are masonry constructions with brickwork exposed or plastered. Modern buildings utilise concrete and steel frame construction techniques with various claddings.

Verandahs are generally supported on steel ties to the façade structure. Till & Sons Building retains a verandah supported on posts. Signage is largely restrained to fascias. Some buildings in the centre (e.g. the Till & Sons Building) retain early or original shop front detailing, including recessed entries, timber shop front joinery and leaded top lights. Retained shop fronts and window joinery are generally timber with sash windows in the upper level of façades and some with leaded top lights to shop fronts. These features provide evidence of retail design of the period. Similarly, some examples of early or original interior detail also remain, which due to the highly glazed shop fronts are apparent from the footpath.

**15.1.6.10.5. Urban structure**

*Subdivision*

The overlay area subdivision pattern reflects the surrounding residential subdivision pattern largely established in the latter part of the 19<sup>th</sup> century, and the subsequent subdivision and development of the commercial core. Narrow lot widths and a fine-grained urban character is particularly evident in the northern block and more variegated in the south, with the intervening residential sites following the pattern of the surrounding traditional development. The staged process of subdivision around the curves of Mount Eden Road also contributes to the shape and size of sections.

*Road pattern*

Bends in Mount Eden Road within the overlay area contain and define the discrete northern and southern commercial areas and reflect the fine-grained pattern of subdivision. The street structure of the area is based on an informal



grid associated with incremental processes of subdivision around Mount Eden Road and is defined by short blocks.

### *Streetscape*

While Mount Eden Road, which forms the spine of the centre, is of a consistent dimension, changes in alignment and the relationship of adjoining land-uses and site development contributes to the creation of distinct areas of streetscape character within the area. The street environment of the northern retail block is strongly defined on both sides of the road by shop fronts and verandahs. The southern block is confined to the western side of the street. The form of development particularly in the northern centre represents a traditional main street configuration, with strong street enclosure and active street frontages. In the area between the retail centres and on the eastern side of the southern centre, churches and houses are set back from front boundaries and landscaping and trees located within front gardens contribute to the streetscape. Basalt walls and bluestone kerbing through the special character area provide a detailed street edge element that makes reference to the underlying volcanic geology and developmental history of the area and contributes to the streetscape character.

### *Vegetation and landscape characteristics*

Large-scale specimen trees both on private property and in Windmill Green along Mount Eden Road contribute to the area's vegetated character. They assist in defining the entry points to the village and contribute to the diversity evident between the village's northern and southern commercial centres.



**Description:**

The overlay area includes the original commercial area centred on Broadway, Khyber Pass Road, and Remuera Road. The area extends beyond the main thoroughfares to include some streets off Broadway to the south and west and a small residential area off Remuera Road. The extent of the area is shown on the special character areas map above.

Newmarket is located on a reasonably flat elevated basin, encircled by the slopes of Mount Eden/Maungawhau, Mount Hobson/Ōhinerau, and the Auckland Domain/Pukekawa. The Newmarket commercial area is bound by the Southern Motorway to the south and west and the main rail line to the east.

**15.1.6.11.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance as one of Auckland's earliest established town centres. It is an area of sustained commercial and residential use and development over a long period.

The Newmarket commercial area was established as early as the 1850s and continued to grow as commercial activity in the area increased and residential expansion occurred immediately surrounding the town centre. Significant development occurred during the late 1890s to 1930s and again during the mid-20<sup>th</sup> century. It retains groups of buildings and urban form that demonstrate these periods of development.

Newmarket was originally formed at the junction of two main routes that led from central Auckland established in the 1840s. These routes were either the natural southern route that led along the Parnell ridge, or the route from the Queen Street valley that led up the Symonds Street ridge and along Khyber Pass Road. Newmarket was established at the junctions of Broadway, Khyber Pass, Remuera, Manukau, and Great South Roads. The early township developed as a commercial, residential and manufacturing centre. Breweries were located along Khyber Pass Road and the commercial retail area developed at the main intersections and as a strip development along Broadway.

The commercial area also benefited from close proximity to the Auckland-Mercer rail line and served as the commercial centre for the surrounding residential suburb. In the 1920s and 1930s Newmarket experienced a surge of commercial development assisted by the sale or lease of railway land on the eastern side of Broadway. Other substantial buildings were constructed at this time including the Rialto Theatre, and the matching Kent's and Excelsior Buildings on Khyber Pass Road.

Light industry was located close to the commercial centre with industrial expansion occurring between the mid-1920s and the 1960s mainly to the west of

Broadway, replacing early workers cottages. Businesses included Cashmore's Timber Merchants and Hayes Metal Refineries Ltd. Development continued into the 1950s and 1960s with ongoing commercial development including construction of the Auckland Electric Power Board offices and workshops in Nuffield Street.

***Physical and visual qualities:***

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

The overlay area is of significance for its physical and visual qualities as it retains in its built form and urban patterns evidence of its development from establishment in the mid to late 19<sup>th</sup> century through to the mid-20<sup>th</sup> century. This includes a group of commercial main street buildings constructed between the late 1890s and 1930s on Broadway and Khyber Pass Road and groups of mid-century warehousing and light industrial buildings, together with associated administrative offices, around the periphery of Broadway. The area also retains evidence of housing, both late 19<sup>th</sup> and early 20<sup>th</sup> century villas as well as 1920s and 1930s apartment blocks. Special character elements are still evident in these areas and form cohesive clusters, despite extensive large-scale redevelopment in surrounding streets.

**15.1.6.11.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area demonstrates, in its built fabric and urban patterns, periods of development particularly between the late 1890s and the 1930s and during the mid-20<sup>th</sup> century. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to the Special Character Areas Overlay – Residential: Isthmus A.

*Scale of development*

A range of building scales is evident in the Special Character Areas Overlay – Business: Newmarket, reflecting the different development periods. The commercial strip along Broadway and Khyber Pass Road contains one and two-storeyed buildings of brick or plastered brick construction. The later inter-war and mid-century buildings range in scale from small single level buildings to three and four levels. As a metropolitan centre, Newmarket has been an area of sustained growth and change over time, and the scale of more modern development is quite different from the older scale. Late 20<sup>th</sup> and early 21<sup>st</sup> century buildings are typically larger in scale, with examples on Broadway ranging from three to six-storeys, and apartments to the rear adjacent to the rail line of around seven-storeys.

### *Form and relationship to the street*

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Groups of commercial buildings create a continuous and fine-grained building line facing the footpath, and reflect the early subdivision pattern and narrow lots.

The division of some building façades into structural bays of around six to eight metres further reinforces the fine-grained rhythm of the remaining late 19<sup>th</sup> and early 20<sup>th</sup> century commercial building frontages. Some have had additional floors subsequently added. Early commercial buildings are constructed with parapet walls to the road concealing roof forms. Verandahs evident along Broadway are suspended or supported from building façades.

In streets to the west of Broadway, light industrial and commercial buildings from the early to mid-20<sup>th</sup> century were constructed without verandahs. Canopies rather than continuous verandahs are evident.

Residential character buildings include villas that are set back from the street edge with small gardens located in front yards.

### *Major features and buildings*

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

- Groups of late 19<sup>th</sup> and early 20<sup>th</sup> century buildings on Broadway around the intersection with Teed Street and opposite, and at the corner of Remuera Road;
- Mid-century light industrial and commercial buildings in Kent Street; and
- 2 Nuffield Street – Auckland Electric Power Board offices.

### *Density/Pattern of development*

The widths of late 19<sup>th</sup> and early 20<sup>th</sup> century buildings identified on Broadway reflect the relatively narrow lot widths created by the early subdivision pattern, typically ranging from around 10 to 20 metres. Buildings built up to the street edge in this part of Broadway create a high density and pattern of development.

Residential areas reflect a typical pattern of reasonably high density commonly found in late 19<sup>th</sup> and early 20<sup>th</sup> century development, with houses located close to the road boundary.

### *Types*

The area incorporates retail and commercial building types along Broadway and a mix of light industrial and commercial buildings in streets to the west. Other parts of the area, including the area between Middleton Road and Belmont Terrace to the north-east side of Remuera Road, include residential building types (both freestanding timber houses and apartment blocks from the 1920s and 1930s).

### *Visual coherence*

There is a degree of visual coherence where groups of special character buildings remain evident. This varies throughout the area depending on the scale and type of buildings.

On Broadway there is a degree of visual coherence in the buildings that line both sides of the street which derived from the period of development from the early 20<sup>th</sup> century through to the 1930s. On the periphery of Broadway, the mid-century light industrial and commercial buildings combine to provide a consistent pattern of development and visual characteristics.

#### **15.1.6.11.4. Architectural values**

##### *Styles*

Buildings in Newmarket demonstrate a range of Victorian, Edwardian and early 20<sup>th</sup> century architectural styles typically found in traditional commercial and residential areas. Commercial buildings on Broadway are designed in Victorian and Edwardian Italianate styles. The façades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines, and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to two-storeyed buildings.

Inter-war and mid-century warehouses and light industrial buildings with associated offices in the surrounding streets are designed in a range of simple utilitarian designs, Moderne and Art Deco styles together with Modernist buildings such as the former Auckland Electric Power Board offices in Nuffield Street.

The residential area off Remuera Road, between Middleton Road and Belmont Terrace, extending up to Mamie Street includes predominantly examples of one and two-storey villas, some bungalows, Arts and Crafts and Moderne style houses, as well as a range of more recent houses. Villas are evident in Belmont Terrace.

##### *Materials and construction – built fabric*

The commercial strip along Broadway and Khyber Pass Road contains one and two-storeyed buildings of brick or plastered brick construction.

The later inter-war and mid-century buildings are typically constructed from plastered brick or reinforced concrete.

Examples of Victorian and Edwardian villas and Arts and Crafts style houses in the area are typically timber-framed with corrugated iron gabled or hipped roofs and with timber-framed door and window joinery. The Moderne and Spanish Mission style apartments are constructed in plastered masonry.

#### **15.1.6.11.5. Urban structure**

##### *Subdivision*

The Crown land sales in Newmarket took place from 1841 onwards. Finer-grained subdivision for residential and commercial allotments occurred from the 1860s onwards. The grid of narrow streets on the west side of Broadway is shown in maps dating from the 1870s, and the early period of subdivision is still evident today in the narrow width of streets such as the east end of Teed Street.

Lot sizes along Broadway where special character buildings remain generally range from around 10 to 15 metres wide. There is variation in the size of lots due to amalgamation or further subdivision over time. Early lot sizes in the area west of Broadway range from around 300 to 500m<sup>2</sup>.

##### *Road pattern*

The area is located at the junction of main arterial routes with a linear urban structure along the main thoroughfares. Broadway has a road reserve of around 25 metres wide while other main roads are a standard 20 metres. The road pattern with the grid of narrow streets to the west of Broadway reflects the early period of residential subdivision, from around the 1860s.

##### *Streetscape*

The form of commercial development within the overlay area along Broadway is that of a traditional suburban retail strip located on a regional arterial route. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath. The one and two-storey scale of character buildings establishes an appealing scale at the street edge, although those on the east side are viewed in context of much larger scaled development to the rear as well as interspersed in parts.

The areas around the periphery of Broadway generally follow a rectilinear pattern of development following the original street grids, with the buildings located close to the street edge with narrow footpaths and generally no verandahs. While the previous use for light industry and manufacturing remains evident, there has been a shift to retail and entertainment use in these areas. The streetscape character contrasts with the retail character evident on Broadway.

##### *Vegetation and landscape characteristics*

There is very little vegetation in the core of the business area, but some of the residential properties at the periphery include gardens and plantings.

**15.1.6.12. Special Character Areas Overlay – Business: Parnell**

**15.1.6.12.1. Extent of area**

***Special Character Areas Map:***





**Description:**

The overlay area is located on Parnell Road and extends from approximately its intersection with Parnell Rise at the northern end to the intersection with St Stephen's Avenue. The extent is shown on the special character area map above. The extent of the area reflects the late 19<sup>th</sup> and early 20<sup>th</sup> century development along Parnell Road which included commercial, residential, civic, and community buildings.

Parnell Road has a linear urban structure, rising along a ridgeline that extends from the low lying area to the north that was formerly Mechanics Bay to the high point at the intersection with St Stephens Ave. The railway line is located in the gully to the west between Parnell Road and the Auckland Domain. Surrounding residential and commercial areas to the north-eastern side are located on a series of ridges and steep sided gullies. Views from Parnell Road include those towards the Auckland War Memorial Museum and Auckland Domain, north and east towards the Waitematā Harbour and to residential areas either side of Parnell Road viewed down side streets.

**15.1.6.12.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance as one of the earliest established suburban commercial main streets within the Auckland region. It was the first suburb outside the central city, established in the 1840s. The progressive pattern of development throughout the 19<sup>th</sup> and early 20<sup>th</sup> centuries is demonstrated in the significant collection of buildings that date from its initial settlement and subsequent development. This includes a concentration of commercial buildings from the 1880s to 1920s, as well as early residences, hotels, and public buildings. The commercial area along Parnell Road developed to serve the surrounding residential neighbourhood, and there remains a significant relationship with the surrounding residential area.

Parnell Road was important for its strategic location on the main route from Auckland City to the eastern suburbs and southern provinces. Its pleasant aspect and views of the harbour, coupled with good road access to the city made it a desirable locale. The overlay area retains evidence of continuous development from the 1840s onwards, including some of Auckland's early residences.

The Parnell area developed rapidly through the 1850s and 1860s with several churches and schools being established, while new houses and shops were built in and around Parnell Road. By the late 19<sup>th</sup> century Parnell Road was dominated by retail and other small businesses north of Gibraltar Crescent, with residential development predominating near the top of the hill.

In 1902 horse drawn buses to Parnell from the city were replaced with a new electric tram service. Consolidation of the commercial area is evident in numbers of retail and commercial buildings from the early 1900s to the 1940s during which time Parnell was Auckland's largest inner-city suburb.

***Physical and visual qualities:***

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

The overlay area is of significance for its physical and visual qualities as it contains a significant grouping of 19<sup>th</sup> and early 20<sup>th</sup> century buildings, demonstrating a progressive and ongoing development from initial establishment in the 1840s.

The area retains Auckland's earliest residence, Hulme Court built in 1843, Windsor Castle Hotel built in the 1850s and remodelled in the 1880s, St John the Baptist church, opened in 1861 and enlarged in 1898, the adjacent convent built in 1903, the basalt Whitby Lodge built by the early 1870s as well as commercial buildings and public buildings such as the 1923 Parnell Library and Hall.

**15.1.6.12.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area is significant for its physical and visual qualities as it demonstrates, in its built fabric, an early period of development within the Auckland region together with development over time, from the 1840s to 1940s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to parts of the Special Character Areas Overlay – Residential: Isthmus A in Parnell.

*Scale of development*

The special character buildings in the overlay area are typically one and two-storeyed, with some larger buildings such as the four-storey Heard's Building on the north corner of Ruskin Street. Examples of 19<sup>th</sup> and early 20<sup>th</sup> century commercial buildings generally have parapet walls facing the street increasing their apparent scale. There is a predominance of two-storeyed commercial buildings from this period along the south-west side of the street and particularly on corner sites. Residential buildings also include one and two-storeyed examples. Buildings reflect the narrow lot widths that occurred as part of an early period of subdivision. Just to the north of the special character area, the five storey Mayfair Apartments, were built in 1928, near the corner of Heather Street. More recent office and apartment buildings are generally between two and six-storeys.

*Form and relationship to the street*

There is diversity in building forms and the relationship of buildings to the street in the overlay area due to the variety of building types, as well as the long period over which development has occurred. Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Groups of commercial buildings create a continuous and fine-grained building line facing the footpath, and reflect the early subdivision pattern and narrow lots. The division of buildings into structural bays of around six to eight metres further reinforces the fine grained rhythm of commercial building frontages. Verandahs are typically suspended, with some examples that have post supports at the corner of the south end of Birdwood Crescent. Verandahs have generally been modified to enable road widening at some stage.

The gabled and hipped roof forms of residential buildings and St John the Baptist Church and convent contribute to the diversity of forms evident and the varied but harmonious silhouette of pediments, parapets and sloping roofs. Residential buildings are set back from the road boundary, with variety in the depth of setbacks evident. Early residences on the north-east side of Parnell Road such as Hulme Court and Whitby Lodge have generous setbacks of approximately 10 to 20 metres. Houses on the south-west side, for example those forming part of Parnell Village, are closer to the road boundary with setbacks of around three to six metres. St John the Baptist Church and the adjacent former convent are also set back from the road boundary. Some buildings reflect early lot boundaries, set at an oblique angle to the road. Buildings including houses and the Parnell Library and Hall are generally built at an angle to the street. The church, library and early residential buildings are free-standing structures seen in the round with roof forms visible from the street.

Post-World War II commercial and apartment buildings have also been set back from the original road boundary in parts of Parnell Road, presumably allowing for road widening requirements that may have applied or in response to specific zone provisions of their era. This is particularly evident on the north-eastern side of Parnell Road south of Ruskin Street, where a number of office and apartment buildings are evident.

Previous district plan zoning included a predominantly business zone on Parnell Road with a high intensity residential zone on the north-east side of Parnell Road, south of Ruskin Street, influencing the building form of more recent development. Areas between these buildings and the street contain a mix of built and natural landscaping, as well as car parking in some places. These buildings are also typically set back from side boundaries, with small side yards or driveways to access car parking areas. While differing from the pattern of commercial development, the spaces between these buildings allow for sunlight and views. Recent development in the lower part of Parnell Road, including the Geyser Building at the corner of Garfield Street, is built up to the Parnell Road boundary.

### *Major features and buildings*

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

Some of these include;

- Commercial buildings located at corners of the road intersections and in continuous groups;
- 212 Parnell Road – St John the Baptist Church and former Convent (a category A historic heritage place);
- Early hotel buildings;
- 390 and 394 Parnell Road – Parnell Library and Hall (a category B historic heritage place);
- 350 Parnell Road – Hulme Court (a category A historic heritage place);  
and
- 330 Parnell Road – Whitby Lodge (a category B historic heritage place).

### *Density/Pattern of development*

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a high density and pattern of development, particularly on the south-west side of Parnell Road and on both sides north of Ruskin Street. The narrow width of a number of the early side streets and lanes enhances the density, with little distance between corner buildings. The density dissipates on the north-east side south of Ruskin Street, where buildings, including post-World War II offices and apartments, are generally set within larger sites.

### *Types*

The overlay area incorporates a variety of building types that reflect its development over a long period. These include commercial buildings from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, houses from as early as the 1840s as well as late 19<sup>th</sup> and early 20<sup>th</sup> century houses and apartments, the church and convent, hotels, and the former Parnell Library and Hall. The varied range of building types contributes to the diversity of the streetscape. A number of houses have been adapted for commercial and retail use while maintaining their residential form.

### *Visual coherence*

The main commercial area at the northern part of the overlay area has a strong visual coherence due to the similar age, scale, and design qualities of the buildings where these are constructed close to the street edge and occupy the full width of the site. Towards the south a more varied pattern of development exists. This variance is part of its development pattern and contributes to an understanding of the area's development.

#### **15.1.6.12.4. Architectural values**

##### *Styles*

Buildings in the overlay area demonstrate a range of Victorian, Edwardian, and early 20<sup>th</sup> century architectural styles typically found in traditional commercial and residential areas. This includes examples designed in Victorian and Edwardian Italianate styles, as well as inter-war Classical and Stripped Classical styles. St John the Baptist Church is designed in a simple Gothic Revival style.

Residential architectural styles include the late Georgian Regency influenced style of Hulme Court and Whitby Lodge as well as Victorian and Edwardian villas reflecting a classical influence in their decorative detail. Modern architecture has supported the context of the special character area, including the award-winning Geyser Building, built in 2012, located at the north corner of Garfield Street.

##### *Materials and construction – built fabric*

The existing early commercial buildings include examples constructed of timber, brick or plastered brick construction. Some retain early shop fronts with timber joinery and doors, recessed entries and stall boards. The façades of early commercial buildings are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. This modulation is a significant aspect lending a vertical proportion to two-storied buildings. Plaster decoration and detailing is evident on the more substantial buildings. Window joinery is typically timber-framed and windows are generally set within a solid façade. On less ornate buildings, the architectural detailing is plainer, in either rendered brick or timber.

Houses within the overlay area include plastered masonry, stone as well as timber-framed and clad examples. Gabled or hipped roofs are clad in corrugated iron or slate and door and window joinery is in timber. Brick or plastered brick chimneys and verandahs are a prominent feature of many of these houses.

#### **15.1.6.12.5. Urban structure**

##### *Subdivision*

Subdivision and sale of land in Parnell occurred early and the area quickly began to develop into Auckland's first suburb. In September 1841 three to five acre sections were offered for sale in Parnell, just a few months after the first government land sale at Auckland. The finer-grained subdivision for residential and commercial lots generally occurred from the 1840s onwards, forming the roads to either side of Parnell Road. Lots along Parnell Road were formed as part of the series of subdivisions that occurred from this time and varied in size. The narrow width (some less than 10 metres) of some lots along Parnell Road indicates the early period of subdivision.

##### *Road pattern*

The earliest roads to be established in the Parnell area included Parnell Road, St Georges Bay Road and St Stephen's Road which all ran along ridges. Secondary roads and lanes are perpendicular to Parnell Road at variable spacing. They

were formed as part of early subdivisions, with crescents and terraces located parallel to either side of the main road, taking the sloping topography into account. Parnell Road is 20 metres wide. The narrow width of roads and lanes to either side of Parnell Road demonstrates its early period of subdivision. A number of side streets are 10 metres wide, with some lanes of around seven metres wide.

### *Streetscape*

The form of commercial development within the overlay area is generally that of a traditional suburban commercial main street located on a regional arterial route, between surrounding residential and commercial areas. There is a vibrant mix of retail, dining, office, service and residential uses focused on Parnell Road. There is a positive relationship between the public and private realm, achieved by the interrelationship between the scale of the buildings in relation to the width of the street, active street frontages, and a mix of uses that encourages interaction with the street, provision of verandahs and on street parking. There are generally continuous shop-fronts, particularly on the south-west side of Parnell Road as well as the lower north-east side. There is a generally consistent streetscape rhythm on the south-west side and northern part of the north-east side, marked by individual developments and repetitive shopfronts on sections of around 10 to 20 metres wide.

There is some variation of streetscape character through the area. On the north-eastern side of Parnell Road the character is more varied where recent office and apartment buildings are located or car parking and landscaped areas have been formed between the buildings.

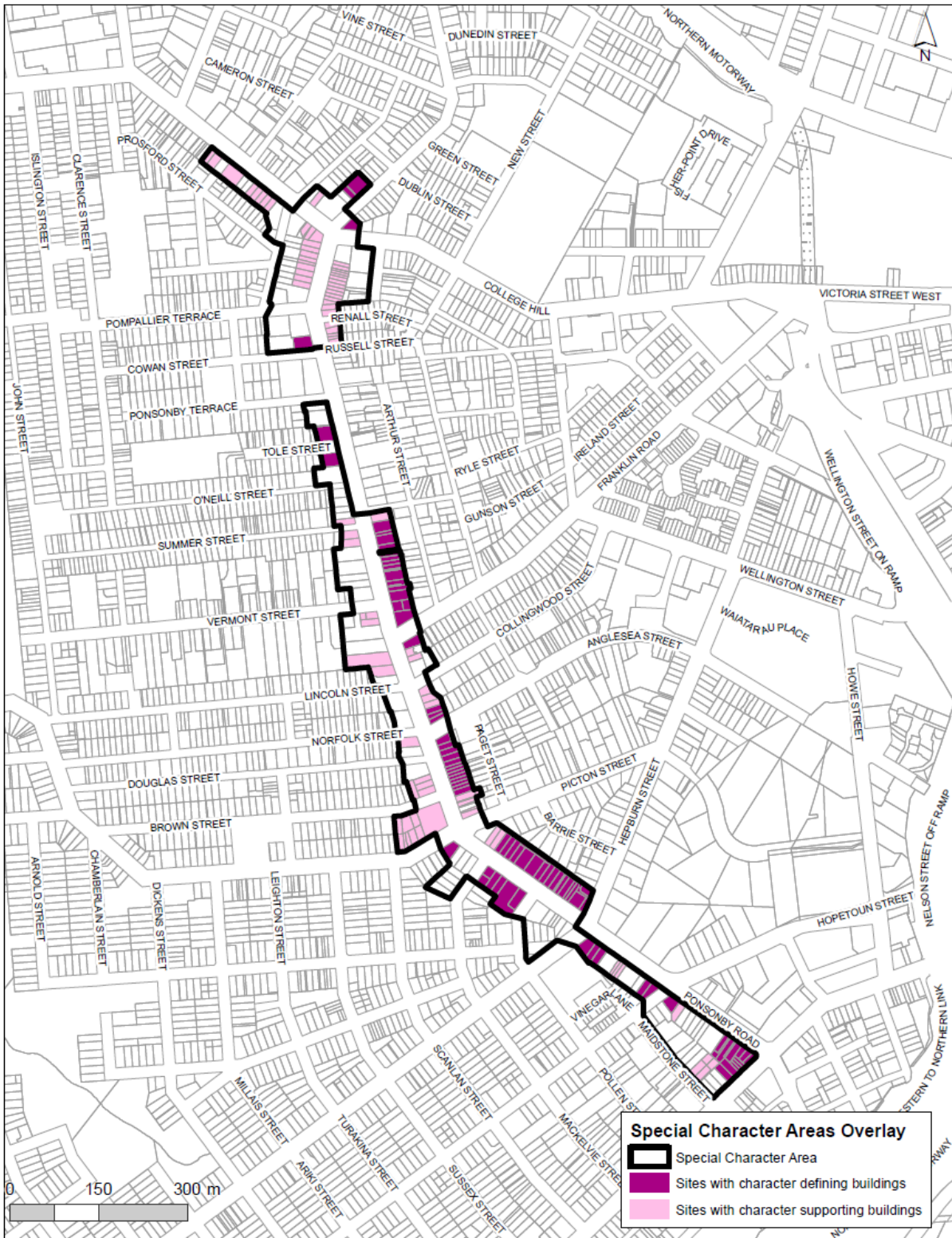
### *Vegetation and landscape characteristics*

A presence of small reserves, street trees, as well as planting and mature trees, typically associated with surviving early dwellings along Parnell Road contribute to the distinctive character of the area. Notable trees include a mature Norfolk pine at 320 Parnell Road and an English oak in Gibraltar Crescent, visible from Parnell Road. There are westerly views down a number of side streets to the tree-covered slopes of the Auckland Domain. There is a protected viewshaft to the Auckland War Memorial Museum over much of Parnell Road.

**15.1.6.13. Special Character Areas Overlay – Business: Ponsonby Road**

**15.1.6.13.1. Extent of area**

**Special Character Area Map:**



**Description:**

The overlay area is located along Ponsonby Road and is shown on the special character area map above. The extent includes the Three Lamps area around the intersection of Ponsonby Road with Jervois Road, St Mary's Road and College Hill and extends southwards along Ponsonby Road to the intersection with Great North Road. It includes properties to either side of Ponsonby Road and extends down some of the intersecting side streets. The Special Character Areas Overlay – Residential: Isthmus A also applies to a section on the east side of Ponsonby Road, between Franklin Road and Pember Reeves Street.

Ponsonby Road is located on a ridge, which has influenced the linear urban structure and provides elevated views of the city, harbour and Waitakere Ranges. The overlay area incorporates significant groups of commercial, community and residential buildings from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

**15.1.6.13.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance because it is one of the earliest established suburban commercial main streets within the Auckland region. Ponsonby Road developed as a main transport route located to the west of Auckland City and served the residential suburbs of Ponsonby and Freemans Bay. A significant period of built development occurred along Ponsonby Road during the late 19<sup>th</sup> century and early 20<sup>th</sup> centuries including shops, churches, civic and community buildings as well as houses. The commercial area along Ponsonby Road developed in conjunction with the residential neighbourhoods, with which there remains a significant connection.

Residential subdivision of land either side of Ponsonby Road started in the 1860s and the small allotment sizes in the area reflects its early period of development. The Ponsonby area is an early and important representative example of a Victorian walking suburb, located close enough to the city for workers to walk to their places of employment.

Public transport was established along Ponsonby Road with horse-drawn trams in the 1880s. Because College Hill was too steep for these trams, all traffic from Auckland City came along Karangahape and Ponsonby Roads.

The electric tram service on College Hill and Ponsonby Road opened in 1902 and brought more working people to Ponsonby, and the increased suburban development that occurred was a catalyst for further commercial development along Ponsonby Road.

The Ponsonby Road ridge was the main commercial strip, with clusters of buildings for retail and services located along its length, particularly concentrated



at the Three Lamps area at the northern end, which was an important public transport terminal.

Ponsonby Road was supplied with gas for street lighting in 1889, including the well-known three gas lamps at the intersection of Ponsonby Road, Jervois Road and College Hill, for which this area became known. The Three Lamps area was the commercial and cultural focus for the Ponsonby area as well as serving nearby St Mary's Bay, Herne Bay and Freeman's Bay.

The Leys Institute Gymnasium and Public Library in St Mary's Road opened in 1905 and the former Ponsonby Post Office opened in 1912. Other substantial blocks of shops were built on many of the corner sites along Ponsonby Road. St John's Church opened in the 1880s, its spire clearly visible on the ridgeline.

Houses, including some substantial homes such as Allendale/Edward Allen's House built in the 1890s, were constructed along the Ponsonby Road ridge, taking advantage of harbour views. In addition to shops and houses, many early public and administrative buildings were located in the southern part of Ponsonby Road, including the former Newton Borough Council Offices, opened in 1889 at the intersection with Williamson Avenue, and the former Newton Police Station, opened in 1905 between Hopetoun Street and Karangahape Road. The Unitarian Church was opened in 1901. Western Park was formed in the 1870s and was the first public park on the western side of the city.

***Physical and visual qualities:***

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

The overlay area is of significance for its physical and visual qualities as it contains an especially large grouping of Victorian and Edwardian buildings as well as those built in the 1920s and 1930s and onwards. The area is strongly defined by the survival of a variety of building types including commercial and civic buildings, shops, houses and churches along and close to the main street that collectively reflect the area's earliest settlement and subsequent development.

The area contains a number of key landmark buildings from the Victorian and Edwardian eras, such as the former Ponsonby Post Office, Leys Institute Gymnasium and Public Library, Allendale House/Edward Allen's House, the former Newton Police Station and St Johns Church. Victorian and Edwardian commercial and residential buildings are often grouped in rows or located around intersections. These early buildings are cohesive in terms of their massing and scale; they are typically one and two-storeys, include examples of timber and masonry construction and reflect a mix of Victorian, Edwardian and early 20<sup>th</sup> century architectural styles. The Ponsonby Post Office clock tower and the spire of St John's Church are significant landmarks.

### **15.1.6.13.3. Description of physical and visual qualities**

#### ***Built form***

##### *Period of development*

Ponsonby Road demonstrates in its built fabric a significant period of development that occurred in the area between the 1880s and 1930s. The built fabric includes the buildings, street layouts and urban form. The business area on Ponsonby Road is adjacent to parts of the Special Character Areas Overlay – Residential: Isthmus A, which developed during the same period.

##### *Scale of development*

The buildings in the area are predominantly one and two- storeyed. Examples of 19<sup>th</sup> and early 20<sup>th</sup> century commercial buildings generally have parapet walls facing the street increasing their apparent scale. Residential buildings are one and two-storeyed. Buildings reflect the narrow lot widths that occurred as part of Victorian era subdivision. More recent infill construction has occurred on Ponsonby Road, with mixed-use buildings up to four stories tall; while this represents an increase in scale, most of these buildings have been designed in a manner that reinforces the scale of the area.

##### *Form and relationship to the street*

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Many late 19<sup>th</sup> and early 20<sup>th</sup> century commercial buildings are constructed with parapet walls facing the road, concealing roof forms. Corner sites are often defined by two storey commercial buildings, many of which were designed to address the corner.

Most commercial buildings have suspended verandahs, although there are some examples remaining of verandahs supported on posts. There is variation along Ponsonby Road where commercial buildings are interspersed with houses and churches, which are set back from the road boundary, and often with fenced and landscaped front yards. The remaining residential buildings, churches, and the former Newton Borough Council Chambers and Fire Station, and Newton Police Station are all freestanding structures, seen in the round with hipped or gabled roof forms visible from the street, contributing to the diversity in the established character of the area.

##### *Major features and buildings*

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

- Commercial buildings grouped in rows and located at corners of a number of the road intersections;
- 20 St Mary's Road – Leys Institute Gymnasium and Public Library (a category A historic heritage place);

- 1-3 St Mary's Road – Ponsonby Post Office; and
- 50-52 Ponsonby Road – Allendale (a category B historic heritage place).

A number of other significant heritage places along Ponsonby Road are located outside the extent of the special character area, or within the Special Character Areas Overlay – Residential: Isthmus A area.

#### *Density/Pattern of development*

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern in Ponsonby. Buildings built up to the street edge create a high density and pattern of development, particularly at Three Lamps and where commercial buildings are grouped in rows or define corner sites. Residential and church buildings create variety in the density and pattern of development, as they are typically set back from the road boundary and viewed as three dimensional forms.

#### *Types*

The overlay area is strongly defined by the survival of a diversity of building types including shops with dwelling above, commercial buildings, churches, houses, as well as civic administration and community buildings

#### *Visual coherence*

The overlay area retains a range of building types, scales and styles, constructed between the late 19<sup>th</sup> century and 1930s. The combination of these attributes contributes to the visual coherence of special character. Ongoing development has occurred along parts of Ponsonby Road, but the large groupings of buildings from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries are what define the distinctive character of Ponsonby.

### **15.1.6.13.4. Architectural values**

#### *Styles*

Buildings in the area demonstrate a range of Victorian, Edwardian and early 20<sup>th</sup> century architectural styles typically found in traditional commercial and residential areas. As one of the earliest established suburban commercial main streets within the Auckland region, Ponsonby features a particularly large concentration of buildings from the Victorian and Edwardian eras.

Commercial buildings include examples designed in Victorian and Edwardian Italianate styles, Edwardian Baroque as well as Stripped Classical and Moderne styles that became popular in the inter-war period.

Churches on Ponsonby Road include St John's Church designed in Gothic Revival style, the Unitarian Church in an Arts and Crafts-derived style and the mid-20<sup>th</sup> century modern All Saints Church.

Residential buildings also demonstrate a range of Victorian and Edwardian architectural styles, but are generally substantial examples.

*Materials and construction – built fabric*

The existing early commercial buildings generally feature brick or plastered brick construction, as well as some constructed using timber. Some retain original glazed shop fronts with timber joinery and doors and tiled stall boards, which strongly enhances the special character of the area. Early or original interior detail is evident in a number of buildings, visible through glazed shop fronts from the footpath.

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

Houses within the overlay area include those constructed in plastered masonry as well as examples built in timber. Gabled or hipped roofs are clad in corrugated iron or slate and door and window joinery is in timber. Brick or plastered brick chimneys and verandahs are a feature of some of these houses.

**15.1.6.13.5. Urban structure**

*Subdivision*

Crown subdivision of the Ponsonby area into large allotments occurred in 1845, and Ponsonby has some of the earliest residential subdivisions in Auckland. The finer-grained subdivision for residential and commercial lots generally occurred from the 1860s onwards, forming the roads to either side of Ponsonby Road. Lots along Ponsonby Road were formed as part of the series of subdivisions that occurred from this time and varied in size. Some were the same size as the small residential lots within the subdivision; others included larger sites along the main road designed to accommodate commercial uses. The narrow width (around 10 metres) of some lots along Ponsonby Road indicates the early (1860s) period of subdivision.

*Road pattern*

Ponsonby Road, College Hill, Jervois Road, St Mary's Road, Franklin Road, Richmond Road, and Great North Road are the earliest roads in the area. Secondary streets were formed running perpendicular to the main road, through a series of residential subdivisions on either side of Ponsonby Road. The different periods of subdivision and lot sizes within these is reflected in the variable spacing of streets intersecting with Ponsonby Road.

The earliest roads are the narrowest, around 10 metres, compared to the 20 metres width typically evident from the 1880s onwards. As the main street Ponsonby Road was wider at around 28 metres, as were Jervois Road, College Hill, Franklin Road, Richmond Road, Williamson Avenue, Anglesea Street, Picton

Street, Hepburn Street, and Great North Road. The corners were prime sites and are where many of the prominent two storey late 19<sup>th</sup> and early 20<sup>th</sup> century commercial buildings were built. Following the ridgeline in a generally north-south direction, there are changes in the alignment of Ponsonby Road at the Richmond Road intersection and at the intersection of Pompallier Terrace at the northern end near Three Lamps.

### *Streetscape*

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

There is some variation of streetscape character through the area, with a mix of one to four storey buildings. Commercial buildings are typically built up to the street edge and continuous building frontages contribute to the sense of enclosure of the street. Generally this is reinforced with continuous verandahs over the footpath. However, on the western side, north of Vermont Street, some post-World War II buildings are set back from the road boundary with car parking at the front, with less definition to the street edge. On parts of Ponsonby Road where there is more variety in building types, the street edge is less defined but the elements of the streetscape still combine to create a strong character. At the southern end of Ponsonby Road, Western Park contributes to a well vegetated quality to this part of Ponsonby Road.

### *Vegetation and landscape characteristics*

Mature trees in Western Park, at the top of Picton Road, Franklin Road and other side roads, as well as street trees and plantings in residential gardens that remain along Ponsonby Road contribute to the established character.

**15.1.6.14. Special Character Areas Overlay – Business: Sandringham**

**15.1.6.14.1. Extent of area**

***Special Character Area Map:***



**Description:**

The overlay area is located on Sandringham Road, extending north and south from the main intersection with Kitchener Road and Calgary Street, as shown on the special character area map above. The extent includes the earliest blocks of the business area and incorporates a largely continuous and intact group of commercial buildings representing the centre's major period of development from the 1920s to the 1940s. It also includes the Sandringham Reserve, a public open space on the corner of Sandringham and Lambeth Roads at the south-east of the centre.

The land is relatively low-lying and flat, and was once swampland (known as Cabbage Tree Swamp). The special character area is surrounded by traditional residential suburban areas, typified by modest standalone dwellings.

**15.1.6.14.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance as an example of a traditional commercial area formed as the town centre of an early 20<sup>th</sup> century residential tram suburb. The area was established as the result of significant drainage infrastructure works being undertaken that enabled construction of the tram line along Sandringham Road and subsequent residential subdivision of the surrounding land.

The area was once part of several farms that straddled the boundary between the Titirangi and Waitematā parishes. In 1866 the land, known as Cabbage Tree Swamp, was recorded as being boulder-strewn and prone to flooding, but at the turn of the century this changed with the first residential subdivisions and site settlement. More rapid and widespread subdivision of the area including the formation of side streets off Sandringham Road (then Kingsland Road) occurred between 1908 and 1910.

The development of the town centre itself followed this residential development, with the earliest shops opening in 1911-12, slightly to the north of the special character area boundary. These included a small confectioners and an Edendale Telephone Bureau. The first building was built around 1915 at Warings Corner (2-6 Kitchener Road) and around the time of World War I, new shops began to be built on the western side of Sandringham Road around the Kitchener Road intersection.

While motor buses began serving the Sandringham area from circa 1914, an electric tram service to the Sandringham centre arrived later than other suburban centres due to the need for a rail overbridge near Sandringham Road's junction with New North Road. The bridge construction and associated realignment of Sandringham Road occurred around 1924 and the tramline extension to the

Sandringham town centre was completed by March 1925, concurrent with bitumen-sealing Sandringham Road for the first time.

The mid-1920s provision of tram services, together with improved municipal drainage, was a critical catalyst for further development in the area. The growth of residential development was accompanied by progressive establishment of schools, churches, shops, and industry, and the Sandringham town centre itself was substantially built at this time, clustered around the intersection of Sandringham Road with Kitchener Road and Calgary Street. Most of the area's one and two-storeyed retail buildings with residential accommodation above were constructed in the 1920s and 1940s, and the Sandringham Reserve and public toilets were established in 1925 and 1930 respectively. From the 1920s to the 1950s the shops catered for most of the everyday needs of surrounding residents including dairies, butchers, bakeries, fishmongers, fruiterers, drapers, bootmakers, petrol station, stationers, as well as the Mayfair Picture Theatre built in 1929.

***Physical and visual qualities:***

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

The overlay area is of significance for its physical and visual qualities as it demonstrates in its built fabric and urban form an example of a suburban tram-related commercial centre from the early 20<sup>th</sup> century period.

**15.1.6.14.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The oldest building in the overlay area dates from 1915, but the majority of its early commercial buildings are from the 1920s, with a smaller number constructed in the 1930s and 1940s. This coincides with the arrival of the tram in Sandringham in 1925. These all contribute to a unified built character. Significant fabric includes buildings, street layouts, and urban form including trees and soft landscaping.

The area is adjacent to the western edge of the Special Character Areas Overlay – Residential: Balmoral Tram Suburb. State housing from the 1930s and 1940s was also developed around the Sandringham town centre.

*Scale of development*

The centre's built form runs along both sides of Sandringham Road to form continuous retail strips intersected by Kitchener Road and Calgary Street. Special character buildings are mostly two-storeyed, with some single storey buildings such as Carries' Buildings at 533-541 Sandringham Road. Buildings generally have parapet walls facing the street which increase their apparent scale. More recent infill shops, towards the north and south ends of the Special Character



Areas Overlay – Residential: Balmoral Tram Suburb, are predominantly single-storeyed and are less prominent physically and stylistically.

*Form and relationship to the street*

The town centre is characterised by most of its buildings being constructed to the front boundary line and occupying the full width of the site facing the street. There are exceptions, with some buildings constructed after the special character period of development being set back from the street boundary. The generally continuous line of façades on each side of the road within the special character area establishes a strongly unified street presentation and visual character. The built form creates a strong enclosure to the street through the use of roof-concealing parapet walls to street edges and verandahs overhanging the footpath.

*Major features and buildings*

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

- 575-579 Sandringham Road;
- 2-6 Kitchener Road – Warings Corner;
- 533-541 Sandringham Road – Carries' Buildings;
- 531 Sandringham Road – Empire Buildings;
- 519 Sandringham Road – Gordon Buildings;
- 513 Sandringham Road – unnamed building which marks the northern end of the centre;
- 526 Sandringham Rd – Baillie Buildings; and
- 578-586 Sandringham Rd– Winstone Buildings.

Other features that contribute to the special character area are footpaths with bluestone kerbing, and the Sandringham Reserve, including the 1930s public toilet.

*Density/Pattern of development*

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern; while many buildings extend across several original sections, their division into structural bays and façade modulation creates a fine-grained urban pattern.

The predominance of buildings built up to the street edge creates a high density pattern of development that is maintained through the length of the special character area. The pattern terminates very clearly at the north and south ends of the area where the commercial buildings abut adjacent residential areas. There is a similar clear delineation on Kitchener Road and Calgary Street, where commercial buildings are located on corner sites. These changes in scale and type of building provide a clear indication as to the extent of the area.

### *Types*

The overlay area is strongly defined by the survival of an unusually intact and visually unified collection of early to mid-20<sup>th</sup> century retail buildings with residential accommodation provided at the upper level.

### *Visual coherence*

The overlay area retains a generally intact and consistent group of main street commercial buildings. It presents a cohesive visual character with regard to building type, scale and style, all constructed in the early to mid-20<sup>th</sup> century. This visual coherence, which physically demonstrates the centre's period of establishment, contributes to the area's special character.

### **15.1.6.14.4. Architectural values**

#### *Styles*

Buildings in the overlay area feature a range of architectural styles used in the design of main street retail and commercial buildings from the 1920s to the early 1940s. Some were designed by well-known Auckland architectural practices and collectively represent good examples of their style. The centre also includes some good examples of the shop-with-dwelling type (such as the Arcadia Building) that was built in many of Auckland's commercial centres around this time.

The town centre's architecture is characterised by the 1920s Stripped Classical style, with examples including the Warings Corner building and the Gordon Buildings. The façades of this style are generally modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and decorative parapets concealing roof forms. Some parapets feature recessed panels and corbels that further modulate the façade, and more ornate buildings have simple pediments that highlight the building's centre and symmetry. Some upper storey windows are highlighted by plaster-moulded architraves. Buildings typically have verandahs suspended from façades, and many have the building name or construction date inscribed on the parapet.

The Empire Buildings are a Spanish Mission styled building incorporating terracotta tiled roofs above recessed balconies to the bays at each end. There are also buildings designed in the Moderne style dating from the 1940s, such as 513 Sandringham Road. Stylistic features include horizontal recessed banding at upper windows and parapet, steel-framed windows, and stylised central moulding and geometric line work capping the parapet.

A few buildings retain early or original shop front detailing, including recessed entries, timber shop front joinery and leaded top lights which greatly enrich the pedestrian environment and provide important evidence of retail design of the period. Early or original interior detail also remains, which are apparent from the footpath due to the highly glazed shop fronts.

*Materials and construction – built fabric*

Construction is generally in plastered brick paint finished. Plasterwork is largely painted over, although there are some remnants of unpainted plaster and exposed brick on side elevations. Upper storey windows were originally timber-framed sashes and casements, and many of these remain.

Verandahs, which are supported on steel ties to the façade structure, have been variously modified including new soffit linings and signage.

**15.1.6.14.5. Urban structure**

*Subdivision*

Subdivision of the land within the overlay area occurred as part of the broader residential development in Sandringham. Consequently lots are generally similar to the surrounding residential lots. Further subsequent subdivision of these lots has occurred. The relatively narrow lot widths create a fine-grained urban character, which is contained and well defined within the broader residential area. Modulation of the built form reflects the relatively narrow lot widths of these early subdivisions.

*Road pattern*

There is a distinctive road alignment within the overlay area with the off-set alignment of Sandringham Road. This was a result of land ownership of the larger farm allotments and subdivision in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The street alignment, together with intersecting side streets and the buildings that define corners, creates a distinctive focus to the centre. There are no four-way intersections. The road width is 20 metres with dual carriageway and car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

*Streetscape*

The character of the centre has evolved in a traditional strip retail configuration, with generally two storey commercial premises creating a continuous street edge and a strong street enclosure enhanced by continuous verandahs. As noted above, the unusual alignment of Sandringham Road and the offset configuration of the town centre's main intersection are distinctive. The mix of commercial activities maintains a positive relationship with the street environment.

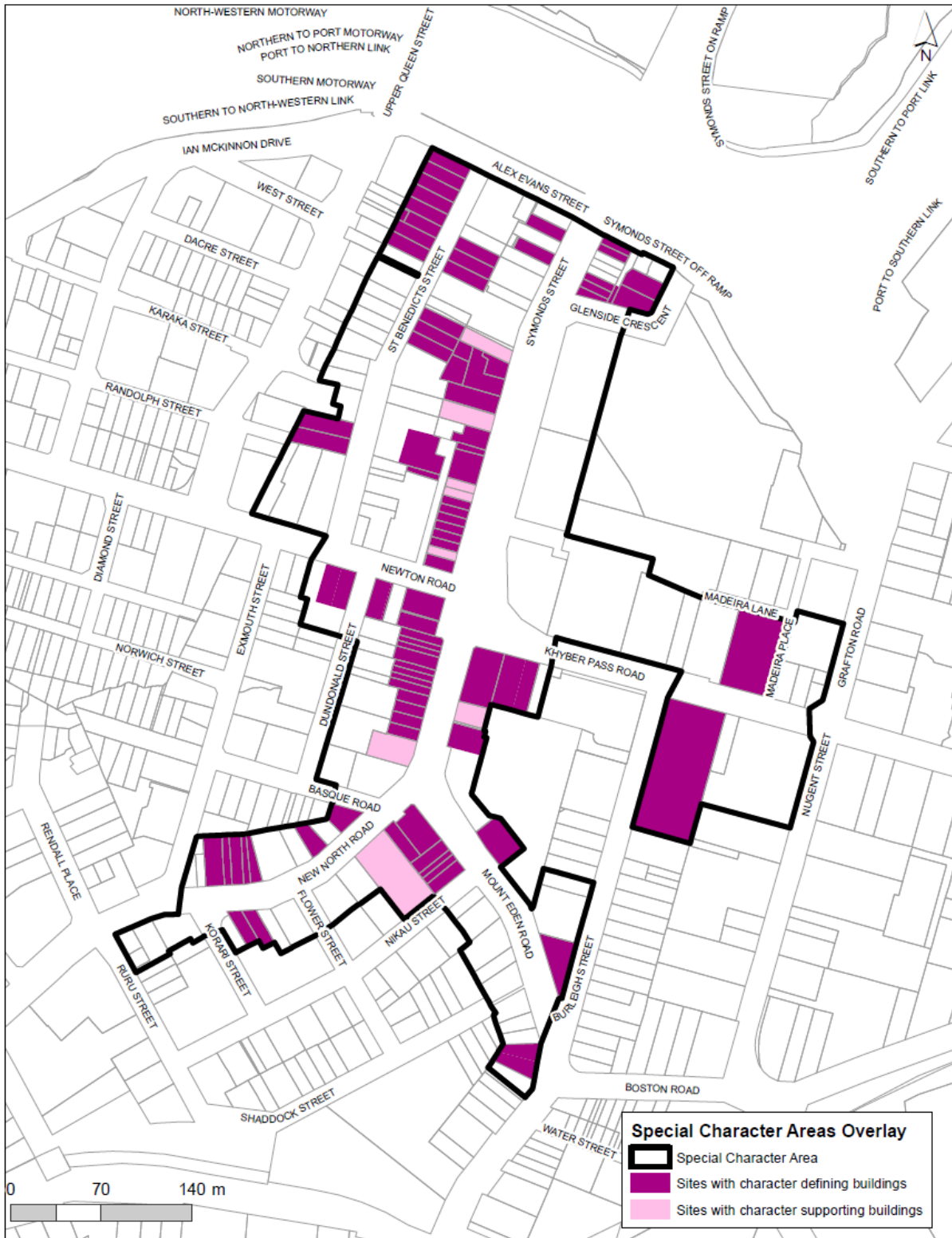
*Vegetation and landscape characteristics*

The overlay area has a strongly built character with little vegetation within the town centre. Ornamental trees and small-scale street trees characterise the immediately surrounding residential environment outside the special character area, providing a contrast to its predominantly built streetscape. Sandringham Reserve on the corner of Lambeth Road defines the southern end of the special character area. In 1930 the public toilets were built in this reserve.

**15.1.6.15. Special Character Areas Overlay – Business: Upper Symonds Street**

**15.1.6.15.1. Extent of area**

**Special Character Area Map:**



**Description:**

The overlay area is located on the southern fringe of Auckland's CBD, physically separated from the city centre by the southern motorway. The special character area is centred on Upper Symonds Street, extending from the Southern Motorway in the north to the top sections of New North Road and Mount Eden Road in the south. To the west, it encompasses St Benedicts Street and the upper part of Newton Road, and to the east, Khyber Pass Road to Madeira Place. The extent is shown on the special character areas map above.

The area generally comprises the built form of a traditional shopping strip on the west side of upper Symonds Street, partially extending down New North, Mount Eden, and Khyber Pass Roads. It incorporates a significant remnant group of commercial buildings representing the area's first period of development into the turn of the 20<sup>th</sup> century.

An important aspect of the overlay is the underlying topography. Symonds Street runs to a high point at the intersection with Khyber Pass Road, with land falling to either side. This has resulted in a linear urban structure with elevated views. Upper Symonds Street follows the ridgeline, which is the highest point of land in the isthmus not identified as a volcanic cone. Views are afforded from parts of the area to the Manukau Heads, Waitākere Ranges, Maungawhau, Rangitoto, Auckland CBD, and the Hauraki Gulf.

**15.1.6.15.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance as an example of the city's earliest phase of European settlement in the Auckland region, and subsequent consolidation and expansion from the mid-19<sup>th</sup> century. The commercial and business area is concentrated in and around main arterial routes leading to and from the city established in the 1840s. The progressive pattern of development throughout the 19<sup>th</sup> and early 20<sup>th</sup> centuries is demonstrated in the significant collection of buildings that date from this period, when it was a vibrant commercial and community centre, serving both local residential areas and commuters passing to and from the city. This includes a concentration of commercial buildings from the 1880s to 1920s, as well as churches, hotels, and public buildings.

Establishment of the principal roads in Auckland was undertaken in the 1840s and the alignment of Symonds Street, along the ridge adjacent to Grafton Gully, and its connection to Khyber Pass Road were established at this early stage. This was one of the principle routes from the Queen Street valley, which lead along the Symonds Street ridge and down Khyber Pass Road. The 1840s saw the first purchases in the Upper Symonds Street area under Crown Grant; several large blocks were divided into individual allotments and subsequently sold for the most part by 1848. The area was initially a residential suburb, popular because of its

proximity to central Auckland and its elevated situation. Wealthy residences dominated the ridge crests and worker residences clustered in the gullies.

Its geographic location soon made Symonds Street a major arterial between the Auckland township and outlying areas. Because of its strategic significance, the intersection of Symonds Street with Khyber Pass Road was given priority for development, and both roads were surfaced and designated as primary thoroughfares. Commercial activities began to flourish around Symonds Street's two main intersections. These were located at Khyber Pass and Newton Roads and at Mount Eden and New North Roads. Corner hotels were established in the mid-1860s and Symonds Street itself developed as a main street shopping strip. Its growth correlated with a rapidly increasing population and improvements in public transport; bus-tram services were extended to Newmarket, Epsom, and Onehunga via Symonds Street and Khyber Pass Road in the 1880s, further cementing this intersection as a key gateway to the city. Electric trams were established in the area by 1902.

Initially, residences and early commercial buildings had been constructed in timber, but as the area prospered more substantial masonry buildings were built from the early 1880s. Between 1880 and 1915 upper Symonds Street became firmly established as a primary city-edge commercial centre, with notable Auckland businesses locating to the area and earlier residences being replaced by commercial buildings. The area's consolidation was evidenced by the appearance of churches, hotels, schools, banks, a post office, a fire station, libraries, halls and other public buildings. Industrial premises were also present, including The Stables in St Benedicts Street, a meat processing plant, several furniture factories and the Auckland City Dye Works. In Madeira Place there was a concrete factory and a terrazzo manufacturer. By the 1920s the area was well known for its entertainment, with theatres and halls such as the Lyric Theatre (later the Oriental Ballroom), Scots Hall and the Orange Ballroom being very popular venues for various forms of social and leisure activities.

The area did not undergo any radical modifications in layout or function between 1920 and 1950. This changed dramatically with the construction of the Southern Motorway extension and associated major road works in the 1960s. Thousands of residences in Newton and Grafton Gullies were progressively demolished. A continuous strip of commercial buildings on the east side of Symonds Street between Glenside Crescent and Khyber Pass Road was demolished for road widening in the mid-1990s. Upper Symonds Street continues to be a major thoroughfare for the city.

***Physical and visual qualities:***

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

The overlay area is of significance for its physical and visual qualities as it demonstrates in its remaining built fabric one of Auckland's earliest and, for a

period, most prosperous suburban centres. It contains a significant grouping of late 19<sup>th</sup> and early 20<sup>th</sup> century buildings, which demonstrate the centre's consolidation and development from the 1880s through to the 1920s and 1930s. This includes a range of building types including shops, hotels, churches, entertainment halls, and stables, in a range of architectural styles consistent with the evolving architectural tastes during this period.

### **15.1.6.15.3. Description of physical and visual qualities**

#### *Built form*

#### *Period of development*

The buildings and streetscapes that remain extant demonstrate the area's development from the 1880s to 1930s as a primary residential and commercial centre closely connected to the Auckland CBD, while later developments illustrate the maturing of Auckland as a whole, with consequential effects on built fabric and urban form. Significant fabric includes buildings, street layouts, and urban form including soft landscaping.

#### *Scale of development*

The built form of the overlay area ranges in scale from one to four-storeyed buildings, but the predominant scale of development is two-storeys. There are some notable buildings that are three-storeys, such as the corner retail and office building at 211-213 Symonds Street, and the former post office at 224 Symonds Street. Significant parapets facing the street increase the apparent scale of the buildings. This is further enhanced in some cases, such as the Orange Ballroom at 143-149 Newton Road, by a large base with stairs to a grand entrance.

The scale, gabled forms and steeples of the area's four churches define the northern, eastern and southern edges of the special character area, including St Benedict's Catholic Church and Presbytery, St David's Presbyterian Church, Holy Sepulchre Church and Cityside Baptist Church.

#### *Form and relationship to the street*

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Variations occur at church sites, where church buildings are set back in landscaped grounds, with associated areas of car parking, and at the former Grafton Library (now Gailbraith's Alehouse, 2 Mount Eden Road) which also has a small setback to allow an entrance portico and front gardens.

Buildings constructed to the front boundary generally also have verandahs over the footpath (although some buildings were designed without verandahs such as the former Auckland Savings Bank at 29 Khyber Pass Road). The main uninterrupted line of such buildings is along the western side of Upper Symonds Street, from just north of Basque Road to just south of Glenside Crescent. This section forms a retail strip with strong footpath enclosure and an active street edge. The street relationship dissipates away from this line, as buildings become

interspersed among more modern developments that have in some instances maintained an active edge but generally have limited street engagement.

#### *Major features and buildings*

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

- 1 St Benedicts Street – St Benedict’s Catholic Church and Presbytery;
- 132 Symonds Street – commercial building;
- 30 St Benedicts Street – The Stables (a category B historic heritage place);
- 141-149 Newton Road – Orange Ballroom (a category B historic heritage place);
- 211 Symonds Street – corner retail and office building;
- 2-10 Burleigh Street – Holy Sepulchre Church and Hall (a category A historic heritage place);
- 70 Khyber Pass Road – St David’s Presbyterian Church;
- 241, 251, and 253 Symonds Street – strip retail block;
- 1-13 Mount Eden Road – strip retail block;
- 2 Mount Eden Road – Grafton Library (a category B historic heritage place);
- 8 Mount Eden Road – Cityside Baptist Church; and
- 59 New North Road – strip retail block.

Other features in the special character area include bluestone kerbing to footpaths, remnant basalt walls, and mature trees (including street trees and those on private property).

#### *Density/Pattern of development*

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge and utilising most of the site area creates a high density pattern of development throughout the special character area and particularly along Symonds Street. The density dissipates at the edges of the area, with empty lots breaking the built pattern of urban form. The northern part of the St Benedicts/Symonds Street block at the north extent is particularly open with large areas of car parking.

#### *Types*

The overlay area is strongly defined by the survival of a variety of building types including strip retail shops and other commercial premises, offices and banks,



early warehousing and store buildings, the stables, entertainment halls, and a variety of churches and housing.

The integration of these diverse building types demonstrate the progressive development of the area from its early city fringe residential beginnings to its heyday as a significant suburban town centre, and then on to the current period of renewal and adaptive reuse. These elements collectively reinforce the area's special character.

#### *Visual coherence*

The area's main retail strip along the western side of Symonds Street has a strong visual coherence due to the similar age, scale and design qualities of its largely continuous late 19<sup>th</sup> and early 20<sup>th</sup> century buildings. The legibility of this main axis is strengthened by similar built form on the southern corners of Khyber Pass Road and Mount Eden Road.

The surrounding parts of the special character area retain a range of building types, scales and styles, and special character buildings interspersed with modern developments. This variance contributes to an understanding of Upper Symonds Street's evolved context and consequently altered urban form.

#### **15.1.6.15.4. Architectural values**

##### *Styles*

The overlay area presents exemplars of Victorian, Edwardian, and early 20<sup>th</sup> century architectural styles typical of city fringe suburban centres in New Zealand. As a key gateway to the city, Upper Symonds Street was a prosperous centre and many of its buildings were designed by prominent Auckland architects, including E. Mahoney & Sons (St. Benedict's Catholic Church and Presbytery and Holy Sepulchre Church), Edward Bartley (former Grafton Library), Daniel Patterson (St David's Presbyterian Church) and A. Sinclair O'Connor (Orange Ballroom).

The Victorian/Edwardian Free Classical style is dominant in late 19<sup>th</sup>/turn of the century buildings, with some incorporating Italianate influences typical of the era. These have highly modulated and decorated façades which variously feature ashlar line work, quoins, moulded pilasters and window architraves, articulated parapets with elaborately detailed pediments and balustrading, rolled or dentiled cornices, moulded string courses and other decorative detailing such as keystones, scrollwork and corbels.

Buildings from the inter-war era are generally designed in the Stripped Classical style. These façades are typically modulated vertically and horizontally with simplified classical detailing such as pilasters, string courses, cornice lines and parapets concealing roof forms. Detailing is more restrained. In some cases earlier façades were plastered over between the wars in imitation of an Art Deco style, for example 167- 169 Symonds Street.

Most buildings on the strip retail blocks have projecting verandahs, although some, such as former banks, are specifically designed without them. Although

most shop fronts have been substantially modified, some shops still have original or early ground floor detailing such as large timber-framed display windows, panelled stall boards, leaded top lights, and recessed entrances with terrazzo tiling. Some early buildings retain original interiors or some of their interior detail, which is evident from the footpath through glazed shop fronts. The survival of shop front and interior elements contributes to the authenticity of special character buildings.

The area's churches are generally designed in the Gothic Revival style, with specific architectural influences from their various denominations. The Stables building at 30 St Benedicts Street is a well-preserved example of late 19<sup>th</sup> century industrial architecture in a Victorian Italianate style, and the Orange Ballroom provides an example of a large entertainment venue designed in the Stripped Classical style.

#### *Materials and construction – built fabric*

The special character buildings in Upper Symonds Street are typically constructed in brickwork, which is either finished in plaster or left exposed. While there are some remaining examples of unpainted plaster and exposed brick, many façades have now been painted.

Many upper storey windows in the area have retained their original or early timber-framed sashes or steel-framed casements; some have been replaced with aluminium but original openings have generally been retained such that the surrounding original masonry fabric is largely intact. There is some intact ground floor form and fabric throughout the centre as noted above, although there have been various modifications and introductions of modern materials to the shop fronts. Verandahs are supported by steel ties to the façade structure, some of which have been retrofitted to replace original cast iron posts. Signage includes some original building names and/or dates in plastered relief on parapets, modern signs on fascias, and large billboards.

The area's churches are of timber or brick construction. The Stables are particularly significant as one of Auckland's earliest known industrial buildings constructed in concrete (its upper storey is timber frame with corrugated iron cladding). Modern buildings utilise concrete and steel frame construction techniques with various claddings.

#### **15.1.6.15.5. Urban structure**

##### *Subdivision*

The overlay area is characterised by relatively small, narrow lots which reflect early subdivision patterns from the mid to late 1800s. Subdivision occurred progressively as the centre prospered, expanded and changed character from early residential use with a few servicing shops, to a major city fringe commercial centre from the 1880s into the 20<sup>th</sup> century. This is evident in the range of lot sizes and layouts exhibited through the area. The relatively narrow lot widths create a fine-grained urban character in parts of the area. Where a single building has been constructed over a number of individual adjacent sites, the original

subdivision is often apparent in the architectural design, where the building modulation and division into structural bays relates to the original lot width.

#### *Road pattern*

The earliest roads to be established included Symonds Street and Khyber Pass Road as the main route to and from the city, which meet at a right-angled intersection. Although the north-east corner has been modified through road widening the original road pattern is still evident on the western side of Symonds Street where it originally narrowed south of the Khyber Pass intersection. This is evident in the distinctive offset in building boundary line south of the intersection on the western side of Symonds Street. This is a significant feature and marks the original right angle intersection and road layout.

The road width on Symonds Street between Khyber Pass Road and Glenside Crescent has been increased to approximately 35 metres, but beyond this is as originally laid out at approximately 30 metres wide. Mount Eden, New North, and Newton Roads are all main routes of approximately 20 metre width. These remain the principal roads in the area with secondary streets running perpendicular to the main roads.

Symonds Street on the western side is a relatively long block uninterrupted with secondary streets between Alex Evans Street and Newton Road.

Symonds Street continues to be a major transport route for Auckland City, and the intersections with Khyber Pass and Newton Road and with Mount Eden Road and New North Road maintain their role of linking the CBD with the south-eastern suburbs.

#### *Streetscape*

The intersection of Symonds Street with Khyber Pass Road and Newton Road forms the core of the Upper Symonds Street commercial centre. It is the character buildings on the western edge along Symonds Street, around the Newton Road intersection and south to the New North/Mount Eden Road junction that contribute strongly to the distinct built character of the streetscape. Road widening of Symonds Street between Khyber Pass Road and Glenside Crescent has eroded the special streetscape character along this part of the eastern side of Symonds Street.

Where buildings have remained continuous, they present tightly placed groupings of independent styles but uniform character fronting the street. They are built to the front boundary, have continuous verandahs over the footpath, and are facilitated by rear service lanes (Stable Lane off Newton Road behind the Symonds Street retail strip is a good example).

Away from the strip retail core, streetscape character is more variable with a mix of older buildings and more recent development.

The church buildings are still largely visible in the round and retain some landscaping features including mature trees and historic boundary walls.

*Vegetation and landscape characteristics*

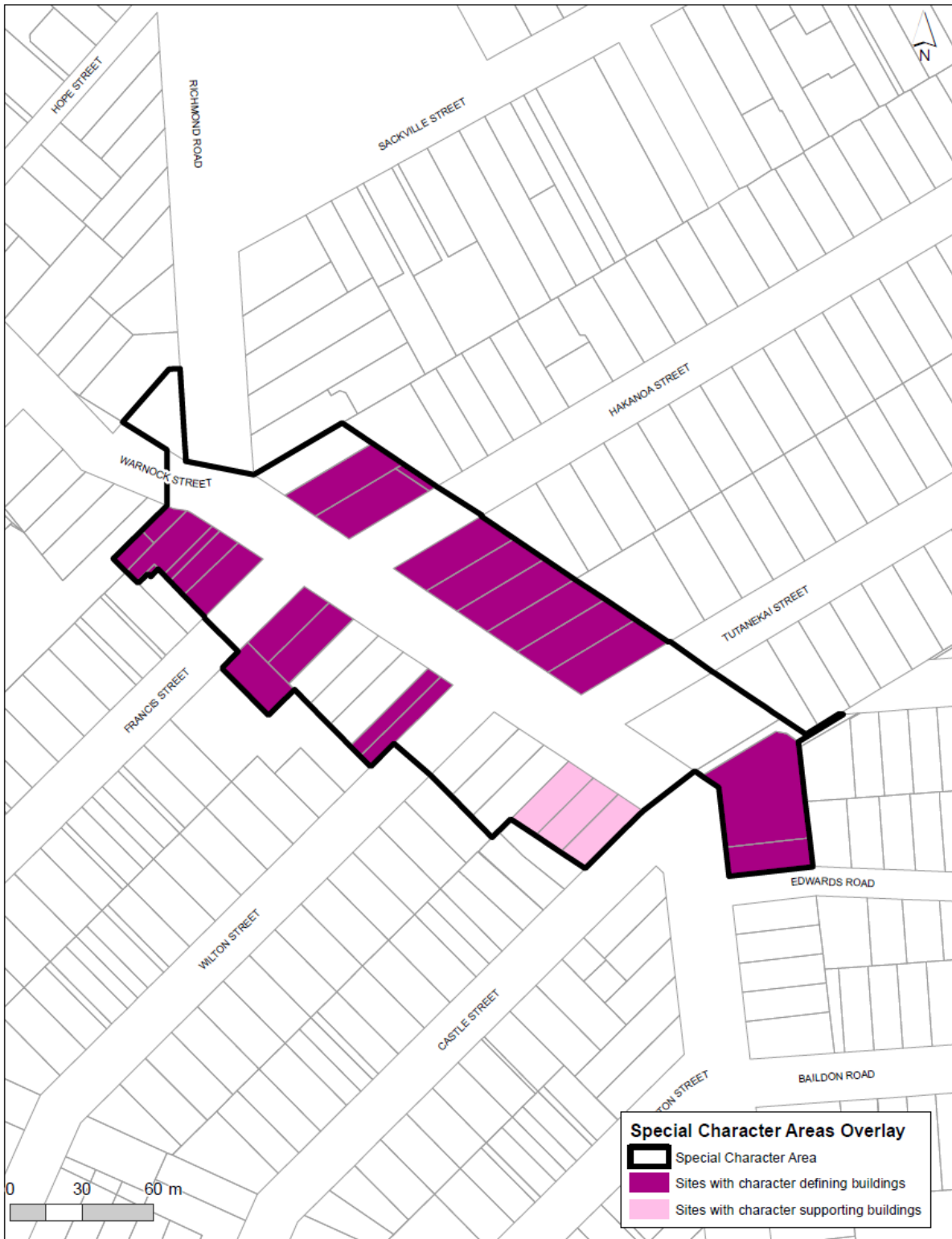
The commercial core is generally devoid of any distinctive street planting, vegetation or landscaped spaces, apart from the section of Symonds Street between Khyber Pass and Alex Evans Street which has specimen trees and planting in the median strip. On Khyber Pass Road, the landscaped grounds of the two churches and mature trees along the edge of the reservoir provide some visual relief to what is otherwise a predominantly built landscape.

Remnant basalt walls and other boundary walls, particularly around the church sites, make important contributions to the character of the area.

**15.1.6.16. Special Character Areas Overlay – Business: West Lynn**

**15.1.6.16.1. Extent of area**

**Special Character Area Map:**



**Description:**

The overlay area is located on Richmond Road, between Warnock Street and the intersection with Castle Street and Edwards Road, as shown on the special character area map above. The extent includes the earliest blocks of the town centre and incorporates a collection of scheduled historic heritage places.

The undulating topography of the area, with the commercial spine of Richmond Road following the ridgeline, contributes to the built and visual character of the West Lynn town centre. Its elevated position affords glimpses to the coast and to the city centre.

**15.1.6.16.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance as an example of an early 20<sup>th</sup> century suburban centre established in conjunction with adjacent residential development in the Richmond area of Grey Lynn as a result of an increasing Auckland City population. Buildings in the area collectively demonstrate a significant period of development from the early 1900s, as land around it was subdivided for housing. Extension of the electric tram service facilitated the surrounding suburban expansion.

The area developed in the early decades of the 20<sup>th</sup> century along Richmond Road, around the junction with Francis Street and Hakanoa Street. It formed the heart of the Richmond area, which evolved from a rural locale close to industrial activities at Cox's Creek to a densely populated residential neighbourhood.

By 1910 there was a substantial block of red brick shops (the West Lynn Shopping Centre – 401-413 Richmond Road), together with a fire station, butchers shop and several wooden shops. The opening of a tram line to these shops in 1910 served as a catalyst for further commercial and residential development in the area, with the next major period of construction occurring in the 1920s and 1930s when more blocks of shops and a picture theatre (demolished in the late 1980s) were built. The centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb through the first half of the 20<sup>th</sup> century.

The area has associations with James Tattersfield, who ran an importers and drapers business from the West Lynn Shopping Centre and established the substantial mattress making and textile business in Sackville Street nearby. The centre also has important associations with the Warnock brothers, who lived nearby and ran a soap and candle making business at Cox's Creek, as well as being prominent in early local government.

***Physical and visual qualities:***

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

The overlay area is of significance for its physical and visual qualities as a collection of neighbourhood-serving commercial buildings constructed in the early 20<sup>th</sup> century. It contains a mix of commercial, community, and residential buildings, constructed as the town centre progressively developed from the early 1900s. The area retains in its built form and urban patterns, evidence of its development from when it was established.

**15.1.6.16.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area demonstrates in its built fabric a period of development from the 1900s to 1930s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to parts of Special Character Area – Residential: Isthmus A in the Richmond area of Grey Lynn.

*Scale of development*

The special character buildings are mostly two-storeyed and generally have parapet walls facing the street which increase their apparent scale. Other more modern developments in the centre are generally two or three storeyed and of similar scale and mass to the original commercial buildings. The three Victorian villas at 452, 458, and 466 Richmond Road are exceptions as single-storey residences with gardens to the street edge.

The centre's built form runs along both sides of the street, punctuated by side streets and service lanes. Most street corners are strengthened by more substantial corner buildings with angled entrances that create physical 'book ends' to each block and visually maintain the centre's commercial scale.

*Form and relationship to the street*

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. These buildings largely feature parapet walls which conceal roof forms and verandahs over the footpath which provide a level of street enclosure. The three Victorian villas are set back from the street with small front yards and picket fences to the street edge, contributing to the diversity of built form.

*Major features and buildings*

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

- Buildings located at corners of street intersections;

- 401-413 Richmond Road – West Lynn Shopping Centre (a category B historic heritage place);
- 453 and 455 Richmond Road;
- 428-440 Richmond Road – C. Norgrove Butcher;
- 452, 458, and-466 Richmond Road – villas; and
- 510 Richmond Road – West Lynn Community Centre.

Other features that support the special character of the area include asphalt footpaths with bluestone kerbing (this has been lost in parts by footpath alterations), mature trees (street trees and those on private property), and a large mural on the south-eastern wall of the office block at 490 Richmond Road.

#### *Density/Pattern of development*

Built development is in the form of a traditional suburban main street with commercial buildings set to the street edge and reflecting a fine-grained pattern of subdivision. A contrasting pattern is evident where houses in the main street retain front gardens and fences.

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Many buildings extend across several sections; however, their architectural planning and vertical modulation divide them into a series of discrete shops at ground level, creating a fine-grained urban pattern. This character is generally replicated or supported by modern infill buildings. There is a clear edge to the commercial area where this abuts the adjoining residential development.

#### *Types*

The overlay area includes shops, residences, and public buildings.

#### *Visual coherence*

The area includes a range of building types, scales and styles predominantly from the early 20<sup>th</sup> century. These include dominant buildings in terms of scale (West Lynn Shopping Centre) that occupy key corner sites and significantly contribute to the visual coherence of the area. More recent buildings generally are compatible in terms of scale and form and support the overall visual coherence created by the older buildings.

#### **15.1.6.16.4. Architectural values**

##### *Styles*

Buildings in the overlay area demonstrate a range of early 20<sup>th</sup> century architectural styles typically found in traditional commercial and residential areas. Buildings from the earliest establishment of the centre (1900-1915) are generally designed in the Edwardian Italianate style. The West Lynn Shopping Centre is the best example of this, and features decorated pilasters, articulated parapet and moulded window architraves headed by semi-circular fans. Buildings from the slightly later period of development (1920s and 1930s) are generally



designed in the Stripped Classical style. Façades are modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and articulated parapets concealing roof forms. Building verandahs are generally suspended from building façades. The verandah on the Richmond Buildings is supported on posts.

Buildings retain early or original shop front detailing, including recessed entries, timber shop front joinery and leaded top lights. These features enrich the pedestrian environment and provide important evidence of retail design of the period, and strongly enhance the special character of the area. Similarly, some examples of early or original interior detail also remain, which are apparent from the footpath due to the highly glazed shop fronts.

Older residential buildings are Victorian and Edwardian villas typical of the style, with hipped roofs (the central villa has a single gabled bay), front verandahs, sash windows and modest decorative features to eaves.

Modern buildings in the special character area display various stylistic influences and are generally sympathetic to the form, proportions and styles of the centre's older buildings.

#### *Materials and construction – built fabric*

Commercial buildings are generally constructed in plastered brick. There are some examples of timber-constructed commercial buildings, such as the two storey building at 417 Richmond Road.

Upper storey windows are generally the original or early timber-framed sashes and casements. Verandahs are generally supported on steel ties to the façade structure and signage is largely restrained to fascias.

The construction of older houses in the area is typical of their period; timber frame structures with corrugated iron roofs, timber-framed door and window joinery, and horizontal weatherboards. Modern buildings utilise concrete and steel frame construction techniques with various claddings.

#### **15.1.6.16.5. Urban structure**

##### *Subdivision*

The subdivision pattern of the overlay area reflects the period of development of the area, as large farm blocks were subdivided for commercial and residential purposes in the late 19<sup>th</sup> century. The lot sizes within the area are generally narrower than the surrounding residential lots. The generally narrow lot widths create a fine-grained urban character to the centre.

##### *Road pattern*

Richmond Road is located along a ridgeline, and changes in its alignment define the north-western and south-eastern entrances to the centre. The road is relatively wide at 27 metres, with dual carriageway, median strip and angled car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

The off-set spacing of residential side streets on both sides of Richmond Road, formed as part of late 19<sup>th</sup> century residential subdivisions, created a number of corner sites within the centre, many of which are occupied by two-storeyed early 20<sup>th</sup> century commercial buildings.

### *Streetscape*

The mix of retail, commercial and residential activities within the town centre results in a built form with varied levels of enclosure of the street environment. The area contains a number of two storey retail premises that create a positive relationship to the street, with active building frontages. A sense of street enclosure is enhanced by buildings being constructed to the front boundary, verandahs over the footpath, and service and parking areas located to the rear.

The overlay area includes residential uses within the centre, which contributes to a diverse mixed streetscape appearance.

### *Vegetation and Landscape Characteristics*

The mature avenues of plane trees in Francis and Hakanoa Streets are a distinctive characteristic of the overlay area, and area visible where these roads intersect with Richmond Road. Other street trees and the front gardens with trees associated with the group of three villas also contribute to the area's character.

**15.1.6.17. Special Character Areas Overlay – Business: Onehunga**

**15.1.6.17.1. Extent of area**

**Special Character Area Map:**



**Description:**

The overlay area is oriented north/south and rises gently from the Port of Onehunga, northwards to Campbell Road and extends between the Arthur and Princes Street intersections. This area reflects the street network, subdivision pattern and subsequent commercial development in the town centre from the late 19<sup>th</sup> and early 20<sup>th</sup> century. Running parallel to the Onehunga Mall are the service lanes of Gerrard Beeson Place and Upper Municipal Place to the west with Waller Street and Brays Rise to the east providing rear service access.

**15.1.6.17.2. Summary of special character values**

**Historical:**

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

Onehunga was an early and significant trading port for Māori and European settlers and one of four Fencible settlements to the south of Auckland including Ōtāhuhu, Panmure, and Howick.

Early trading activity centred on the foreshore, then the adjacent Princes Street where the commercial nucleus of hotels, stores and industries developed. Subsequently, the focus shifted to Queen Street (Onehunga Mall), which following street levelling works in the 1860s became the pre-eminent civic and business centre for the developing residential and industrial area while providing an easier route to the city.

A civic nucleus established itself around the Princes Street intersection including the former post office (1901-02) and the Carnegie Library (1912) and this group was at one time joined by a fire station, the Onehunga Borough Council Chambers and the Railway Terminus Hotel.

Excellent transport connections, by boat from the earliest days, trains from 1873, and trams from 1903, consolidated the importance of the town centre, which was strengthened by the trading activities of the port together with its function as a major transport interchange for southbound passengers until the provision of the main trunk line in 1908.

Despite a number of fires between 1860 and 1900, a number of Victorian and turn-of-the-century buildings remain. Kemp's Building is the oldest in the area (1888-89) and others spread along the Mall include the William T Court building (1894), the former post office (1901-02), former Canadines Building (1900), Rishworth's Building (1900-01), and the former Arcadia Billiards Saloon (1907).

Buildings in the overlay area represent the traditional town centre with its typical pattern of 19<sup>th</sup> and early 20<sup>th</sup> century retail development, with groups of Victorian, Edwardian and inter-war shops constructed along the Mall, in a consistent but diverse range of styles, with the key development periods of 1880-1914 and 1918-1939 being revealed in the surviving buildings. Sites were developed successively, with an inter-war concentration in the Church to Arthur Street area.

Post-World War II buildings spread throughout the area, with a concentration in the Princes to Church Street block and much of it is of utilitarian character, and modified lacking the consistency of scale and diverse but consistent styles that characterise the buildings from the areas periods of significance.

At a regional level, Onehunga Mall is one of a representative group of compact, local, traditional shopping centres on the isthmus with special streetscape character.

***Physical and visual qualities:***

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

In response to the underlying grid of similarly-sized lots, the shops, of various eras, are built to the street boundary, and, in keeping with the building techniques and methods of the day, are constructed from a palette of permanent materials. They are predominantly two-storeys in height with tall parapets concealing the roof from view, providing a strong sense of enclosure to the street. Ground floor shops had entry porches and sheltering verandahs, and upper level façades were enlivened by the regular placement of windows, with a vertical and horizontal emphasis being given with pilasters, spandrel panels and the use of decoration.

**15.1.6.17.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area has buildings dating from 1880s onwards but its key development periods of 1880-1914 and 1918-1939 are shown in the surviving building stock.

*Scale of development*

The overlay area buildings are both single and double-storeyed. The Princes to Church Street block contain a mix of heights and, in contrast, the Church to Arthur Street group is predominantly double-storey. Corner buildings, such as the former post office (Princes Street intersection) and the Pardington and Sutherland Building (Church Street intersection) celebrate the corner, the later with its angled corner providing a 'bookend', terminating this street block.

*Form and relationship to the street*

The overlay area is well defined along the Onehunga Mall beginning with the Princes Street intersection with its former civic buildings, extending through the Church Street intersection with St Peter's Anglican Church and graveyard and terminating at Arthur Street.

This area represents the core main street and traditional town centre with its strong street enclosure, its active retail edge sheltered by verandahs. Parallel kerbside parking is provided with rear access from the service streets/lanes.

### *Major features and buildings*

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

- 55 Princes Street – Carnegie Library (a category A historic heritage place);
- 120 Onehunga Mall – Onehunga Post Office (a category A historic heritage place);
- 133 Onehunga Mall – ASB Building;
- 165-169 Onehunga Mall – AEPB Building;
- 171-173 Onehunga Mall – Rishworth’s Building (a category B historic heritage place);
- 172 Onehunga Mall – Onehunga Boot Factory;
- 186-188 Onehunga Mall – Courts Building (a category B historic heritage place);
- 197 Onehunga Mall – Arcadia Billiards Saloon (a category B historic heritage place);
- 216 Onehunga Mall – William T Court Building; and
- 235-245 Onehunga Mall – Brays Building.

Other features in the special character area include the streetscape works undertaken in the late 1980s in the Arthur to Princes Street blocks which included new footpaths, kerb extensions, planting of street trees and roundabout planting and the installation of new street lights reminiscent in design of the former tram poles. These works have calmed and slowed traffic while providing an additional sense of containment. Other street furniture includes the ceramic table and couch art work by Karen Kennedy by St Peter’s church and the kerbside public toilet with its exterior decorative wrought iron filigree work to its walls.

### *Density/Pattern of development*

In response to the underlying subdivision configuration, the buildings reflect the narrow lot widths. Building frontages on the larger sites, such as the Brays Building and the Community Link Building, are modulated into smaller ‘bays’, reflecting this established pattern of small lots.

### *Types*

The overlay area contains retail/commercial buildings of several eras but continues to have an identifiable retail focus. St Peters Anglican Church is located in the heart of the centre and outside the special character area to the west is the Community Centre and Library and to the east the Dress Smart outlet shopping centre.

### *Visual coherence*

Visual coherence is provided by the shops in the Church to Arthur Street block and around the Church and Princes Street intersections, giving a special character area that is legible in terms of scale and area.

#### **15.1.6.17.4. Architectural values**

##### *Styles*

The style of the buildings reflects the time in which they were built, providing a snapshot in time of retail/commercial architecture.

The Victorian/Edwardian period was characterised by a number of stylistic influences, some of which are evident in the Onehunga Mall buildings, from the simple Edwardian Classical style of the former Pardington and Sutherland Building on the Onehunga Mall/Church Street corner (183–187 Onehunga Mall) to the elaborately decorated Carnegie Library, former post office and former Onehunga Boot Factory (172 Onehunga Mall), all in the Victorian Free Classical Style, and Kemps Building in the Victorian Italianate style.

After World War I and during the inter-war period a simpler style prevailed and decoration was used more sparingly, although this was not always universal, and the overlay area buildings show an eclectic approach to style varying from the unadorned shop at (125-127 Onehunga Mall), to the more decorative Grbic building (129-131) and adjoining former ASB building. Arts and Crafts influences are seen in the former Courts Building (206) and adjoining buildings (208-210), these latter pair showing bungalow influences with their first floor bay windows.

Some buildings from all periods of significance were architect-designed, by the Government Architect John Campbell for the former post office, well known Auckland architect Edward Bartley for the former ASB building and others better known locally, such as John Park and Adam Jones.

##### *Scale, Materials and Construction*

The building stock is one or two-storeyed and, with the exception of the former Rishworth's Building, which is unusually constructed from timber, the shops are built from a similar palette of permanent materials, including plastered and fairfaced brick and timber joinery (with some metal joinery in the inter-war period). The façades were vertically and horizontally modulated through the use of pilasters, spandrel panels and decorative mouldings. Windows at first floor level were arranged individually or grouped together. Often vertically or horizontally proportioned, they revealed the domestic nature of this floor. Substantial parapets, often capped with cornices, hid the roof from view, the parapet often displaying the name of the building together with its construction date in raised plaster lettering.

*Urban structure and subdivision*

The typical commercial subdivision pattern of small lot sizes is shown in the special character area with buildings on larger sites dividing their façades into smaller units to reflect the traditional subdivision unit.

*Road pattern*

Street levels were established along the Mall in the 1860s and Onehunga Mall shows a typical grid layout with the street being bisected east/west by Princes Street, Church and Arthur Street which provide full four way intersections. Rear service lanes to the east are provided by Brays Rise which is accessed by Paynes Lane and to the west by Pearce Street which provides access to Upper Municipal Place.

A number of pedestrian ways to the west run between the Mall and rear parking areas and provide good access to the shops.

A dual carriageway extends the length of the Mall with parallel parking on both sides and the street upgrade works undertaken in the 1980s provides a pedestrian-friendly environment.

*Streetscape*

The streetscape is a combination of the built environment with a strong sense of enclosure provided by buildings built to the boundary and often two-storeys in height. The streetscape is enhanced by purpose-designed footpaths, kerb extensions, planting, and lighting, which has strengthened the identity of the area and provided additional amenity.

*Vegetation and landscape characteristics*

Street trees have been planted in kerb extensions on either side of the road to mark pedestrian crossings or refuges and planted roundabouts have been provided at the Arthur and Church Street intersections. Mature specimen trees are seen in St Peter's Anglican Church and graveyard.



**15.1.6.18. Special Character Areas Overlay – Business: Ōtāhuhu**

**15.1.6.18.1. Extent of area**

**Special Character Area Map:**



**Description:**

The overlay area is located on Great South Road, extending from the intersection with Princes Street in the north to just beyond the intersection with Atkinson Avenue in the south, as shown on the special character area map above.

The extent includes properties on both sides of Great South Road and reflects the pattern of subdivision, street network establishment and progressive commercial development along Great South Road in the late 19<sup>th</sup> and early decades of the 20<sup>th</sup> century.

The Ōtāhuhu town centre sits on relatively level low-lying land. The alignment of the main street rises gently to the south. In the Ōtāhuhu town centre, Great South Road forms the western side of a triangle of land, bound on the east side by Atkinson Ave, containing commercial development. Civic facilities including churches, schools and local and central government buildings are clustered around the Great South Road main street spine. The intersection of Great South Road with Atkinson Ave is marked by a small open space, which contains a number of commemorative features.

**15.1.6.18.2. Summary of special character values**

**Historical:**

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

The overlay area has significance for its comparatively early establishment within the Auckland region as an important commercial centre. It demonstrates sustained development over a long period from the late 1840s. Buildings in the centre along Great South Road demonstrate its development from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, with major growth periods in the 1920s and the 1950s and 1960s.

The overlay area developed as a European Fencible settlement from 1848, with Great South Road being well established by 1850. Transportation routes have been of great significance in the settlement and development of Ōtāhuhu. The portage was of strategic importance to Māori and was one of the reasons for locating a Fencible settlement in this location. The Tamaki River was important to initial settlement but, with the construction of bridges, Great South Road became the major route from the late 19<sup>th</sup> century.

As the main road south from Auckland, Great South Road was important in relation to the earliest land subdivisions in Ōtāhuhu and the establishment of commercial development. The earliest businesses were established on Great South Road in the late 1840s. The opening of the railway line from Auckland to Mercer in 1875, and through to Wellington in 1908, was an important catalyst for development, including industrial activities close to Ōtāhuhu.

Subdivisions for residential development in the 1920s, together with industrial development including the opening of the Ōtāhuhu Railway Workshops in the late

1920s, spurred population growth and commercial development. The town centre has progressively developed along Great South Road. The 1889 Star Hotel is one of the earliest buildings in the main street. While a small number of late 19<sup>th</sup> and early 20<sup>th</sup> century buildings remain, during the 1920s a significant number of retail and commercial buildings were built. The opening of the Southern Motorway in the mid-1950s was a catalyst for further development. A number of commercial buildings as well as local and central government offices were built around this time.

***Physical and visual qualities:***

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

The overlay area is of significance for its physical and visual qualities as it retains evidence of its development in its built form and urban patterns. This includes groupings of late 19<sup>th</sup> and early 20<sup>th</sup> century buildings, demonstrating a progressive and ongoing development from initial establishment in the late 1840s.

A distinctive period of development during the 1920s is evident, when a number of substantial two-storeyed buildings were built, including the Central Buildings in 1926, Progressive Buildings in 1927, and Kents Building in 1928. A number of buildings in the town centre were designed by well-known Auckland architects, and many were built by Thomas Clements Ltd, a significant building contractor, based in Ōtāhuhu. A further period of development is evident dating from the 1950s and 1960s.

**15.1.6.18.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area demonstrates in its built fabric significant development that occurred from the late 1880s, with major periods of construction in the 1920s and again in the 1950s to 1960s. Significant fabric includes buildings, street layout, and urban form.

*Scale of development*

The town centre's special character buildings are both single and two-storeyed and generally have parapet walls facing the street which increase their apparent scale. The centre's built form runs along both sides of the street to form continuous retail strips. More substantial corner buildings with angled entrances create physical 'book ends' to each block at street intersections.

The scale of the built form varies throughout the town centre. It diminishes at the north end, where continuous façades give way to parking areas and warehousing. At the south end, continuous one and two-storey buildings continue

to the street edge along both sides of Great South Road to the junction with Atkinson Avenue.

*Form and relationship to the street*

The overlay area exhibits a traditional main street configuration with a strong street enclosure and continuous retail edge, with an orientation towards the street and openings and glazing providing activation to the street. This is enhanced by verandahs providing footpath coverage, and rear parking and service areas accessed off side streets.

The special character area is well defined within the longer Great South Road route. The main street core begins at the Princes Street intersection in the north. This is marked by the former Ōtāhuhu Borough Council building. The town centre clearly terminates in the south at the intersection with Atkinson Avenue.

*Major features and buildings*

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

- Buildings located at corners of the road intersections, particularly at the cross road with Mason Avenue/Avenue Road;
- 388-392 Great South Road – the former Star Hotel (a category B historic heritage place);
- 475-481 Great South Road – Central Buildings (a category B historic heritage place);
- 423-433 Great South Road – Progressive Buildings (a category B historic heritage place);
- 391-401 Great South Road – Kents Building;
- 310 Great South Road – Bank of New Zealand Building (a category B historic heritage place);
- 339-345 Great South Road – Royal Buildings;
- 293 Great South Road – Kingsway House; and
- 214 Great South Road – Ōtāhuhu Borough Municipal Chambers.

Other features that contribute to the special character of the area include bluestone kerbing to footpaths, clusters of fan palm street trees at intersections, bluestone walls at the north-western end of the area that identify the entrance to Ōtāhuhu Primary School, murals on each side of Park Avenue, and the small open plaza at the southern apex junction with Atkinson Avenue, with commemorative features, tree and clock tower.

*Density/Pattern of development*

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a dense (although

relatively low rise) development pattern that is maintained through the length of the town centre. The density and street enclosure rapidly dissipates outside of the special character area's boundary as the main street gives way to a variety of generally larger, more modern building types and areas of car parking.

#### *Types*

The overlay area is defined predominantly by strip retail buildings of several eras. The centre continues to have a strong retail focus. A more varied mix of activities is evident behind the main street frontage, including a greater service and industry function along the Atkinson Avenue corridor (outside the special character area). Similarly, community facilities such as churches, schools, and the recreation centre are located down side streets off the main spine.

#### *Visual coherence*

Buildings along the main street spine collectively give a strong visual coherence to the town centre due to the one and two-storeyed scale, evidence of early subdivision pattern with small lot sizes and corresponding building widths, and strong definition of the street edge. A distinctive period of development during the 1920s is evident, with many buildings along Great South Road within the boundary of the special character area dating from this period.

#### **15.1.6.18.4. Architectural values**

##### *Styles*

The overlay area has some remnants of late 19<sup>th</sup> century architecture; the Star Hotel (388-392 Great South Road) built in 1889 is a surviving, though modified, example of this late Victorian style. However, the area is particularly distinctive for its 1920s buildings which establish the dominant character of the town centre. Clustered particularly on the west side of Great South Road, they collectively present a clear picture of main street building typologies that were being built throughout New Zealand around this time. They are generally two-storeys, originally with residential accommodation on the upper level and/or rear, and designed in the Stripped Classical style. This developed as a transition between the ornate detailing of 19<sup>th</sup> century buildings and mid-century modernism, with architectural articulation and decorative detail subdued.

A number of these buildings were designed by well-known Auckland architects, and many were built by Thomas Clements Ltd, a significant building contractor, based in Ōtāhuhu. They present a formal façade to the street which is generally modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, fenestration, window architraves, string courses, cornice lines and decorative parapets concealing roof forms. A number were quite elaborately detailed with plaster decoration. Upper storey windows are typically vertically proportioned and appear as openings in a predominantly solid wall. The buildings have projecting verandahs to provide cover for pedestrian use below. Some notable examples include the Central Buildings, Progressive Buildings, and Kents Building.

Buildings constructed in the 1950s and 1960s on Great South Road reflect developments in New Zealand modernism following World War II. A number of these buildings are designed with an asymmetrical façade arrangement, horizontally proportioned window openings or detail framing the main elevation, reduction of ornament, and use of large expanses of glazing.

*Materials and construction – built fabric*

Late 19<sup>th</sup> and early 20<sup>th</sup> century buildings are one or two-storeyed. Parapets and façade modulation are used to visually amplify height. Construction is generally in painted plastered brick. Some buildings retain unpainted render finish and some buildings feature exposed brick.

Window joinery is generally timber and often incorporates multi-paned top lights. While shop fronts have been progressively altered, some examples of original or early window and shop front detailing have been retained.

Buildings constructed during the 1950s and 1960s are generally of a similar scale to earlier buildings but utilise a more diverse range of materials and construction methods, with reinforced concrete being the main structural material.

Verandahs feature throughout the centre and are supported by steel ties to the façade structure. Signage is typically located on verandah fascias. Some buildings feature building names and dates in plastered relief on parapets.

**15.1.6.18.5. Urban structure**

*Subdivision*

The overlay area demonstrates the pattern of small lot sizes typical of late 19<sup>th</sup> and early 20<sup>th</sup> century subdivision. This creates a fine-grained urban character which is largely continuous through the special character area. On larger sites, the building frontages are usually modulated into bays which reflect the width of the early narrow lot sizes.

*Road pattern*

Great South Road is one of the earliest roads in the Auckland region to have been surveyed and formed, providing a link from Auckland to pioneering rural settlements in the south. The surveying and construction of Great South Road commenced in 1843 and by 1851 the Great South Road had been metalled as far as Ōtāhuhu. In the triangular block of land between Atkinson Avenue and Great South Road, some of the main cross streets were defined on subdivision maps dating from around 1855 and the small sizes of the allotments indicate the block was intended for commercial use. To the west side of Great South Road John Hall's 1865 subdivision created streets including Park Avenue, Victoria Street and Queen Street.

Great South Road is a standard one chain or 20 meters wide, with a dual carriageway and car parking on either side. Side streets are generally offset from each other, with the Mason Avenue/Avenue Road intersection being the only full four-way intersection in the special character area.

### *Streetscape*

The special character of the Ōtāhuhu town centre has evolved around the traditional strip retail centre configuration.

The area contains a number of retail premises that create a positive relationship to the street, with active building frontages. A sense of street enclosure is enhanced by buildings being constructed to the front boundary, verandahs over the footpath, and service and parking areas located to the rear.

Parallel parking on both sides of the street and several pedestrian crossings moderate traffic and give the centre a pedestrian-dominated character. Basalt kerbing is evident. At a number of intersections the footpath has been widened to provide amenity areas which contain seating, planting and public toilets. In a limited number of locations, arcades provide pedestrian links from the main spine to the service lanes behind.

### *Vegetation and landscape characteristics*

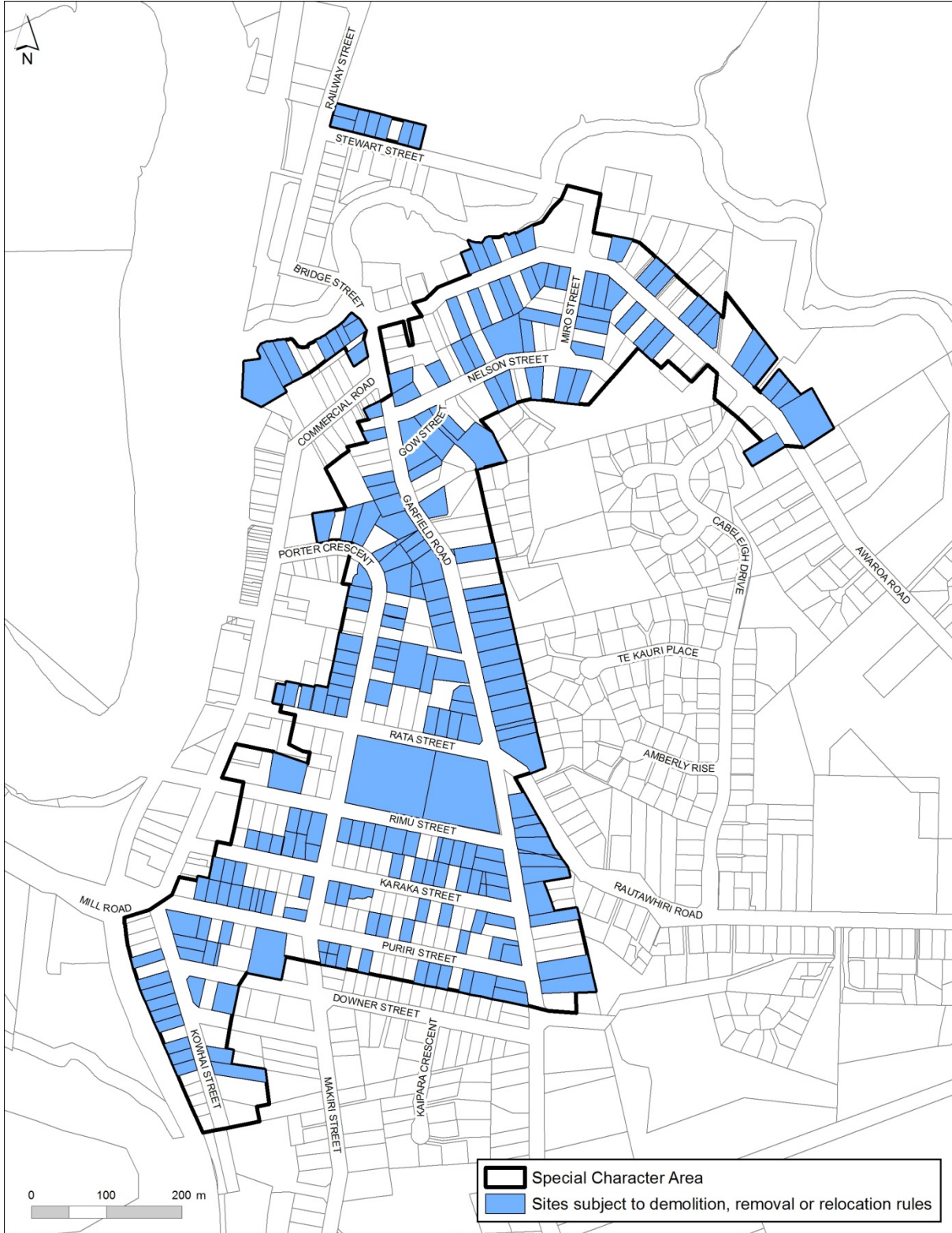
Street trees (fan palms) located in groups at intersections along the main street provide markers to pedestrian crossings, street seating, and other amenities. Mature trees in the wider context are also visible from Great South Road, down side streets. Examples include the mature specimen trees in the grounds of Holy Trinity Anglican Church on Mason Avenue, St Andrews Presbyterian Church on Station Road and the Ōtāhuhu Primary school, also on Station Road.

**15.1.7. Special Character Areas Overlay – Residential – Character Statements and Maps**

**15.1.7.1. Special Character Areas Overlay – Residential: Helensville**

**15.1.7.1.1. Extent of area**

***Special Character Area Map:***





**Description:**

The overlay area is located in the centre of Helensville on the eastern shore of the Kaipara River, and reflects the area where the largest groupings of late 19<sup>th</sup> and early 20<sup>th</sup> century houses are evident in Helensville. The extent of the area is shown on the special character area map above.

The main residential area is elevated above the commercial centre. Most of the residential buildings are located to the east of, and close to, the town centre. The character of the residential area of Helensville derives, in part, from the town's setting on the banks of the Kaipara River and the natural landforms such as the hills that surround the town. Helensville is part of the greater Kaipara area, which includes the Kaipara Harbour into which the Kaipara River flows. The town is surrounded by hills which rise to the east.

**15.1.7.1.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance as an example of an early rural settlement in the Kaipara region that developed between the late 19<sup>th</sup> and mid-20<sup>th</sup> centuries. It retains a large number of houses from the 1860s to 1940s that demonstrate this period and pattern of development in Helensville.

Helensville township was established in the 1860s on the east bank of the Kaipara River in an area that includes the Māori pa sites of Otamateanui, Te Horo, Maunga a Nu and Te Makiri, the lands of which were progressively surveyed and sold. The first blocks sold were at the northern end of the special character area in 1862. The land was subsequently developed by John McLeod as a sawmill, trading along the Kaipara River. At the southern end, a courthouse, post office, customs house and hotel were built by 1865. The two areas were originally distinct, separated by undeveloped scrubland.

From 1870 there was a boat service from Riverhead to central Auckland. The Northern Union Steamboat Company and Kaipara Steamship Company were utilising the river from around 1879 and the early 20<sup>th</sup> century respectively. Transport was first provided by horse-bus until the opening of the Riverhead-Helensville railway line in 1875, followed by an Auckland direct line in 1881. Helensville was a relatively small settlement prior to the opening of the Riverhead to Helensville railway, which marked a significant period of development and expansion.

The opening of the rail station on Railway Road shifted the centre of the settlement from north of the Awaroa River to its current location along Commercial Road. Helensville prospered during the turn of the 20<sup>th</sup> century with local industries including farming, fisheries, saw-milling, flour-milling, soap-

making and canning. Housing developed in residential streets to the east of Commercial Road, which developed to serve the needs of the area.

There is an important relationship between this overlay area and the adjacent Special Character Areas Overlay – Business: Helensville Central area along Commercial Road.

***Physical and visual qualities:***

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

The overlay area is significant for its physical and visual qualities as it retains a grouping of late 19<sup>th</sup> and early 20<sup>th</sup> century houses that collectively reflect the early period of Helensville's development. Houses in Helensville demonstrate a range of architectural styles and types from this period including settlers' cottages, villas, bungalows and railway cottages. Small settlers' cottages and plain square-front villas represent the earliest phases of development in Helensville, while larger and more ornate villas, as well as bungalows represent the later thriving settlement. Housing is generally single level and of timber construction. The special character is evident in the pattern of subdivisions and lot sizes, density of housing, setbacks and front gardens, fences, walls and hedges.

**15.1.7.1.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area demonstrates in its physical and visual qualities a significant period of development that occurred from the 1860s to 1940. This covers the early period of residential construction in Helensville from the mid to late Victorian period through to around 1940. The built fabric comprises the houses, street layouts and urban form.

*Scale of development*

Houses in the overlay area built between the 1860s and 1940 are predominantly detached one and two-storey houses. There is a degree of variation in scale and size of houses, ranging from the modest workers cottages built in the 1860s and 1870s to substantial two storey houses from a similar period, through to the larger Victorian and Edwardian villas and later Californian bungalows.

*Form and relationship to the street*

Throughout the overlay area property frontages are generally open to the street and the house forms are clearly visible. The architectural form and character of the houses, with gabled and hipped roofs, bay windows and verandahs, make a strong contribution to the streetscape. Houses are generally located close to the road boundary. Early cottages in Stewart Street have setbacks of only one or two

metres. In other streets setbacks vary, but typically range from around three metres to six metres.

The generally regular positioning of houses on their lots contributes to a consistent pattern of residential forms along streets. There is some variation evident where more recent houses are interspersed with older housing types. Verandahs and porches are typically evident, providing transitional spaces between the public and private realm. Front yards are often landscaped with a range of planting and hard landscape features with generally low fencing enabling views to and from the street.

#### *Density/Pattern of development*

The overlay area reflects a range in terms of the pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. Consistent lot sizes are evident in the roads subdivided in the early 1880s from Rimu Street to Downer Street, while greater variation is evident in other parts of the area that may have been developed more progressively. Lot widths are often around 15 metres, with some variation.

#### *Types*

The area is strongly defined by the survival of its residential housing stock, which includes Victorian cottages and villas, Edwardian villas, transitional villas, railway workers' houses, as well as bungalows, Moderne, and English Cottage style houses.

#### *Visual coherence*

The surviving houses of similar scale, materials and age (in a range of late 19<sup>th</sup> and early 20<sup>th</sup> century styles) create a strong visual coherence within the overlay area. This coherence is further enhanced by a consistent urban form and structure, with associated front yards and typically low fence types, the 19<sup>th</sup> century subdivision pattern, and regular lot sizes in parts of the area clearly evident.

#### **15.1.7.1.4. Architectural values**

##### *Styles*

The houses within the overlay area date from different periods and are designed in a variety of architectural styles. They include settler's or worker's cottages; Victorian, Edwardian and transitional villas; Californian and cottage bungalows; railway workers' cottages; Moderne houses; and English Cottage style State houses.

Settler's cottages represent the early period of residential development in Helensville. Such cottages were among the earliest houses to be constructed in New Zealand. They have simple gabled or hipped roofs and the front façades were often symmetrical, a characteristic derived from England's Georgian architecture. Other housing from the 1860s in Helensville includes a two storey house in Carpenter's Gothic style.

Examples of flat-fronted and bay villas from the Victorian and Edwardian period are evident throughout the overlay area, including modest as well as larger and more elaborately detailed examples. Typical of the villa type, roofs forms are gabled or hipped and may be flat-fronted or incorporate projecting bays in a variety of configurations. The houses utilise a variety of decorative detail, particularly gable ends and verandahs at the front of the house and sometimes returning down the side elevations. Villa verandahs feature sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a significant feature of many rooflines in the area.

Dating from around 1910, transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

Californian bungalows are evident in parts of the overlay area. The development of the bungalow type around the turn of the 20<sup>th</sup> century in New Zealand was influenced by developments overseas, as a housing type that embodied principles of the Arts and Crafts movement. By the end of World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Bungalows typically incorporated shallow-pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne, and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are less common but still evident in Helensville.

#### *Materials and construction – built fabric*

Timber is the predominant material used for houses throughout the area, with many houses clad in weatherboards and decorated with timber detailing. A small number of early 20<sup>th</sup> century houses built in brick or with a rendered finish are evident. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are also evident.

#### **15.1.7.1.5. Urban structure**

##### *Subdivision*

Residential lots were formed as part of a series of subdivisions. The 19<sup>th</sup> century period of subdivision in the area is reflected in the relatively small residential section sizes: in roads from Rimu Street through to Downer Street, subdivided in 1883, sections are around 460 to 500m<sup>2</sup>. Predominantly there is only one house per site and there has been little change to the pattern of subdivision such as the further subdivision or cross-leasing of lots. In other parts of Helensville where the road alignments vary, there is consequently greater variation in lot sizes ranging from around 500 to over 1000m<sup>2</sup>.

*Road pattern*

The street layout in Helensville is as shown on maps dating from at least the 1880s including the grid of residential streets from Rata Street south to Downer Street and McLeod Street, originally known as Avenues One to Eight. Road widths are typically 100 links or 20 metres wide which was a set standard after the 1880s to allow for a footpath and grass berm with a carriageway formed between. The grid of established residential streets in Helensville have a reasonably narrow carriageway and generous grassed berms, with footpaths set back adjacent to the street front boundaries, contributing to a rural settlement character.

*Streetscape*

The character of the overlay area is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself.

Properties typically have low and often traditional fence types such as picket fences, allowing open views between houses and the street. Front gardens often have reasonably modest shrubs and plantings, which also allows views to the houses reinforcing a strong architectural character in the established residential streets in Helensville.

*Vegetation and landscape characteristics*

Vegetation and landscape qualities vary throughout the area. Some houses are located close to the road boundary with modest front gardens and limited planting, while others have a variety of trees and shrubs. Generous grassed berms are evident in most streets, with street trees in some streets.

### **15.1.7.2. Special Character Areas Overlay – Residential: Isthmus A**

#### **15.1.7.2.1. Extent of area**

##### ***Special Character Area Map***

The extent of the Special Character Areas Overlay – Residential: Isthmus A can be found on the planning maps.

##### ***Description***

The overlay covers a series of areas in the earliest suburbs close to Auckland City centre, including Parnell, Grafton, Freemans Bay, St Mary's Bay, Ponsonby, Herne Bay, Arch Hill, and Eden Terrace. Other suburbs adjacent to these include Grey Lynn, Kingsland, northern parts of Mount Eden, Sandringham and Balmoral, Epsom, and Mount St John. The overlay area also covers areas of early residential development associated with other town centres including Avondale, Onehunga, Ellerslie, Ōtāhuhu, and St Heliers Bay.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitematā and Manukau harbours. A series of ridges and valleys are located between the maunga and rise from the surrounding harbours. Typically the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with residential areas located along coastal edges, and areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

#### **15.1.7.2.2. Summary of special character values**

##### ***Historical:***

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

The overlay area is of significance because it includes substantial areas of the earliest European settlement and development that occurred in and around Auckland City in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. This special character area (which comprises a series of geographic areas) illustrates the mid to late 19<sup>th</sup> and early 20<sup>th</sup> century residential pattern of development that took place, predominantly in the inner-city suburbs, the tram suburbs and around other town centres as Auckland expanded beyond its initial settlement.

The area is also significant as it formed part of the most populated late 19<sup>th</sup> and early 20<sup>th</sup> century urban areas in the country. The area retains large groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development. The overlay area reflects the changes in the pattern of residential subdivisions and development, and the predominant residential types and styles used from the 1860s to 1940s.

The oldest higher density suburbs are examples of the earliest residential development that occurred in Auckland. These are significant as the 'walking suburbs' where proximity to the city centre enabled access independent of public transport. This includes parts of St Mary's Bay, Ponsonby, Freemans Bay, Arch Hill, Eden Terrace, Parnell, Grafton, and residential subdivisions dating from the around the 1860s. Typically these areas retain evidence of early development in the small lot sizes, often narrow road widths and closely spaced housing. There are also examples of this type of development in Onehunga where housing is located close to the town centre.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Rural land located close to the city centre was developed as a result of improvements in roading and the provision of public transport including the opening of the electric tram network. The late Victorian and Edwardian tram suburbs represent changes in residential development, with typically larger homes located on more generous sections facing wider streets.

Suburbs dating from the 1880s to 1910s in Grey Lynn, parts of Herne Bay, Kingsland, Mount Eden, Balmoral, Sandringham, Mount St John, Epsom, Avondale, Ellerslie, and Ōtāhuhu are examples of this residential development pattern. The areas are concentrated near early main roads and public transport routes, within walking distance of the local commercial centres that provided the everyday services, supplies and entertainment needed by residents. These areas are significant in demonstrating Auckland's early residential subdivisions, streetscapes, housing types and styles.

***Physical and visual qualities:***

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

The overlay area is of significance for its physical and visual qualities as it encompasses a substantial grouping of mid to late 19<sup>th</sup> and early 20<sup>th</sup> century houses, together with associated urban patterns of development, that collectively reflect important trends in New Zealand's residential architectural design and the development of urban and suburban residential areas in the Auckland region.

The area represents Auckland's first suburbs and is notable for retaining an exceptionally large collection of Victorian, Edwardian and early 20<sup>th</sup> century houses, including cottages, villas, transitional villas and bungalows, as well as other styles of the period. While there are exceptions, the houses are generally single and two-storeyed timber-framed detached dwellings on individual sites. The age and style of housing is very consistent in some areas, while others show greater variation, as development occurred progressively.

Residential sections in the 'walking suburbs' were often formed as part of a series of small subdivisions, sometimes over a number of decades. In addition, larger

allotments initially formed for housing in the 19<sup>th</sup> century were further subdivided into smaller residential lots over time.

The housing styles in these areas is often more mixed or varied than in the late Victorian and Edwardian suburbs, demonstrating a development pattern over an extended period. There is often a greater variety of housing styles including examples of early residential types such as workers cottages and modest Victorian villas, as well as later Edwardian villas, bungalows, with smaller numbers of Arts and Crafts and Moderne styled houses.

The tram suburbs within the area were developed with larger section sizes, more generous and regular road layouts. Houses were typically larger and the Victorian and Edwardian villa is the dominant style followed later by the Californian bungalow. Greatest consistency of architectural style and house type occurs in these subdivisions where most of the housing was built within relatively short time periods.

The surviving stock of houses in the area demonstrates changing requirements and design ideas in domestic architecture in the change from the earliest simple worker cottages to the Victorian-Edwardian villa and the Californian bungalow. The houses demonstrate the use and application of, and changes to, building materials, methods and craft skills from the 1860s to 1940s.

The special character is also evident in the pattern of subdivisions and lot sizes, density of housing, setbacks and front gardens, fences, walls and hedges. In the earliest subdivisions, streets are narrow and there are typically no grass berms. Areas subdivided later were typically of a wider standard street width, allowing for grass berms and street trees.

### **15.1.7.2.3. Description of physical and visual qualities**

#### ***Built form***

##### *Period of development*

The overlay area, demonstrates, in its physical and visual qualities, a significant period of development that occurred from the 1860s to 1940. The period covers the first residential subdivision within the Auckland region and construction during the mid to late Victorian period through the onset of World War II. The built fabric comprises the houses, street layouts, and urban form.

##### *Scale of development*

Houses in the area built between the 1860s and 1940 are predominantly detached one and two-storey houses. There is a degree of variation in scale and size of houses from the modest workers cottages from the 1860s and 1870s located on relatively small lots in the earliest suburbs, through to the larger Victorian/Edwardian villas and later Californian bungalows.

##### *Form and relationship to the street*

Throughout the area property frontages are generally open to the street and the house forms clearly evident. The architectural form and character of the houses,



with gabled and hipped roofs, bay windows and verandahs, make a strong contribution to the streetscape. In the earliest subdivisions where small lot sizes are evident houses are located close to the road boundary, sometimes with setbacks from only one metre to three metres. Some houses are built to the street boundary. In subdivisions from the 1880s onwards lot sizes were typically larger which allowed for more generous front gardens, with set-backs ranging from around four metres to 10 metres.

The generally regular positioning of houses on their lots, whether small or large, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. Verandahs and porches are typically evident, providing transitional spaces between the public and private realm. Front yards are often landscaped with a range of planting and hard landscape features including low fencing. Some of the fencing types include picket fences with a range of gate and posts types, clipped hedges of various heights, low drystone walls and stones set in mortar, plastered brick walls which often match plastered brick or exposed brick houses.

In the earliest subdivisions with very small lots, off street car parking or garages in front yards are generally not evident. In areas where lot sizes are moderate or larger, some properties have garages or carports constructed within the front or side yards.

#### *Density/Pattern of development*

The area contains a significant number of separate subdivisions, dating from 1860s through to the early decades of the 20<sup>th</sup> century. Consequently there is variation in the pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. Areas of early subdivision (1860s to 1870s) generally reflect a higher density with houses closely spaced and located close to the road boundary on small lots. Areas subdivided from the 1880s onwards include a range of moderate to larger lot sizes. Houses continued to be generally located towards the front boundary, and typically occupy much of the width of their sites.

Lot widths are typically narrower in the earliest areas to be subdivided, ranging from 10 to 12 metres. In much of the area lot widths are around 12 to 15 metres wide, although some variation exists. Throughout the area, there is generally a clear and well-articulated rhythm to the positioning of houses within subdivisions, whether they are smaller early houses on small lots or larger villas and bungalows on moderate to larger lots.

#### *Types*

The overlay area is strongly defined by the survival of its residential housing stock which includes Victorian cottages and villas, Edwardian villas, transitional villas, and bungalows.

#### *Visual coherence*

Throughout the overlay area there is a generally a high degree of visual coherence due to the general consistency, within particular geographic areas, of subdivision

pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character.

#### **15.1.7.2.4. Architectural values**

##### *Styles*

Within the overlay area the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Examples include the Avenues to the south of Jervois Road, Herne Bay and King Edward Street and Burnley Terrace in Sandringham, which were filled with villas by the end of the Edwardian era. Other areas, where development has occurred over a longer period of time, reflect changing tastes in style and there is a greater variety. Grey Lynn, one of the single largest subdivisions, took a number of years to be developed and consequently housing styles vary from Victorian and Edwardian villas, through to Californian bungalow.

The earliest areas to be subdivided and built retain examples of one and two-storey cottages as well as Victorian and Edwardian villas. Victorian cottages and villas, of one and two-storeys, represent the early period of residential development evident in parts of the area, and are evident in parts of St Mary's Bay, Ponsonby, Freemans Bay, Arch Hill, Eden Terrace, Parnell, Grafton, and Onehunga.

Examples of flat-fronted and bay villas from the Victorian and Edwardian period are generally evident throughout the area, including modest as well as larger and more elaborately detailed examples. They are typically single storey; however, two storey villas are also evident in some areas.

Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house sometimes returning down the side elevations. They featured sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a significant feature of many rooflines in the overlay area.

From around 1910 transitional villas demonstrate a shift in design approach, moving towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

The development of the bungalow type around the turn of the 20<sup>th</sup> century in New Zealand was influenced by developments overseas, as a housing type that embodied principles of the Arts and Crafts movement. By the end of World War I,

the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Californian bungalows proliferated in Auckland after World War I, and are evident in parts of the area. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the special character area.

#### *Materials and construction – built fabric*

Timber is the predominant material used for houses throughout the area, with most houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are also evident. There are also examples of Victorian and Edwardian villas, as well as houses in other styles from the early 20<sup>th</sup> century, constructed of brick or plastered brick.

#### **15.1.7.2.5. Urban structure**

##### *Subdivision*

The subdivision of residential lots occurred progressively over an extended period of time. There is a noticeable distinction between the patterns of the earliest subdivisions (1860s to 1880s) and ones developed after this date. All areas are subdivisions of the larger sections first surveyed in the 1840s. These larger sections were formed off the principal roads, which ran along main access routes formed in the 1840s, often following ridge lines. Examples of this are Great North, Parnell, Richmond, Ponsonby, and Jervois Roads.

The residential subdivisions were generally formed by subdividing parts or all of these larger blocks of land. The earliest subdivisions tended to include smaller sections, on narrower streets, sometimes with less regular road patterns. The early subdivisions also tended to cover smaller areas of land. Later subdivisions tended to include larger sections, with wider streets, laid out on a more regular pattern, where the topography and existing road patterns permitted. Generally all road widths after 1880s were standardised.

Lot sizes vary considerably throughout the area. The earliest subdivisions, closest to the city, tend to have the smallest lot sizes, with some sections less than 300m<sup>2</sup>. A medium section size tended to be 300 to 450m<sup>2</sup>. In some of the later, more generous, subdivisions (such as Grey Lynn, subdivided as the Surrey Hills Estate from 1883 to 1886) section sizes were between 450 and 600m<sup>2</sup>.

There are also examples of larger lot sizes, which tended to be formed on more valuable land where large houses were built, as evident for example on the slopes of Herne Bay, where sections sizes were originally 3000 to 4000m<sup>2</sup>. These were subsequently subdivided into smaller, but still generous, sites of up to 1800m<sup>2</sup>.

In larger subdivisions, the most efficient means of subdivision was to create sections with a ratio of three times the length to width, which allowed consistent section widths on all street frontages and led to regular street patterns.

Within parts of the area some further subdivision of the original residential lots has occurred, where the original lot size (greater than 700 to 800m<sup>2</sup>) has permitted. Generally the subdivided section is at the rear with driveways formed from the road in the side yards, maintaining the ability to perceive the original subdivision pattern along the street.

The pattern of subdivision and sequence has been determined by a number of factors including proximity to the central city area, the development of public transport and other services including reticulated water supply and sewer disposal. There is a clear correlation between the development of the spreading suburbs and the expansion of tram services. As the tram service reached further across the isthmus, residential development followed.

#### *Road pattern*

Throughout the area the road pattern is generally based on an orthogonal layout determined by the alignment of main roads, shape of the early large allotments and topography of a particular area.

Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets. Variations in the width of early city roads led to government intervention to achieve consistency. The 1875 Act to regulate the Plans of Towns set out requirements for the minimum width of roads, which as far as possible were to be laid off in straight lines and perpendicular to each other. Subdivision plans had to be prepared by an approved engineer or surveyor. Generally all road widths after the 1880s were standardised to 100 links (approximately 20 metres), with a carriage-way formed within. Some main roads are wider. In earlier subdivisions the road widths were typically 75 links (approximately 15 metres) and in some cases only 50 links (approximately 10 metres).

In residential areas formed by early subdivisions between the 1860s and 1880s, road widths are narrow, which typically allowed only for narrow footpaths, and no grass berms. Later suburbs laid out with standardised road widths incorporate grass berms and street trees.

#### *Streetscape*

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is variation throughout areas within the area. The earliest

subdivisions with narrow streets did not allow for grass berms or street trees and hence the character is more urban, with houses often located close to the road boundary.

Wider streets permitted grass berms to be formed. These vary in width depending on the carriageway and whether roadside car parking is provided. Some streets have no kerbside parking and generous berms, often in areas where there is little localised traffic. Busy roads with kerbside parking tend to have narrow grass berms or in some situations no grass berms. Where grass berms are evident, street trees may also be present and some roads within the area includes avenues of mature street trees.

Areas that were developed as a part of larger subdivision demonstrate consistency in terms of lot size, setback, spacing and rhythm of housing as well as the age and styles of housing, collectively contributing to an established streetscape character. Predominantly front yards, whether modest or larger, are separated from the street with low fences, walls or planting, allowing good visibility of the houses from the street. However, there are also some examples of higher fencing and denser planting. Properties on main roads often tend to have a higher degree of separation between the public and private realm.

#### *Vegetation and landscape characteristics*

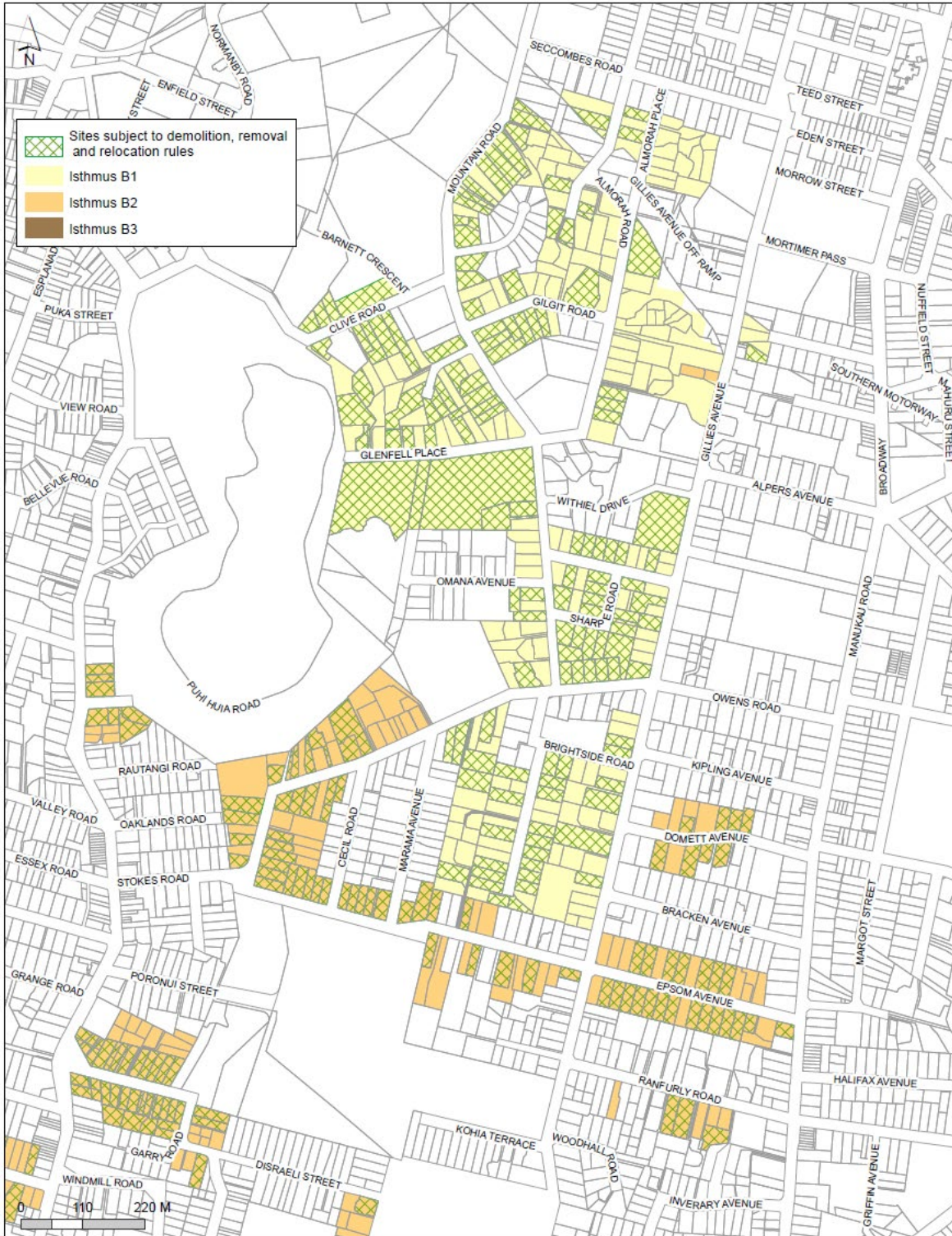
Throughout the overlay area there is variety in terms of vegetation and landscape characteristics. The earliest subdivisions did not allow for grassed berms or street trees and houses were often set close to the road boundary with very small front gardens. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the overlay area contribute to an impression of reasonably well-vegetated parts of the area.

**15.1.7.3. Special Character Areas Overlay – Residential: Isthmus B**

**15.1.7.3.1. Extent of area**

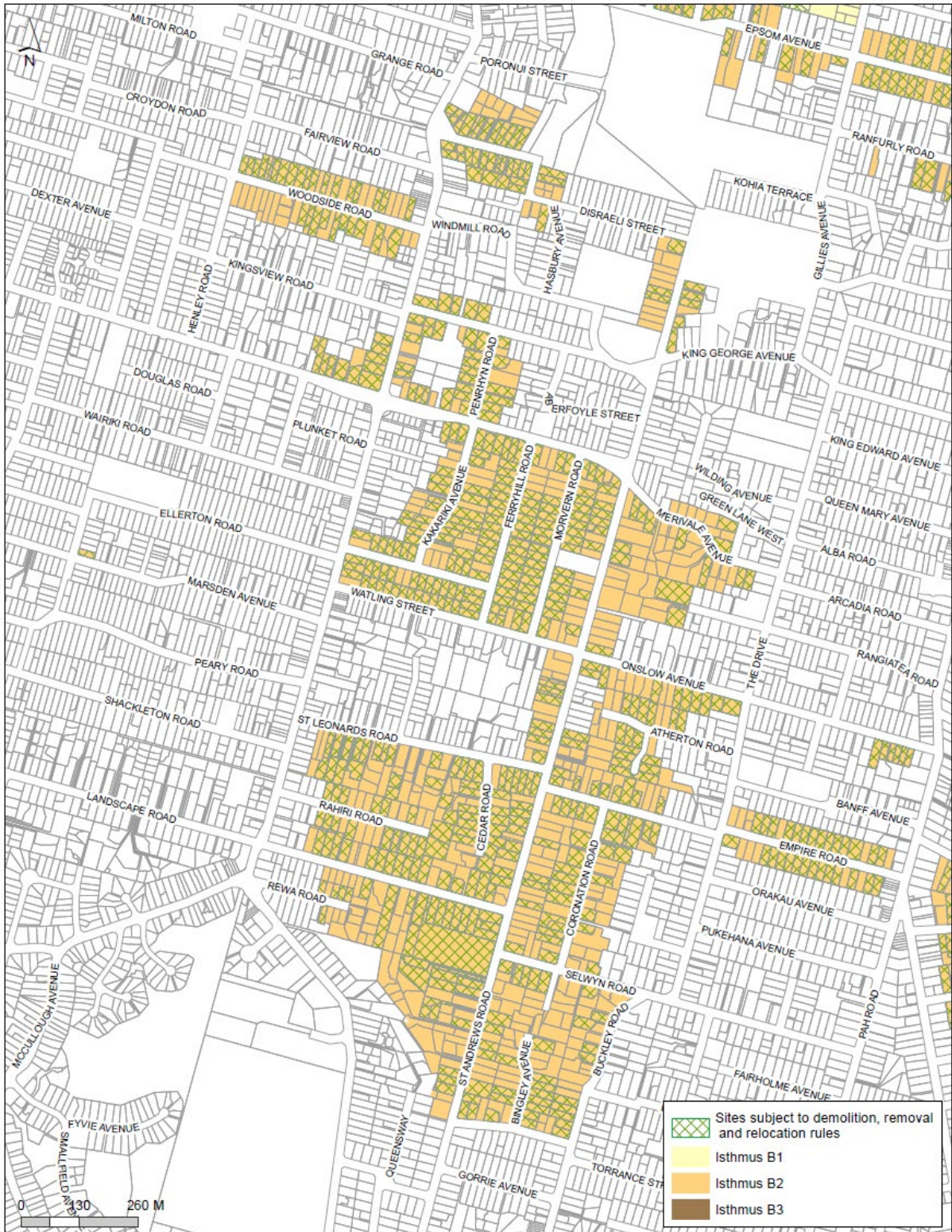
**Special Character Area Maps:**

(1) Special Character Areas Overlay – Residential: Isthmus B – Mount Eden/Epsom (Part A)





(2) Special Character Areas Overlay – Residential: Isthmus B – Mount Eden/Epsom (Part B)



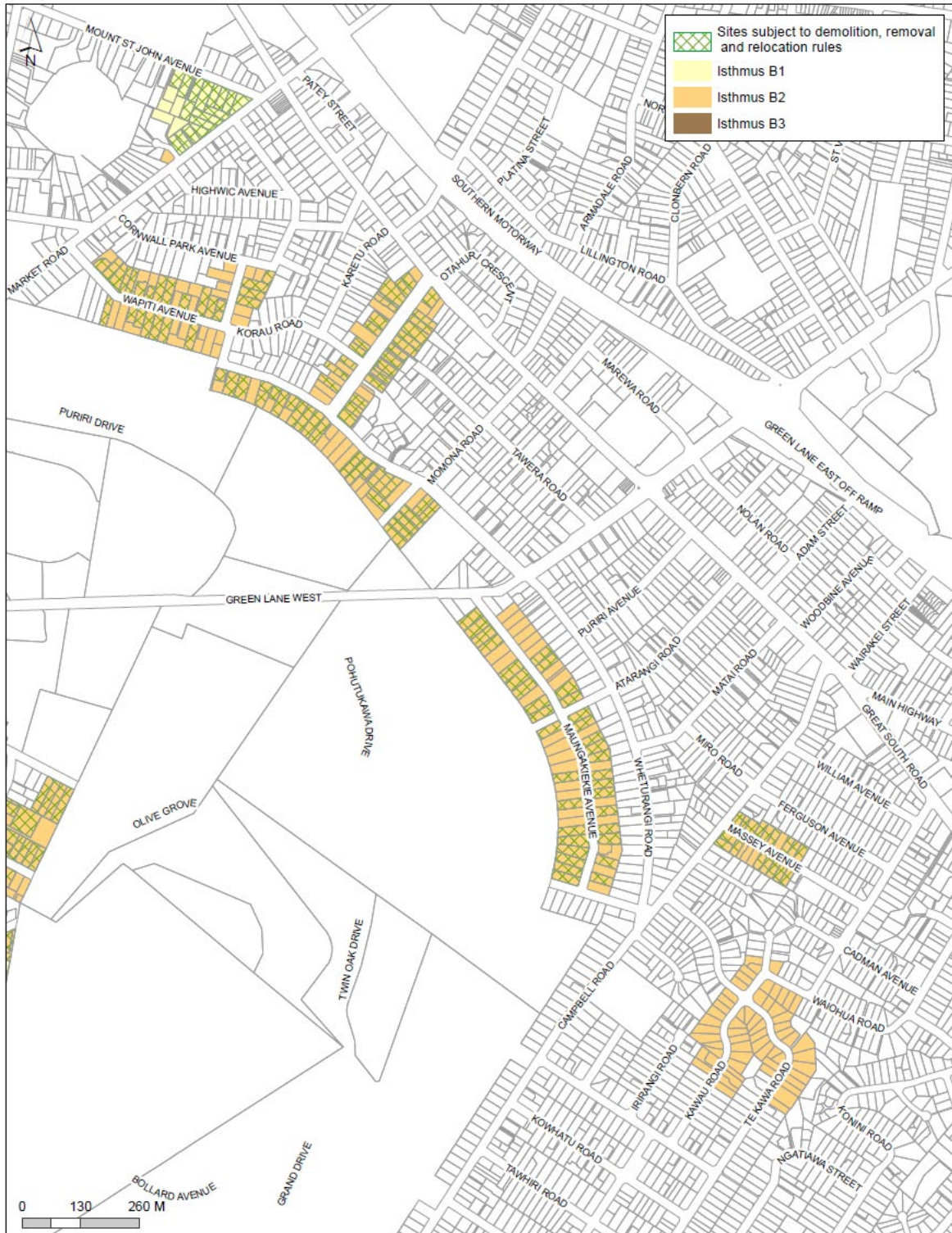


(3) Special Character Areas Overlay – Residential: Isthmus B – Epsom

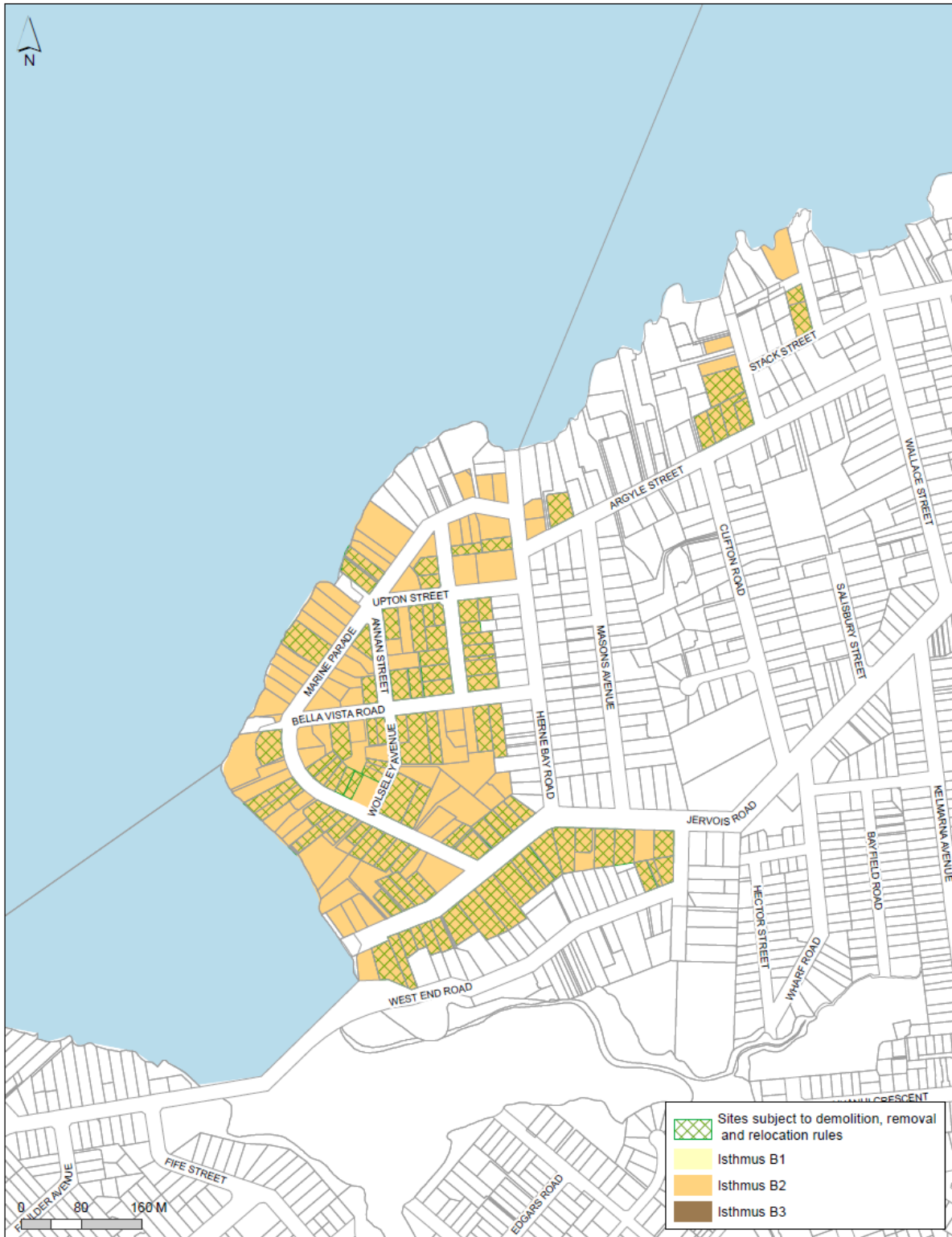




(4) Special Character Areas Overlay – Residential: Isthmus B – Epsom/Greenlane

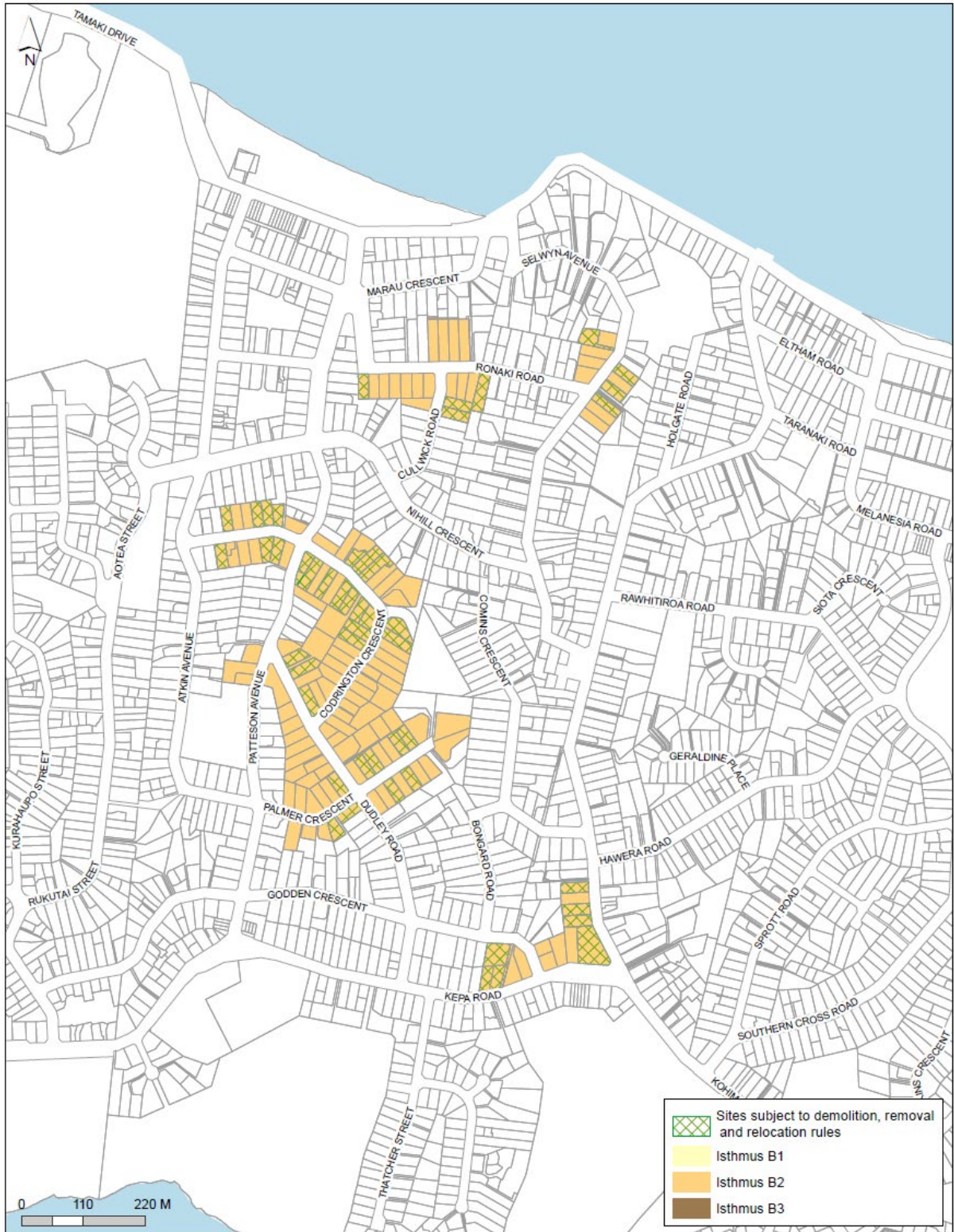


(5) Special Character Areas Overlay – Residential: Isthmus B – Herne Bay



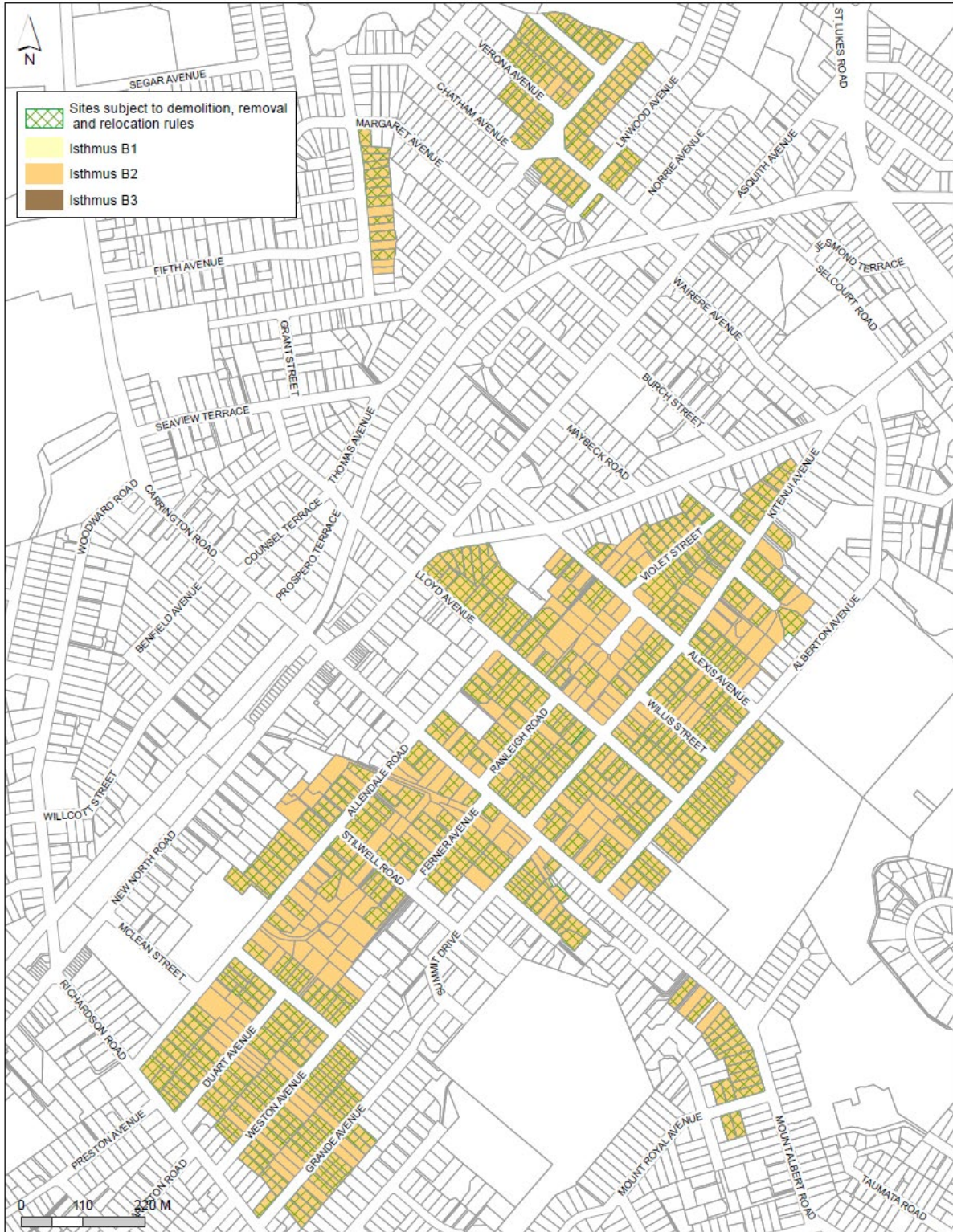


(6) Special Character Areas Overlay – Residential: Isthmus B – Mission Bay





(7) Special Character Areas Overlay – Residential: Isthmus B – Mount Albert

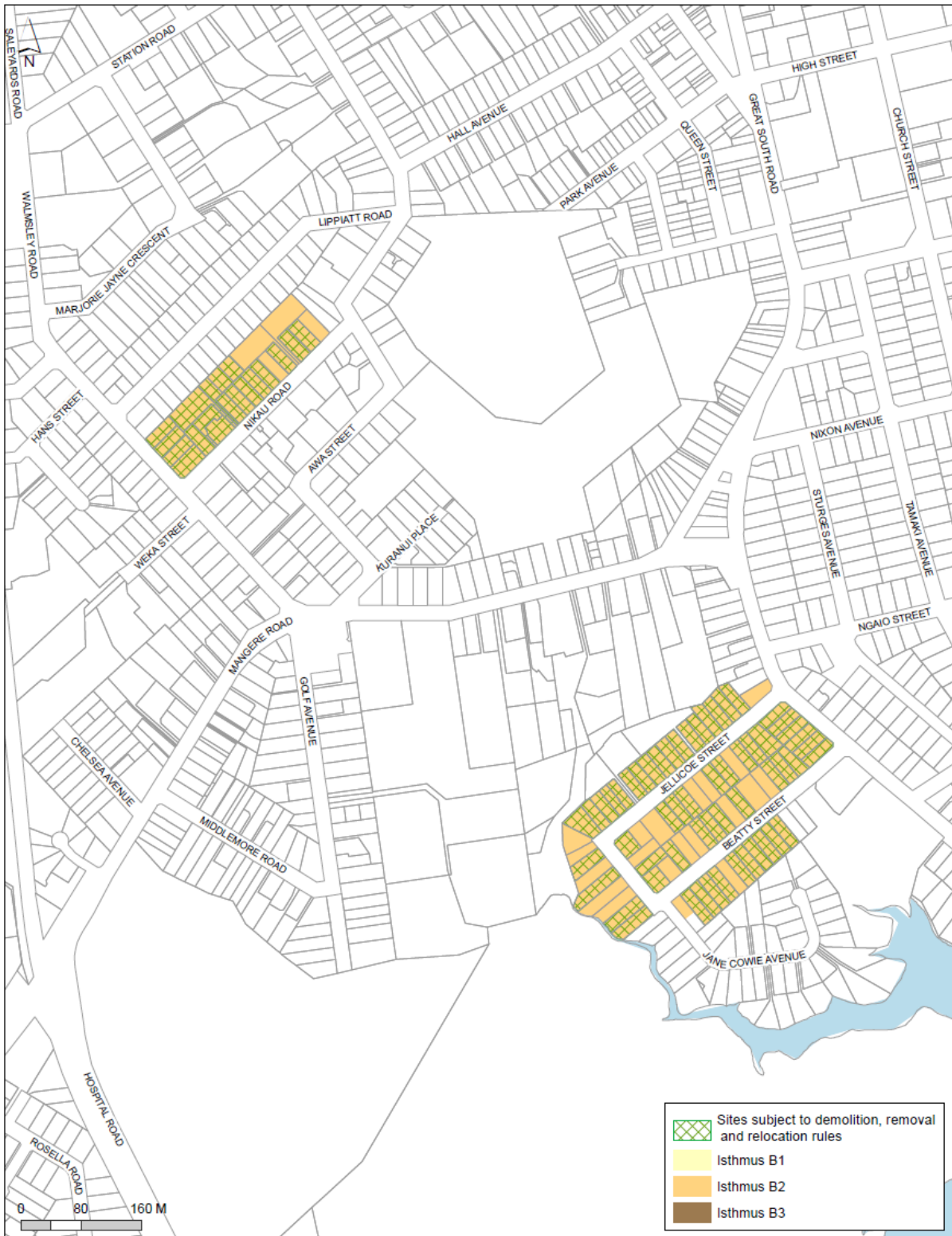




(8) Special Character Areas Overlay – Residential: Isthmus B – Mount Roskill

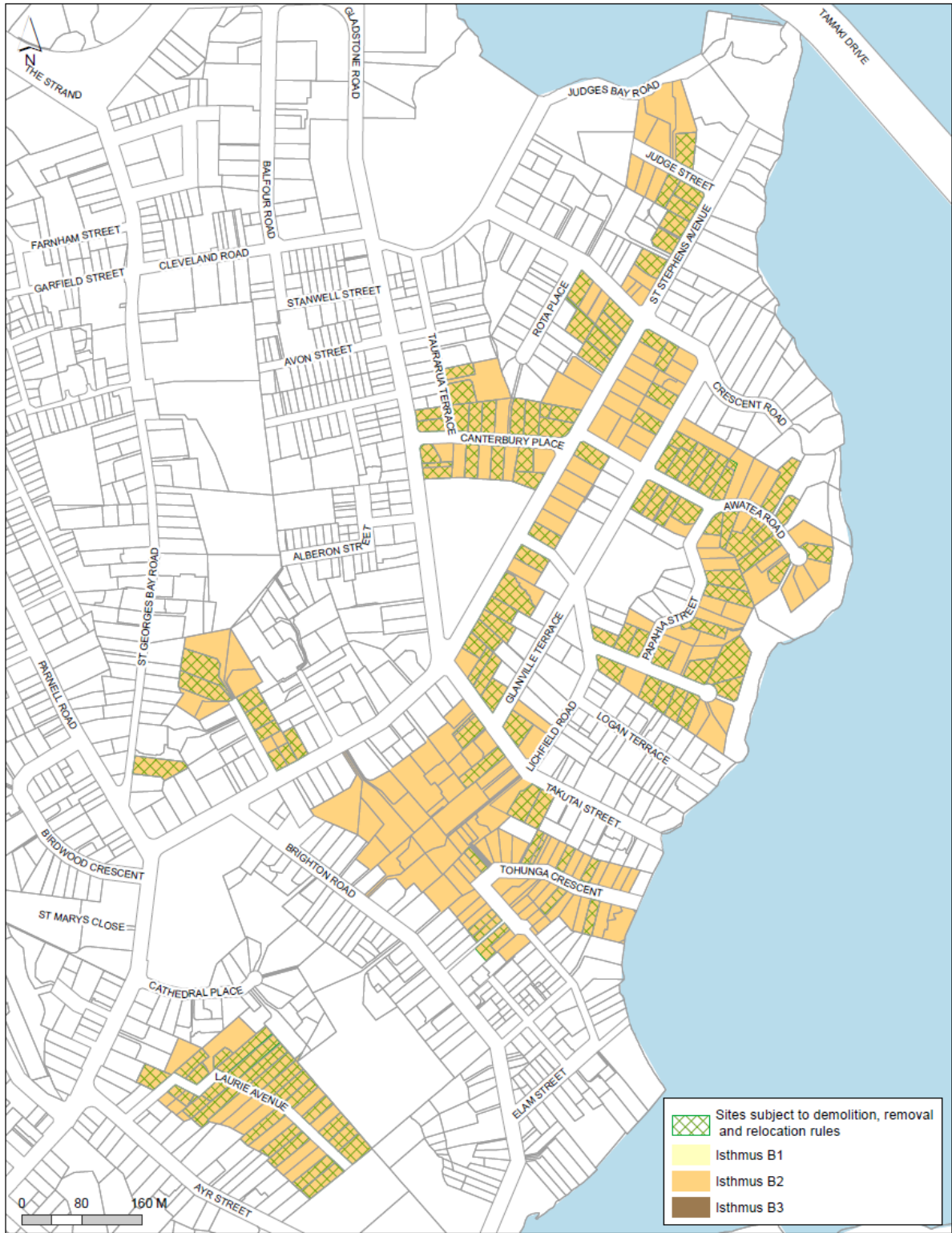


(9) Special Character Areas Overlay – Residential: Isthmus B – Ōtāhuhu





(10) Special Character Areas Overlay – Residential: Isthmus B – Parnell



(11) Special Character Areas Overlay – Residential: Isthmus B – Remuera



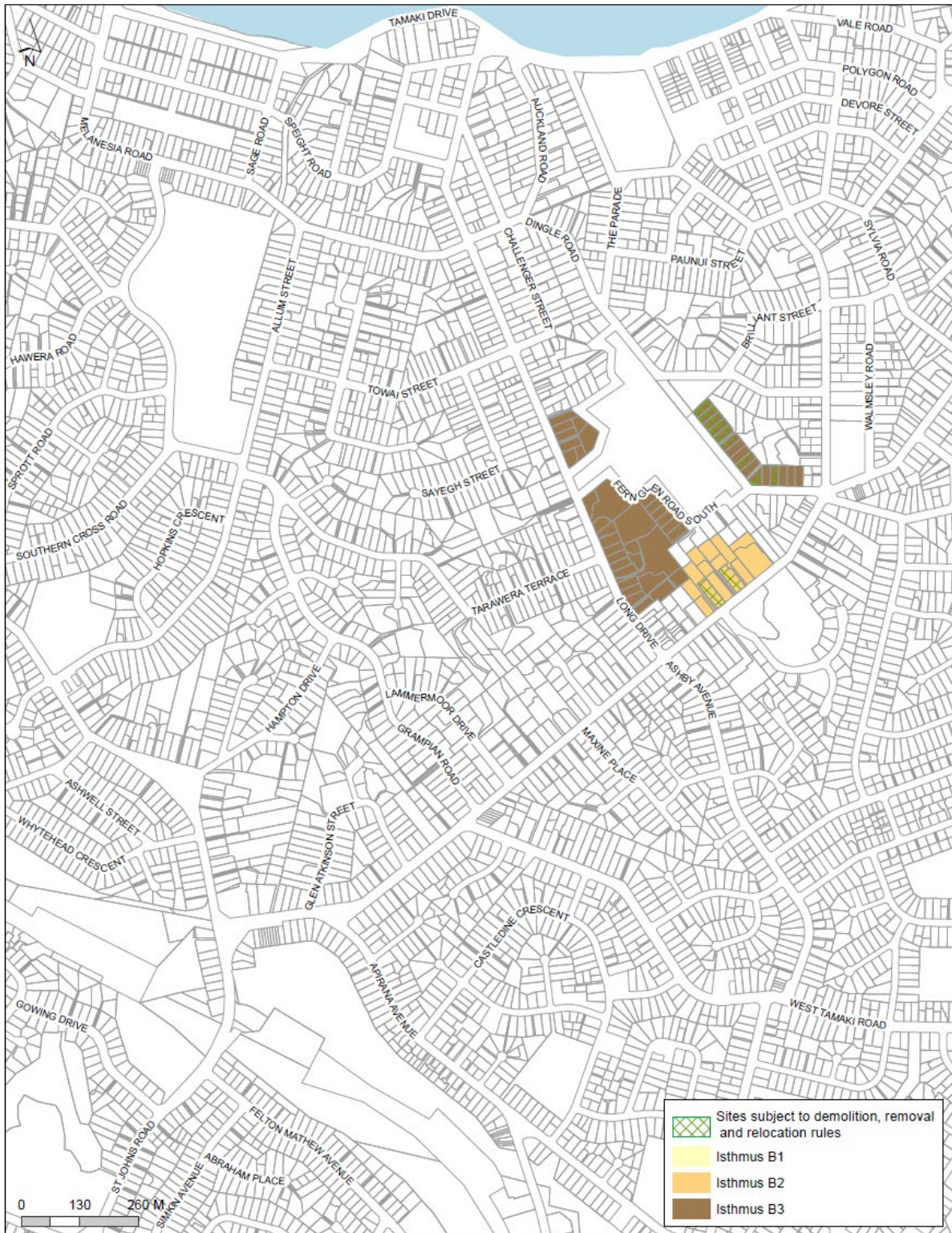


(12) Special Character Areas Overlay – Residential: Isthmus B –  
Remuera/Meadowbank





(13) Special Character Areas Overlay – Residential: Isthmus B – St Heliers



**Description:**

The overlay area is shown on the 13 special character area maps above. The overlay area covers a series of areas including parts of Remuera, Kohimarama, Mission Bay and St Heliers, as well as parts of Herne Bay, Parnell, Mount St John, One Tree Hill, Mount Eden, Epsom, Mount Albert, Mount Roskill, and Ōtāhuhu.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitematā and Manukau harbours. A series of ridges and valleys are located between the maunga and rise from the surrounding harbours. Typically, the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with residential areas located along coastal edges, and areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

**15.1.7.3.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance as it demonstrates an early period of residential development in Auckland City. It retains a number of representative areas of late 19<sup>th</sup> and early 20<sup>th</sup> century suburban residential developments. House designs and streetscape character are typically that of the Edwardian villa suburb, English Cottage revival and the Garden Suburb movement.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Rural land located close to the city centre was developed as a result of improvements in roading and the provision of public transport including the opening of the electric tram network. The overlay area illustrates the pattern of residential development that occurred in response to improvements in public transport and the roading network.

The suburbs within the overlay area are generally those developed to provide larger sections for bigger homes than those typically found in the overlay area from the same period. Houses are generally located on generous sections facing wide streets. Larger sections with wider road allowed for the development of private gardens and street tree planting which is a dominant aspect of these areas consistent with the Garden Suburb design ideals. The area generally demonstrates houses in a range of styles from this period.

The area also includes representative areas of State housing from the 1930s and 1940s. These are areas of early government built social housing to provide for

people that could not afford their own. These represent a significant move by government at a time when there was a shortage of housing in metropolitan areas. The suburban developments and house designs were developed by government architects and based on a modern interpretation of the Garden Suburb and featured generous sweeping road layouts and generous sized sections.

***Physical and visual qualities:***

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

The overlay area is of significance for its physical and visual qualities as it encompasses an exceptionally large grouping, of mid to late 19<sup>th</sup> and early to mid-20<sup>th</sup> century houses, together with associated urban patterns of development, that collectively reflect important trends in New Zealand's residential architectural design (particularly the Garden Suburb concepts described above) and the development of suburban residential areas in the Auckland region.

The style of dwellings can be diverse and the area includes examples of Victorian and Edwardian villas, Arts and Crafts influenced houses, Art Deco houses, English Cottage style dwellings and Californian bungalows. The overlay area also includes good examples of the cottage-style State housing of the late 1930s and early 1940s, characteristically set well back on the lots and surrounded by unfenced lawns.

Dwellings in the overlay area are typically set well back from the road, and there is an abundance of trees and vegetation both on private and public land. The Special Character Areas Overlay – Residential: Isthmus B1 and B3 areas are characterised by lower housing densities generally combined with period housing and an abundance of planting. The Special Character Areas Overlay – Residential: Isthmus B2 areas generally have higher housing densities and building coverage than areas in the Special Character Areas Overlay – Residential: Isthmus B1 and B3 area, and also include period homes.

**15.1.7.3.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area demonstrates in its physical and visual qualities a significant period of residential development that occurred from the late 19<sup>th</sup> century to 1940. The built fabric comprises the houses, street layouts and urban form.

*Scale of development*

Houses in the overlay area, built from the late 19<sup>th</sup> century to the 1940s, are predominantly detached one and two-storey houses. There is a wide range in scale with some very substantial dwellings on large sections, as well as smaller houses on modest section sizes.

*Form and relationship to the street*

Typically gabled and hipped roof forms of a variety of houses types (including villas, Arts and Craft style houses, English Cottage style houses, bungalows, and State houses) are evident throughout the overlay area.

There is variety in the architectural form and character of the houses in parts of the area. Some areas demonstrate substantial Edwardian and Arts and Crafts style houses on generous lots (such as in Remuera, One Tree Hill, and Epsom), while others demonstrate more modest houses including villas, bungalows and State houses (such as in Mount Albert, Ōtāhuhu, and Mount Roskill).

Variation in the set back of houses is evident, with often generous landscaped front gardens, as well as street trees in many parts of the area. Setbacks generally range from around four to 12 metres, with some deep front yards of over 15 metres. Within the State housing areas setbacks range from around four metres to over 12 metres.

Boundary fencing at the street varies throughout the area. Fences, hedges or walls are typically low or retain an open aspect between the street and front yards. Some early boundary treatments remain. Some of the fencing types include picket fences with a range of gate and posts types, hedges of various heights, low drystone walls and stones set in mortar, plastered brick walls which often match plastered brick or exposed brick houses.

*Density/Pattern of development*

The area contains a significant number of separate subdivisions, dating from late 19<sup>th</sup> century through to the early decades of the 20<sup>th</sup> century. The area reflects a range in terms of density, the pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. There is variation depending on when the area was subdivided and the suburb. Areas developed as tram suburbs subdivided from the early 1900s onwards include a range of moderate to larger lot sizes. Houses are generally located towards the front boundary, but with greater setbacks than earlier subdivisions. In these areas lot widths are generally around 12 to 15 metres wide, although some variation exists. Throughout these areas, there is generally a clear and well-articulated rhythm to the positioning of houses.

In other areas that were subdivided to form larger sections, the houses are set well back from the front boundary. Wider sections allow for generous widths between houses and the overall pattern is lower density.

In State house subdivisions the sections sizes are moderate and allow for houses to be set well back and generously spaced with a subsequent lower development density.

*Types*

The overlay area predominantly reflects a range of residential types from the late 19<sup>th</sup> century through to the 1930s and 1940s. This is predominantly detached houses and moderate to large lots.

### *Visual coherence*

There is variation in the degree of visual coherence evident in parts of the area. Within particular areas, there is consistency in subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. In other parts of the overlay area there is less visual coherence, where lots sizes vary and development may have occurred over time, with more recent housing interspersed amongst the historic housing.

#### **15.1.7.3.4. Architectural values**

##### *Styles*

The overlay area reflects a range of residential architectural styles including Victorian and Edwardian villas, transitional villas, Arts and Crafts, English Cottage, Neo-Georgian, and Moderne style houses, as well as examples of bungalows and State housing from the 1930s and 1940s.

Within the overlay area the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Other areas, where development has occurred over a longer period of time, reflect changing tastes in style and there is a greater variety.

Victorian and Edwardian villas, of one and two-storeys, represent the early period of residential development evident in parts of the area. They are typically single storey; however, two storey villas are evident in some areas. Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a prominent feature of many roofs in the area.

From around 1910 transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details such as exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

In the early decades of the 20<sup>th</sup> century the influence of Arts and Crafts movement of late 19<sup>th</sup> century as well as the Garden Suburb movement is evident in the development of suburban areas, in terms of architectural styles as well as an emphasis on picturesque siting of buildings in tree-lined streets, preferably close to public amenities.

The area retains examples of houses in Arts and Crafts, English Cottage, and neo-Georgian styles. English Cottage style houses were often characterised by steep-

pitched asymmetrical roofs. Materials included weatherboards, timber shingles, or brick, often incorporating use of picturesque features such as small-paned windows, arches and tall chimneys. Roofs were commonly clad in clay tiles.

The development of the bungalow type around the turn of the 20<sup>th</sup> century was also influenced by principles of the Arts and Crafts movement. By the end of World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after World War I, and are evident in parts of the area. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne as well as English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the area.

The area also includes examples of State housing built in the late 1930s and 1940s. State houses of this period were a compact, simplified version of the English Cottage style. The roofs were typically tiled, mostly hipped or gabled, with minimal eaves and a typical pitch of 30 degrees. Windows were casement type with high sills, divided horizontally into three panes. The houses were usually brick veneer or weatherboard, although a range of cladding materials were also used.

#### *Materials and construction – built fabric*

Timber is the predominant material used for houses in the area, with many houses clad in weatherboards and decorated with timber detailing. However, houses in the Arts and Crafts, English Cottage and Moderne styles were often constructed in brick, plastered brick or partially clad in timber shingles. Roof materials generally include corrugated iron, as well as clay and concrete tiles.

#### **15.1.7.3.5. Urban structure**

##### *Subdivision*

The area is located in a series of geographic areas in suburban locations. The formation of residential lots occurred progressively as a series of separate subdivisions that occurred in the late 19<sup>th</sup> century and early decades of the 20<sup>th</sup> century. The area includes residential lots of regular size formed as part of a particular subdivision, as well as areas where large lots have been progressively subdivided over time. Lot sizes vary ranging from regular lots of around 600m<sup>2</sup> to a varied range of larger lots. There are also examples of larger lot sizes, which tended to be formed on more valuable land where large houses were built, as evident, for example, on the slopes of Remuera. These were subsequently subdivided into smaller, but still generous sites.



The pattern of subdivision and sequence has been determined by a number of factors including proximity to the central city area, the development of public transport and other services such as reticulated water supply and sewer disposal. There is a clear correlation between the development of the spreading suburbs and the expansion of tram services. As the tram service reached further across the isthmus, residential development followed.

#### *Road pattern*

Throughout the area the road pattern is generally based on an orthogonal layout determined by the alignment of main roads, shape of the early large allotments and topography of a particular area.

Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets. Generally all road widths after 1880s were standardised to 100 links or 20.12 metres wide, with a carriage-way formed within. This standard width is generally evident with the area. There is variation evident in the road carriageway, with some streets having very generous grassed berms, often incorporating street trees, or alternatively a wider road carriageway.

The area includes examples of road layouts built as part of comprehensively planned State housing areas, based on Garden Suburb models. Curved streets and cul-de-sacs were a feature of most planned subdivisions and road widths varied, with local roads being narrower.

#### *Streetscape*

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is variation among the different geographic areas within the special character area. Wider streets permitted grass berms to be formed and street trees are evident in many streets. Some parts demonstrate regular lot widths, with generally consistent spacing of houses, while others are more varied. Predominantly, front yards, whether modest or larger, are separated from the street with low fences, hedges, walls or planting, however, there are examples of higher fencing and or denser planting.

In State housing areas, front yards were generally quite deep, with variety in the depth of setbacks, and often unfenced so that each dwelling would be a coordinated part of a whole community.

#### *Vegetation and landscape characteristics*

An abundance of planting is generally evident throughout many parts of the area, with variety in terms of vegetation and landscape characteristics. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the area give the area a well-vegetated character.

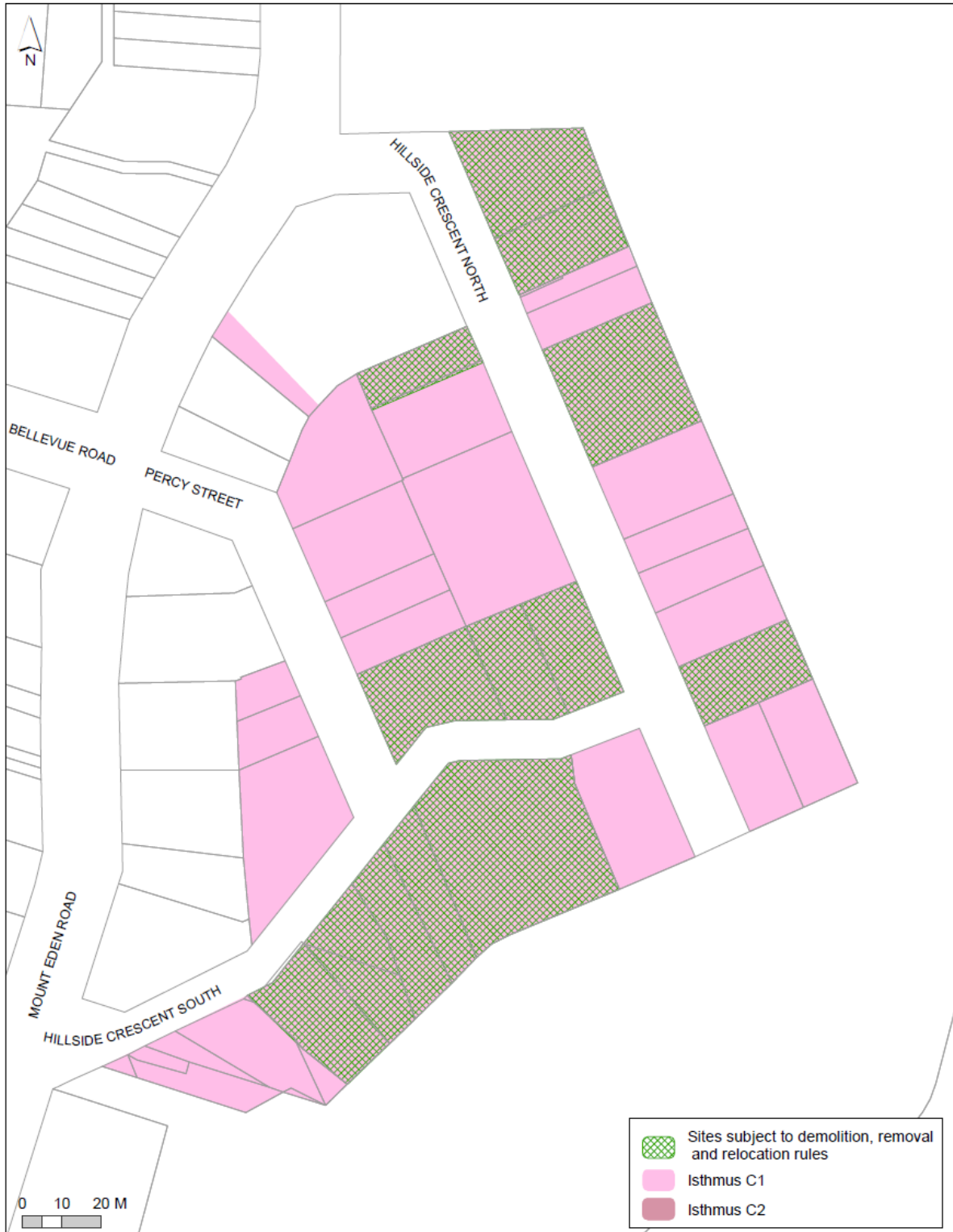


**15.1.7.4. Special Character Areas Overlay – Residential: Isthmus C**

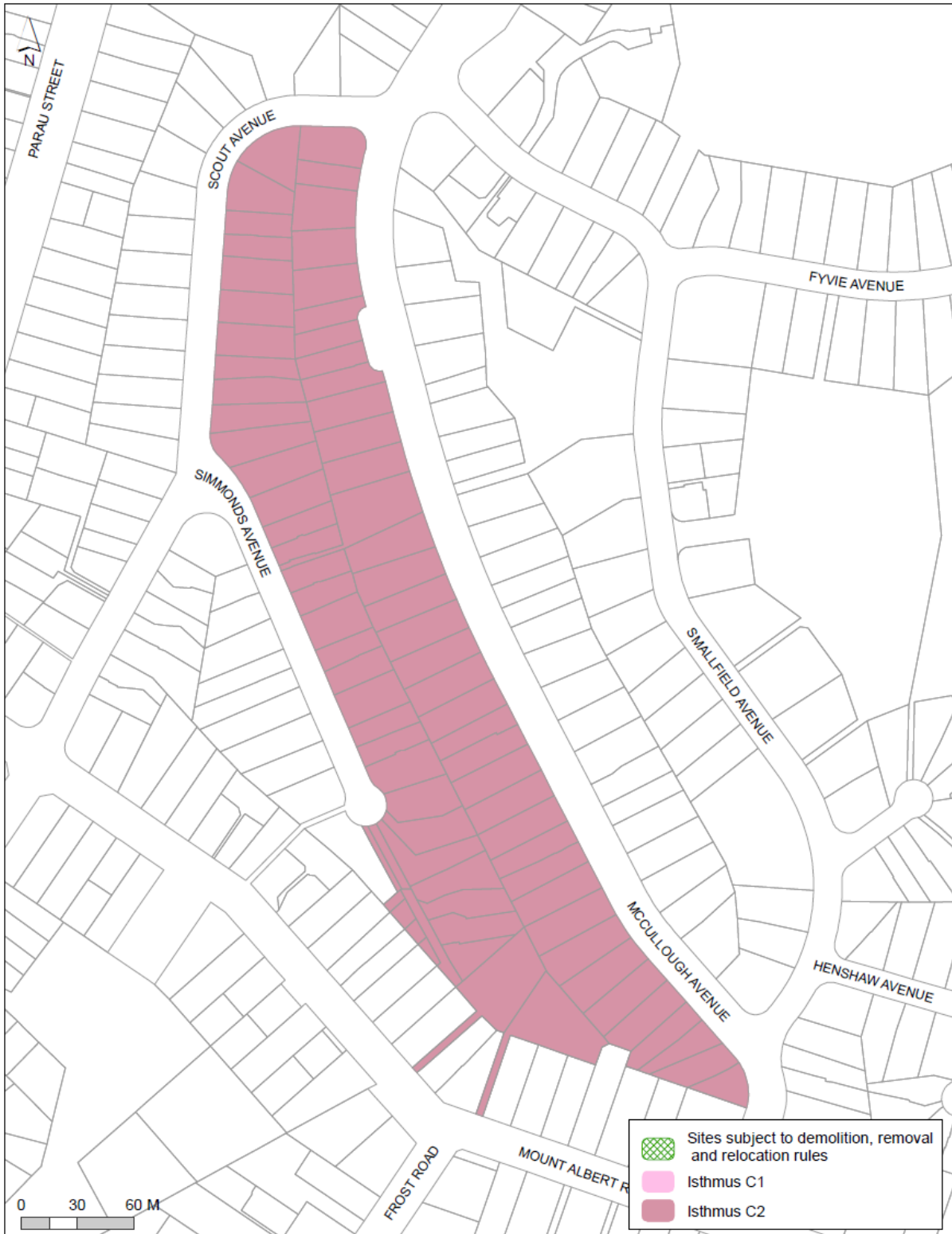
**15.1.7.4.1. Extent of area**

**Special Character Areas Maps:**

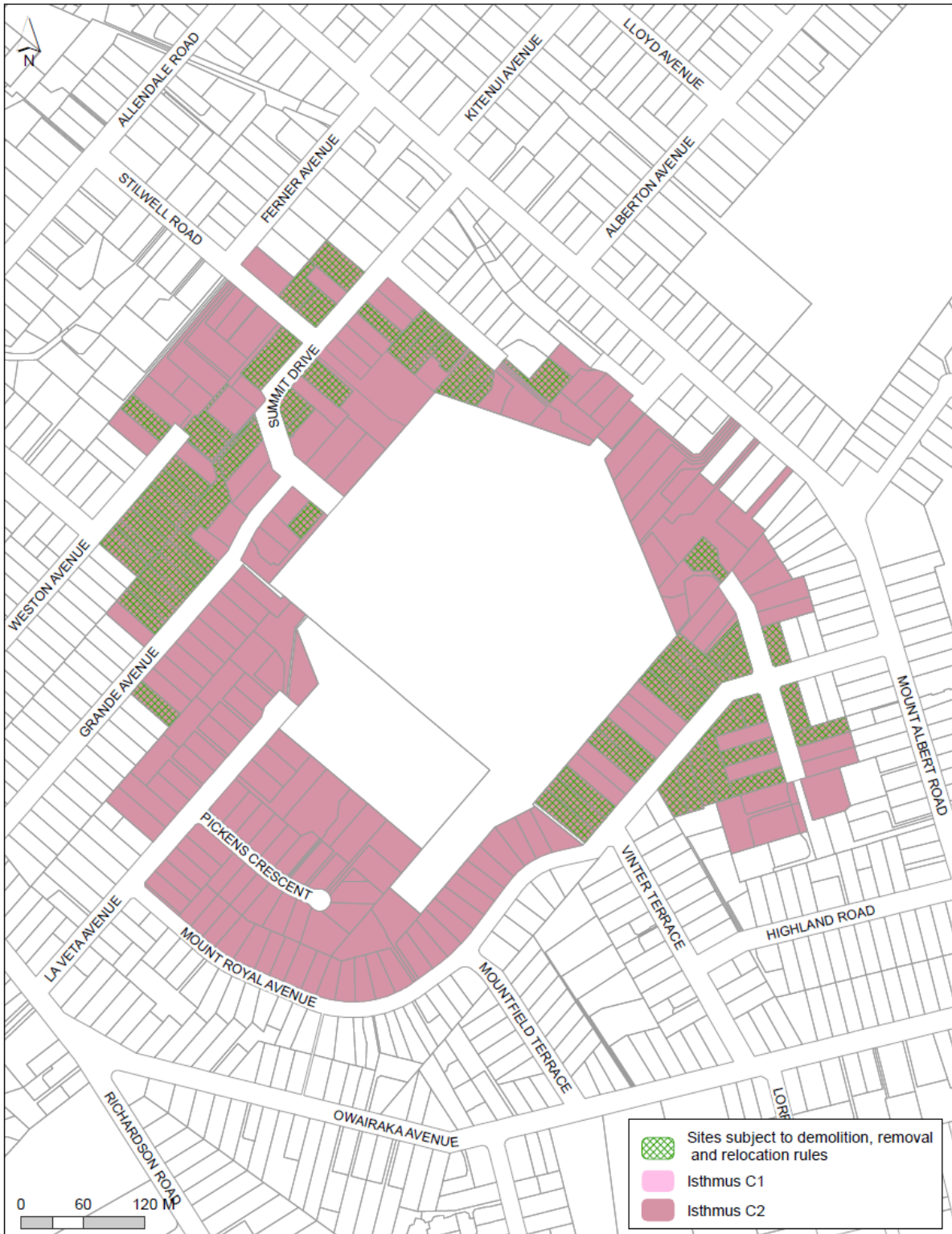
(1) Special Character Areas Overlay – Residential: Isthmus C – Mount Eden



(2) Special Character Areas Overlay – Residential: Isthmus C – Three Kings



(3) Special Character Areas Overlay – Residential: Isthmus C – Mount Albert





(4) Special Character Areas Overlay – Residential: Isthmus C –  
Remuera/Epsom



**Description:**

The Special Character Areas Overlay – Residential: Isthmus C areas are shown on the four-special character area maps above.

The overlay area encompasses houses located on the slopes of Mount Eden/Maungawhau, Mount Albert/Owairaka, Mount Hobson/Ōhinerau, and Mount St John/Te Kōpuke/Tītīkōpuka. The area also covers a tuff ring in Mount Roskill/Puketāpapa/Pukewīwī. The underlying landscape context in the overlay area reflects volcanic landforms.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitematā and Manukau harbours. A series of ridges and valleys are located between the maunga and rise from the surrounding harbours. Typically the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

**15.1.7.4.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance as it demonstrates an early period of residential development in Auckland City. It retains a number of representative areas of late 19<sup>th</sup> and early 20<sup>th</sup> century suburban residential developments with a significant relationship to natural landforms. The area reflects a pattern of residential development in Auckland, whereby housing was constructed on the slopes of the volcanic cones, often to take advantage of the outlook.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Rural land including that on the volcanic slopes, located close to the city centre, was developed as a result of improvements in roading and the provision of public transport, including the opening of the electric tram network.

The overlay area includes suburban developments to provide larger sections for bigger homes similar to those typically found in the Special Character Areas Overlay – Residential: Isthmus B area from the same period. Houses are generally located on generous sections facing wide streets. Larger sections with wider roads allowed for the development of private gardens and street tree planting which is a dominant aspect of these areas consistent with the Garden Suburb design ideals.

In contrast, the area located on the edge of Mount Eden/Maungawhau was developed in the late 19<sup>th</sup> century with relatively narrow streets and small lots sizes similar to those found in the earliest developed area of the Special Character Areas Overlay – Residential: Isthmus A.

Over the whole area houses are designed in a range of styles from the period and this special character area illustrates the pattern of residential development that took place on the isthmus during the late 19<sup>th</sup> and early 20<sup>th</sup> century in response to improvements in public transport and the roading network.

***Physical and visual qualities:***

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

The overlay area is of significance for its physical and visual qualities as it encompasses a grouping of late 19<sup>th</sup> and early to mid-20<sup>th</sup> century houses, together with associated urban patterns of development. These qualities collectively reflect important trends in New Zealand's residential architectural design and the development of suburban residential areas in the Auckland region.

Two distinctive types of character are reflected in the area. The first is characterised by a steep narrow street pattern set out in the late 19<sup>th</sup> century on the western side of Mount Eden. Site sizes are generally small and the houses are closely spaced.

The second type is characterised by larger sites, lower densities and significant vegetation. A diverse range of residential styles within this area include Victorian and Edwardian styles, together with English Cottage, Arts and Crafts, and other examples of early housing styles.

Other areas include State housing of the late 1930s and early 1940s. The special character is also evident in the pattern of subdivisions and lot sizes, density of housing, set-backs, and front gardens, fences, walls, and hedges.

**15.1.7.4.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area is significant for its physical and visual qualities as it demonstrates a significant period of residential development that occurred from the late 19<sup>th</sup> century to the 1940s. The built fabric comprises the houses, street layouts and urban form, with a particular focus on the relationship to natural landforms.

*Scale of development*

Houses in the area built from the late 19<sup>th</sup> century to the 1940s are predominantly detached one and two-storey houses. There is a wide range in scale with some

very substantial dwellings on large sections, as well as smaller houses on modest section sizes.

*Form and relationship to the street*

Typically gabled and hipped roof forms of a variety of housing styles including villas, Arts and Crafts houses, English Cottage-houses, bungalows, and State houses are evident throughout the overlay.

There is variety in the architectural form and character of the houses in parts of the area. Some parts demonstrate substantial English Cottage and Arts and Crafts style houses on generous lots, while others demonstrate more modest houses including villas, bungalows, and State houses.

Variation in the setback of houses is evident, with often generous landscaped front gardens, as well as street trees in many parts of the area. Setbacks generally range from around four to 12 metres. Setbacks in the area close to Mount St John/Te Kōpuke/Tītīkōpuke include some deep front yards of over 15 metres. In areas of housing on Mount Eden/Maungawhau, some houses are located close to or on the street boundary. Within the State housing area in McCullough Avenue, Simmonds Avenue, and Scout Avenue, setbacks range from around four metres to over 12 metres.

Boundary fencing at the street varies throughout the area. Fences, hedges or walls are typically low or retain an open aspect between the street and front yards. Some early boundary treatments remain. Some of the fencing types include picket fences with a range of gate and posts types, clipped hedges of various heights, low drystone walls and stones set in mortar, and plastered brick walls which often match plastered or exposed brick houses.

*Density/Pattern of development*

The area contains a number of separate subdivisions, dating from the late 19<sup>th</sup> century through to the early decades of the 20<sup>th</sup> century. The area reflects a range in terms of density, the pattern of subdivision, lot sizes, lot widths, house setbacks, and spacing between houses. There is variation depending on when the area was subdivided and the suburb. Areas developed from the early 1900s onwards include a range of moderate to larger lot sizes. Houses are generally located towards the front boundary, but with greater setbacks than earlier subdivisions. In these areas lot widths are around 12 to 15 metres wide, although some variation exists. Throughout these areas, there is generally a clear and well-articulated rhythm to the positioning of houses.

Other areas were subdivided to form larger sections, and the houses are set well back from the front boundary. Wider sections allow for generous widths between houses and the overall pattern is lower density.

In State house subdivisions the sections sizes are moderate and allow for houses to be set well back and generously spaced with a subsequent lower development density.

### *Types*

The overlay area predominantly reflects a range of residential types from the late 19<sup>th</sup> century through to the 1930s to 1940s.

### *Visual coherence*

There is variation in the degree of visual coherence evident in parts of the overlay area. Within particular areas, there is consistency in subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident.

In other parts of area there is less visual coherence, where lot sizes vary and development may have occurred over time, with more recent housing interspersed. The State housing areas have a high degree of visual coherence having been comprehensively planned and built around one time.

#### **15.1.7.4.4. Architectural values**

### *Styles*

The overlay area reflects a range of residential architectural styles including Victorian and Edwardian villas, transitional villas, Arts and Crafts, English Cottage, neo-Georgian, and Moderne style houses, as well as examples of bungalows and State housing from the 1930s and 1940s.

Within the overlay area, the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Other areas, where development occurred over a longer period of time, reflect changing tastes in style, resulting in a greater variety.

Victorian and Edwardian villas represent the early period of residential development evident in parts of the overlay area. They are typically single storey however two-storey villas are evident in some areas. Typical of the villa type, roofs are gabled and hipped, and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain an important feature of many roofs in the overlay area.

From around 1910 transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

In the early decades of the 20<sup>th</sup> century the influence of the Arts and Crafts movement of the late 19<sup>th</sup> century as well as the Garden Suburb movement is



evident in the development of suburban areas, in terms of architectural styles as well as an emphasis on picturesque siting of buildings in tree-lined streets, preferably close to public amenities.

The overlay area retains examples of houses in Arts and Crafts, English Cottage and neo-Georgian styles. English Cottage style houses were often characterised by steep-pitched asymmetrical roofs over mostly two-storeyed plans. Materials included weatherboards, timber shingles, or brick, often incorporating use of picturesque features such as small-paned windows, arches and tall chimneys. Roofs were commonly clad in tiles.

The development of the bungalow type around the turn of the 20<sup>th</sup> century was also influenced by principles of the Arts and Crafts movement. By the end of World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after World War I, and are evident in parts of the overlay area. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan. By the 1930s, other styles such as Art Deco, Moderne, and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the overlay area.

The overlay area also includes State houses built in the early 1940s in Scout, Simmonds and McCullough Avenues in Three Kings. State houses of this period were a compact English Cottage style. The roofs were typically tiled, mostly hipped or gabled, with minimal eaves and a typical pitch of 30 degrees. Windows were casement type with high sills, divided horizontally into three panes. The houses were usually brick veneer or weatherboard; although a range of cladding materials were also used.

#### *Materials and construction – built fabric*

Timber is the predominant material used for houses in the overlay area, with many houses clad in weatherboards and decorated with timber detailing. However, houses in the Arts and Crafts, English Cottage and Moderne style, as well as State houses were often constructed in brick or with rendered finishes. Roof materials include corrugated iron, as well as clay and concrete tiles.

#### **15.1.7.4.5. Urban structure**

##### *Subdivision*

The overlay area is located in a series of geographic areas in suburban locations, largely close to volcanic cones. The subdivision of residential lots within various parts of the area occurred progressively as a series of separate subdivisions that occurred in the late 19<sup>th</sup> century and early decades of the 20<sup>th</sup> century. The area includes residential lots of regular size formed as part of a particular subdivision, as well as areas where large lots have been progressively subdivided over time.

Lot sizes vary throughout the area, ranging from regular lots of around 600 to 800m<sup>2</sup> to a varied range of larger lots.

The pattern and sequence of subdivision has been determined by a number of factors including proximity to the central city area, the development of public transport and other services such as reticulated water supply and sewer disposal, and the development of State housing areas.

#### *Road pattern*

The road layouts were generally designed to take the volcanic topography into account but are also commonly an extension of the orthogonal layout evident in the nearby Special Character Areas Overlay – Residential: Isthmus A and Special Character Areas Overlay – Residential: Isthmus B.

The area also includes examples of road layouts built as part of comprehensively planned State housing areas, based on Garden Suburb models, such as the curved streets including McCullough, Simmonds, and Scout Avenues in Three Kings. These streets also relate to the volcanic landform.

Throughout the area there is variation evident in the road carriageway, with some streets having generous grassed berms, often incorporating street trees, or alternatively a wider road carriageway.

#### *Streetscape*

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. Within the overlay area, the relationship to volcanic landforms also contributes to the character of streetscapes. Houses are viewed stepping up hillsides or along terraced roads on the sloping topography. Views to and from these elevated positions are an important feature of the area and building forms are viewed in relation to these significant landforms.

Some parts of the overlay area demonstrate regular lot widths, with generally consistent spacing of houses, while others are more varied. Predominantly front yards, whether modest or larger, are separated from the street with low fences, hedges, walls or planting. In State housing areas, front yards had variety in the depth of setbacks, and were often unfenced so that each dwelling would be a coordinated part of a whole community.

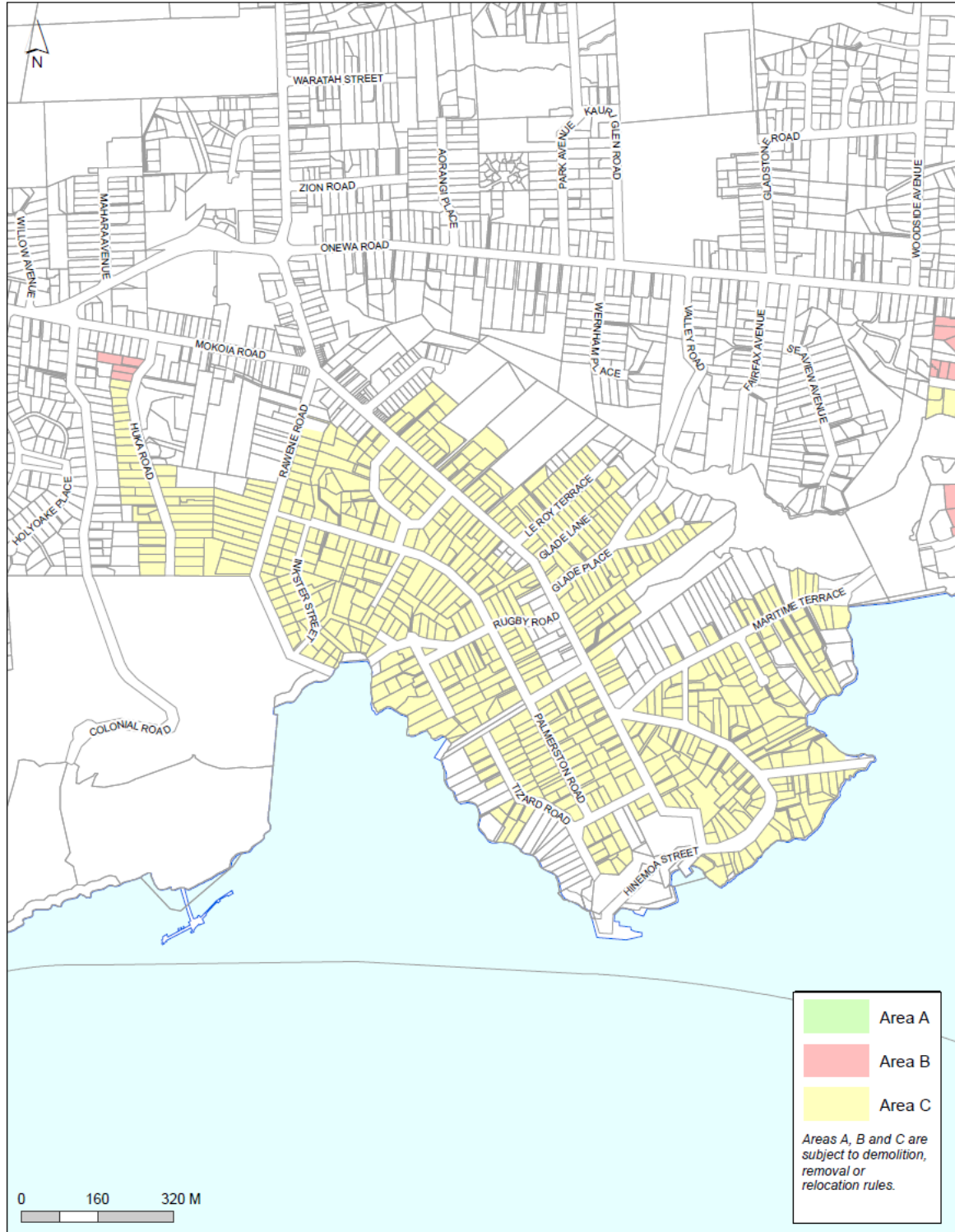
#### *Vegetation and landscape characteristics*

An abundance of planting is generally evident throughout many parts of the area, with variety in terms of vegetation and landscape characteristics. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the area contribute to an impression of a well-vegetated character.

**15.1.7.5. Special Character Areas Overlay – General: North Shore – Birkenhead Point**

**15.1.7.5.1. Extent of area**

**Special Character Area Map:**



**Description:**

The overlay area covers much of Birkenhead Point, including Hinemoa Street and the streets to either side, as well as parts of Rawene Road and Huka Road. The extent is shown on the special character area map above. The area reflects the extent of residential development on Birkenhead Point in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, and is one of three areas within the wider Special Character Areas Overlay – General: North Shore.

An undulating landscape with a series of ridges and gullies, native bush and trees around the coastal margin and exceptional views are distinctive features of the overlay. The landform allows views to other parts of Birkenhead Point, as well as to the Chelsea Sugar Refinery, Waitematā Harbour, Auckland City, Northcote Point and Kauri Point.

**15.1.7.5.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance because it is one of the earliest substantial areas of European settlement and development that occurred on the North Shore, occurring in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. It is one of three marine suburbs established close to Auckland City, the others being Devonport and Northcote Point. It is also significant as it formed part of the most populated late 19<sup>th</sup> and early 20<sup>th</sup> century urban areas in the country. The area retains groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development.

Residential subdivisions were promoted from the 1860s; however, the area was initially developed for small farms, market gardens and orchards and became well-known for fruit growing. In the 1880s developments in local government, provision of a wharf, roading and other infrastructure, and the establishment of the Colonial Sugar Refinery (now Chelsea Sugar Refinery) had a major effect on the development of Birkenhead. With a major place of employment established, the local population expanded and, in addition to purpose-built worker's cottages, a number of other houses were constructed in the Birkenhead area for the Colonial Sugar Refinery employees to live in. The sugar refinery was, and remains, a significant local industry and an important aspect of local, regional and national history.

The earliest commercial buildings in Birkenhead were located close to the wharf and in lower Hinemoa Street, in reasonable proximity to surrounding residential streets. The most substantial of these were located at the intersection with Rugby Road. A number of other modest timber and plastered brick shops were also built in this vicinity from around the 1910s to 1920s to serve the local community. Birkenhead's business centre moved further north to the crossroads of Mokoia

and Hinemoa Streets after World War I when regular motorised bus transportation began to operate from the wharf up to Birkdale and Zion Hill.

Residential and commercial development continued steadily, and by the 1920s, the suburb had extended north toward the present day Highbury commercial centre at the junction of Hinemoa Street and Mokoia Road.

***Physical and visual qualities:***

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

The overlay area is significant for its physical and visual qualities, as it retains a large grouping of houses that collectively demonstrate the late 19<sup>th</sup> and early 20<sup>th</sup> century period of settlement and illustrate the urban pattern of development of the North Shore, and specifically of Birkenhead. Because of Birkenhead's undulating coastal topography, its streetscape qualities and patterns are less regular and uniform than in other neighbourhoods from this period.

Surviving houses from this period, including villas, transitional villas, bungalows and examples of State housing, demonstrate the design principles and aesthetics from this period as well as social patterns of the time. The surviving stock of houses demonstrates changing requirements and design ideas in domestic architecture in the transition from the Victorian-Edwardian villa to the bungalow. The houses demonstrate the use and application of building materials, methods and craft skills from the 1890s to the 1940s.

**15.1.7.5.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area demonstrates in its built fabric a significant period of residential development that occurred in this part of the North Shore from around the 1890s to 1940s. The built fabric includes the houses, street layouts, and urban form.

*Scale of development*

The late 19<sup>th</sup> and early 20<sup>th</sup> century houses on Birkenhead Point are predominantly single level, detached residences, although some examples of two-storey houses are evident. Houses include examples at a range of scales, from modest villas and bungalows as well as substantial two storey houses in a similar variety of styles. Commercial buildings in the area are mainly low scale, with one and two-storey shops interspersed among the residences.

*Form and relationship to the street*

The generally regular positioning of houses on their lots, whether small or larger, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. However there is some variation in terms of lot sizes and the position of houses on lots. Villas in the north-west end of Palmerston Road, for example, and on the east side of Hinemoa Street, as it

curves down towards the wharf, are set approximately two metres or even less in some instances, from the road boundary. In other parts of the area setbacks are greater, generally ranging from around four to 12 metres.

Gabled and hipped roof forms are evident throughout most of the area associated with Victorian and Edwardian villas, bungalows and other house styles present. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. Front yards are often landscaped with a range of planting and hard landscape features including fencing. Fencing types include picket fences with a range of gate and posts types, clipped hedges of various heights, low drystone walls and stones set in mortar, plastered brick walls which often match plastered brick or exposed brick houses. These low fencing types generally allow good visibility of the houses from the street.

In the earliest subdivisions with very small lots, off street car parking or garages in front yards are generally not evident. In areas where lot sizes are moderate or larger, some properties have garages or carports constructed more recently within the front or side yards.

#### *Density/Pattern of development*

The overlay area reflects a number of separate subdivisions, with road layouts and lot sizes also reflecting the undulating topography. The pattern of subdivision, lot sizes, lot widths, house setbacks, and spacing between houses varies, although some parts of the area reflect a more consistent pattern.

Lot sizes range from around 500m<sup>2</sup> to over 1500m<sup>2</sup>. Lot widths are typically around 15 to 18 metres wide, with some variation. Houses generally occupy much of the width of their sites, with driveways located to one side. The setback of houses from the road boundary varies as described above, ranging from around 2 metres in some places to around four to 12 metres in others.

#### *Types*

Birkenhead Point retains groupings of houses dating from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Examples of early commercial buildings from a similar period are evident in close proximity to housing.

#### *Visual coherence*

Within the overlay area high numbers of villas, transitional villas, bungalows, as well as State houses are evident, contributing to the sense of visual coherence, although some more recent development is now interspersed with the older housing stock. Clusters of early commercial buildings in lower Hinemoa Street are located in close proximity to the surrounding residential development and contribute to the collective visual coherence of the special character area. The buildings in lower Hinemoa Street are managed separately as a Special Character Areas Overlay – Business.

#### **15.1.7.5.4. Architectural values**

##### *Styles*

Buildings in the overlay area demonstrate a range of Victorian, Edwardian and early 20<sup>th</sup> century architectural styles. Villas represent the early period of development in Birkenhead during the Victorian and Edwardian eras. Villas evident in Birkenhead are typical of this era, and include square-fronted examples as well as bay villas in a variety of configurations. Typical of the villa style, roofs are gabled and hipped and most commonly clad in corrugated iron. Door and window joinery is timber, incorporating double-hung sash windows. Timber weatherboard cladding is most common, although there are some examples in brick. Decorative timber fretwork and other details were used, particularly on verandahs and gable ends. Brick chimneys remain a key feature of many roofs in the area.

Transitional villas began to be constructed around 1910; they retain the general form and layout of the villa, but incorporate bungalow details like exposed rafter ends, casement windows, shingles, and reduced ornamentation.

Examples of bungalows are also evident in the area. Influenced by trends in America as well as England and Australia, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

Other styles such as Art Deco and English Cottage are evident in the area, typically as a variation of the broader bungalow form. Examples of State houses in English Cottage style are also evident in some streets such as Le Roy Terrace.

##### *Materials and construction – built fabric*

Late 19<sup>th</sup> and early 20<sup>th</sup> century houses on Birkenhead Point are typically timber-framed, weatherboard clad and decorated with timber detailing. Door and window joinery is typically timber. There are some examples of houses constructed in rendered brick. Gabled or hipped roofs are predominantly clad in corrugated iron, with some examples of clay or concrete tiled roofs. Brick or plastered chimneys remain a feature of many houses. Verandahs or porches, with decorative timber detailing, are also a feature of many houses.

#### **15.1.7.5.5. Urban structure**

##### *Subdivision*

The pattern of subdivision is quite varied on Birkenhead Point, as the undulating landform made a regular pattern of lots difficult to achieve. The main roads are typically located along the ridges. Variation in the size of lots is evident, particularly around the coastal margin and where land falls quite steeply into gullies, for example to the north of Maritime Terrace where there are very long sections. Residential lots were created as part of a series of subdivisions. Areas to the west of Hinemoa Street had been largely subdivided by 1902, while the

area to the east, north of Maritime Terrace, still remained in large allotments at that time. Section sizes range from around 500m<sup>2</sup> to over 1500m<sup>2</sup>. While groups of similar sized sections are evident in some parts of the area, there is variation in lot width and depth throughout the area.

#### *Road pattern*

Roads relate to the contours on Birkenhead Point, with Hinemoa Street located on the central ridgeline and Palmerston Road located parallel to the west. Cross roads are generally perpendicular and their positions relate to ridges and gullies to either side. Mariposa Crescent rises gently to the north following the contour to the west of Hinemoa Street. Roads are typically a standard one chain (approximately 20 meters), with a dual carriageway and car parking on either side. Hinemoa Street has footpaths to each side without grassed berms. Other roads generally have grass berms to one or both sides. Street trees are evident in some roads.

#### *Streetscape*

There is some variation in streetscape character throughout the overlay area. A traditional pattern of development is evident where groups of villas, bungalows, and State houses remain, where setbacks are reasonably consistent, and generally traditional fence types and front yards with small scale planting are evident. Around the coastal margin, where the land form becomes more varied, there is generally greater diversity in the housing ages and types, relationship of houses to the road boundary, and a greater presence of native bush and other plantings.

#### *Vegetation and landscape characteristics*

Shrubs and plantings in front yards contribute to a vegetated character in many parts of the overlay area. Reserves including Le Roys Bush, Brassey Road Reserve, Telephone Road Reserve, and Needles Eye Reserve, reflect the steep native bush-clad gullies which are a distinctive feature of the coastal margin in Birkenhead. A grass swale detail with a grassed margin adjacent to the sides of some roads in Birkenhead is a distinctive streetscape feature.

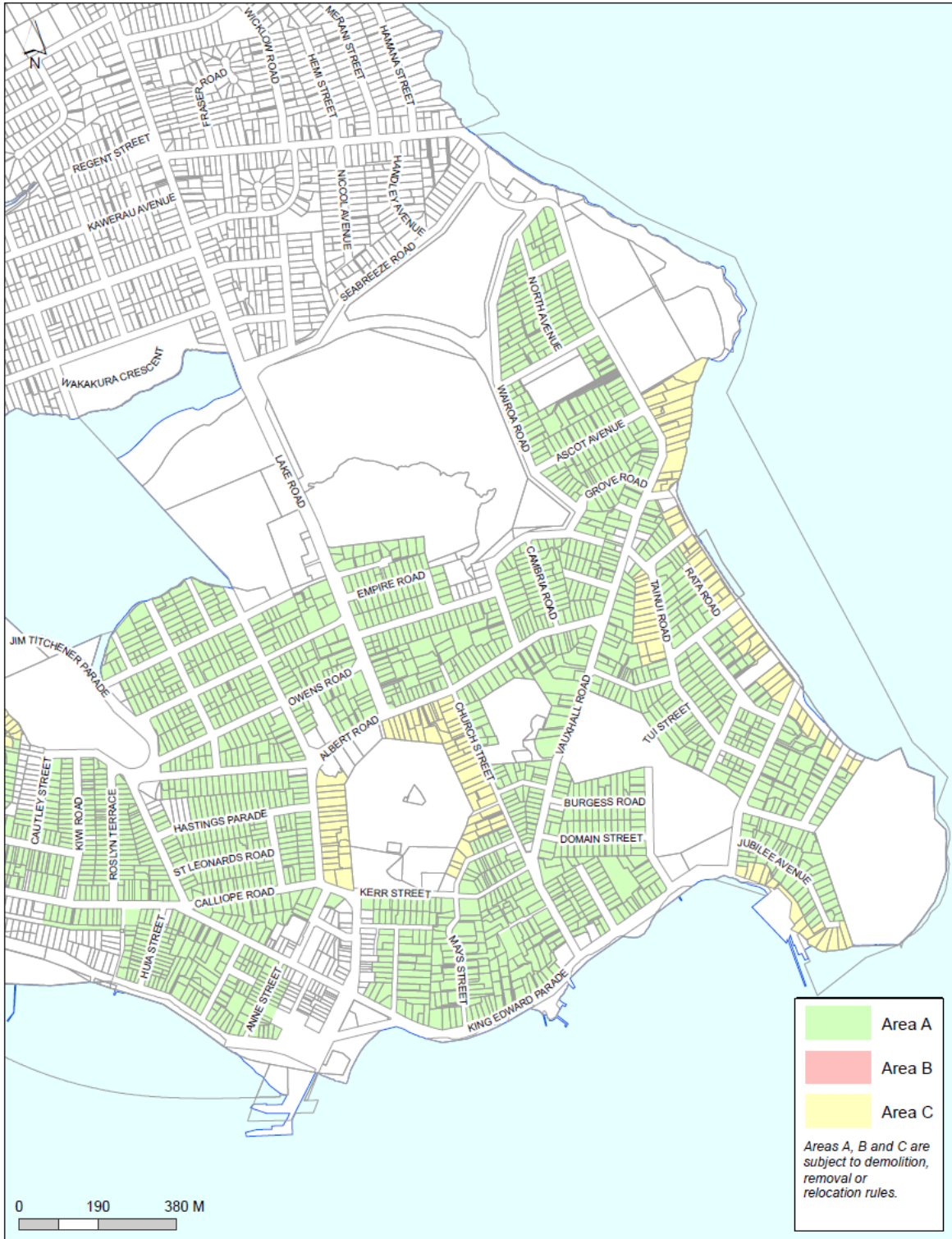


**15.1.7.6. Special Character Area Overlay – General: North Shore – Devonport and Stanley Point**

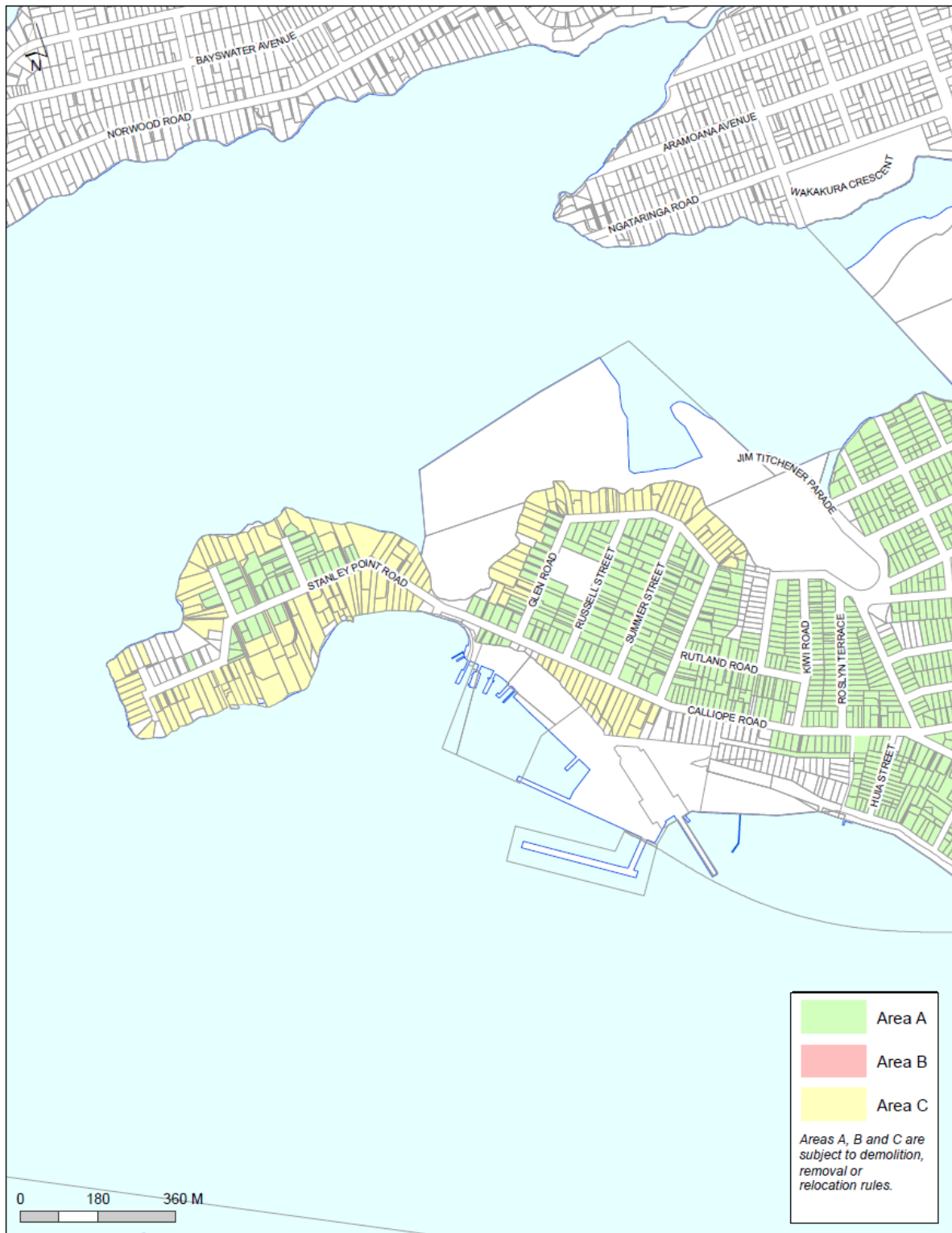
**15.1.7.6.1. Extent of area**

**Special Character Area Maps:**

**(1) Special Character Area Overlay – General: North Shore – Devonport**



(2) Special Character Area Overlay – General: North Shore – Stanley Point



**Description:**

The overlay area covers much of the southern part of the Devonport Peninsula, including all the area south of the Waitemata Golf Course as well as the area adjacent to the golf course east of Wairoa Road and extending west to Stanley Point. The extent is shown on the two special character area maps above. The overlay area reflects mid to late 19<sup>th</sup> and early 20<sup>th</sup> century residential development in Devonport, and is part of the wider Special Character Areas Overlay – General: North Shore.

North Head/Maungarei and Mount Victoria/Takarunga are prominent volcanic features of the area. The landform rises from the southern coastline along Queens Parade and King Edward Parade towards the two maunga and also rises northwards along Vauxhall Road to a high point at Fort Takapuna and the cliffs at the northern end of Cheltenham Beach. In the surrounding areas, the landform is reasonably level or gently undulating. The central part of Stanley Point is elevated, falling to the sea around the coastal perimeter.

Outstanding views to and from Devonport are available from a range of places. Houses located on the rising landform are clearly visible when viewing Devonport from the harbour or from Auckland City. Views of Devonport can be seen from Mount Victoria/Takarunga and North Head/Maungarei as well as roads leading up to the maunga.

**15.1.7.6.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance because it is the earliest and largest substantial area of European settlement and development that occurred on the North Shore, occurring in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. It is one of the three marine suburbs established close to Auckland City; the others are Northcote Point and Birkenhead. It is also significant as it formed part of the most populated late 19<sup>th</sup> and early 20<sup>th</sup> century urban areas in the country. The area retains large groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development.

The southern edge of the Devonport Peninsula looks straight across the waters of the Waitemata to Auckland City. This close proximity to the city defined its development from the early days of European settlement. The area was first known as "Flagstaff", named after the signal station on Mount Victoria/Takarunga. Devonport's deep water frontage made it a suitable anchorage for visiting naval ships that arrived from the 1840s.

The area was surveyed and subdivided for farms and town sections around the early 1850s. The formation of a commercial area on lower Victoria Road was prompted by the beginning of a ferry service connecting Devonport with the city,

and the development of a wharf and hotel at the base of the street in the 1860s. Subdivision remained piecemeal through the 1860s, but development flourished in the 1870s and 1880s due to more regular ferry services. Devonport grew in the 1880s due to the arrival of the military and construction of defence works on North Head/Maungarei, coupled with the efficient and reliable ferry service provided by the newly formed Devonport Steam Ferry Company in 1885.

Over the next twenty years, Devonport began to develop as a marine suburb. Market gardening and dairy farming remained in parts of the suburb until the 1930s when remaining rural land was subdivided for housing. Devonport gradually developed a suburban character but also retained prominent defence functions. The introduction of a wharf that could accommodate vehicles also facilitated both settlement and tourism. The commercial area in Victoria Road as well as small clusters of local shops developed to serve the local community.

The commercial centre on Victoria Road developed at a similar time and retains an important group of late 19<sup>th</sup> and early 20<sup>th</sup> century commercial buildings. The Special Character Areas Overlay – Business applies to this part of Devonport.

***Physical and visual qualities:***

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

The overlay area is significant for its physical and visual qualities, because it retains a significant grouping of late 19<sup>th</sup> and early 20<sup>th</sup> century houses that collectively reflect important trends in New Zealand residential architecture, together with associated patterns of subdivision and streetscapes. Devonport is strongly defined by the survival of its early housing stock which includes Victorian and Edwardian villas, transitional villas and bungalows as well as other styles of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Devonport's housing is augmented by the presence of local shops, churches, and other commercial and community buildings that supported the residential development during this same period.

The surviving stock of buildings demonstrates changing requirements and design ideas in domestic architecture in the transition from the Victorian-Edwardian villa to the bungalow. The surviving buildings provide examples of the use and application of building materials, methods and craft skills from the late 19<sup>th</sup> and early 20<sup>th</sup> century period.

The area also demonstrates in its subdivision and layout key periods of development. Small sections located on narrow streets with no grass berms are from the initial settlement. Areas subdivided later typically featured wider streets, in which the grass berm and carriageway width varies.

Devonport and Stanley Point collectively demonstrate a coherent special character evident in the pattern of subdivisions, street layout and lot sizes, density of housing, set-backs and front gardens, fences, walls and hedges.

### **15.1.7.6.3. Description of physical and visual qualities**

#### ***Built form***

##### *Period of development*

Devonport and Stanley Point are significant for their physical and visual qualities as they demonstrate in their built fabric a significant period of residential and associated development that occurred in this part of the North Shore in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Most buildings that contribute to the special character values of the area were constructed between 1870 and 1940. The built fabric includes the houses and clusters of early commercial buildings, street layouts and urban form.

##### *Scale of development*

The late 19<sup>th</sup> and early 20<sup>th</sup> century houses in Devonport and Stanley Point include single and two-storey detached residences, as well some examples of terraced houses and co-joined houses from a similar period. Houses include examples at a range of scales, from modest cottages, villas and bungalows to larger examples of these types, as well as substantial two-storey houses in a variety of styles. The local shops, built at a similar time, are also predominantly one and two-storeys.

##### *Form and relationship to the street*

The generally regular positioning of houses on their lots, whether small or larger, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. Houses are generally located close to the front of their sites. In the earliest subdivisions, where narrow road widths of 12 to 15 metres and small lot sizes of around 300 to 500m<sup>2</sup> are evident, setbacks range from around two to four metres, with some variation. In subdivisions from the 1880s onwards, lot sizes typically range from around 450 metres squared to sometimes more than 800m<sup>2</sup>. Subdivisions that created moderate to larger lots allowed for more generous front gardens, with set-backs ranging from around four metres to 10 metres.

Gabled and hipped roof forms are evident throughout most of the area, associated with the Victorian and Edwardian villas, bungalows and other styles of houses present. Verandahs and porches give depth to street elevations and create transitional spaces between the public realm of the street and the private realm of the houses themselves.

Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

Garages or carports are generally not a dominant presence.

Commercial buildings are typically built up to the front boundary line and occupy the full width of their sites. Typically the purpose built commercial buildings within the overlay area have parapet walls concealing the roof form. However, some are

houses that have been altered for a commercial use, extending the frontage out to the road boundary.

#### *Density/Pattern of development*

Although there is variation in lot sizes, houses are typically located towards the front of the property and occupy much of the width of their lots, creating a reasonably high density and pattern of development throughout much of the area. The area reflects a range in terms of the pattern of subdivision, lot sizes, lot widths, house set-backs and spacing between houses. Areas of early subdivision (prior to circa 1880) generally reflect a higher density with houses closely spaced and located close to the road boundary on small lots. Areas subdivided from the 1880s onwards include a range of moderate to larger lot sizes. Houses continued to be generally located towards the front boundary, and typically occupy much of the width of their sites.

Lot widths are typically narrower in the earliest areas to be subdivided, ranging from 10 to 12 metres for example in Ann Street and Domain Street. In much of the area, lot widths are around 12 to 15 metres wide, with some variation. Throughout the overlay area, there is generally a clear and well-articulated rhythm to the positioning of houses within subdivisions, whether they are smaller early houses on small lots or larger villas and bungalows on moderate to large lots.

The residential character contrasts with the greater enclosure created by the commercial development where it is built up to the road boundary. The area incorporates clusters of local shops, often located on corners or around intersections. The presence of corner dairies and shops among the residential development is an important pattern in the area.

#### *Types*

The overlay area is strongly defined by the survival of its houses dating from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, as well as examples of local shops, churches, and other commercial and community development, such as the former Devonport Power Station (47 Church St), and the former Devonport Fire Station (4-6 Calliope Road) from a similar period, in close proximity to housing.

Although not specifically included in the overlay area, a variety of buildings and structures associated with defence functions remain evident in parts of Devonport. These are in close proximity to the residential areas and provide an important context. The commercial centre on Victoria Road developed at a similar time and retains an important group of late 19<sup>th</sup> and early 20<sup>th</sup> century commercial buildings. This is managed separately as the Special Character Areas Overlay – Business: Devonport.

#### *Visual coherence*

Throughout the overlay area there is a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and

forms generally evident. The combination of these attributes contributes to the visual coherence of the special character area.

#### **15.1.7.6.4. Architectural values**

##### *Styles*

Buildings in the overlay area demonstrate a range of Victorian, Edwardian and early 20<sup>th</sup> century architectural styles. Within the area the age and style of housing is very consistent in some areas, while others show greater variation, as residential development occurred over a longer period.

Victorian cottages and villas, of one and two-storeys, represent the early period of residential development evident in parts of the overlay area. Examples of villas from the Victorian and Edwardian period are dominant throughout the area, including modest, as well as larger and more elaborately detailed examples. They are typically single storey, although two storey villas are evident in some areas. Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative details, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a key feature of many roofs in the overlay area.

From around 1910, transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form. Transitional villas are evident in many streets in the overlay area.

The development of the bungalow around the turn of the 20<sup>th</sup> century in New Zealand was influenced by developments overseas, such as the Arts and Crafts movement. By the end of World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after World War I, and are evident in parts of the overlay area. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan layout.

By the 1930s, other housing styles such as Art Deco, Moderne, and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the overlay area. Substantial Arts and Crafts style houses are evident on some properties, particularly at Stanley Point, which was settled later than the rest of Devonport.

### *Materials and construction – built fabric*

Timber is the predominant material used throughout the overlay area. Houses are typically timber-framed, weatherboard clad with timber door and window joinery. Gabled or hipped roofs are predominantly clad in corrugated iron, with some examples of slate or tiled roofs. There are some examples of dwellings constructed of brick or with a rendered finish. Brick or plastered chimneys remain a feature of many houses. Verandahs featuring decorative timber detailing are a feature of many houses.

Early commercial buildings within the overlay area include examples of timber and masonry construction.

#### **15.1.7.6.5. Urban structure**

##### *Subdivision*

Larger landholdings in the overlay area were subdivided into smaller residential sites as a series of subdivisions, of varying size, through the 19<sup>th</sup> and early 20<sup>th</sup> centuries. The early road layout took the volcanic and coastal land form into account and resulted in a reasonably varied pattern of early large allotments. The pattern of residential subdivision is therefore reasonably varied. A modified grid-layout of streets and lots is evident in parts of the area, where streets were formed as part of particular subdivisions.

Some of the early subdivisions in Devonport are evident in the narrow road widths and small lot sizes, such as Ann, Wynyard, Burgess, and Domain Streets, the north part of Church Street, St Aubyn Street, Cambria Road, and Buchanan Street. In earlier subdivisions the road widths were typically 75 links (approximately 15 metres) and in some cases 50 links (approximately 10 metres).

Variations in the width of early city roads led to government intervention to achieve consistency. The Plans of Towns Regulation Act 1875 set out requirements for the minimum width of roads, which as far as possible were to be laid off in straight lines and perpendicular to each other. Subdivision plans had to be prepared by an approved engineer or surveyor.

Later subdivisions tended to include larger sections, with wider streets, laid out on a more regular pattern, where the topography and existing road patterns permitted. Generally all road widths after the 1880s were standardised to 100 links or 20.12 metres wide, with a carriage-way formed within.

There is variation in lots sizes created by different subdivisions throughout the overlay area. Some of the smaller lots created in early areas of subdivision range from around 300 to 500m<sup>2</sup>. The lot widths in these areas are reasonably narrow at around 10 to 12 metres. In later subdivisions the lots sizes range from 500 to over 800m<sup>2</sup> and lot widths are generally around 12 to 15 metres, with variations.



### *Road pattern*

The early road layout was influenced by the volcanic and coastal landform, resulting in an irregular layout of early main roads. Roads formed as part of later subdivisions have established a more regular pattern of streets, typical of the late 19<sup>th</sup> and early 20<sup>th</sup> century period of subdivision. Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets.

As described above, parts of the overlay area demonstrate narrow road widths of 10 to 15 metres, which typically allowed for narrow footpaths, and no grass berms. Throughout the area, where the road reserve is the standard 20 metres wide, there is variation evident in the road carriageway, with some streets having very generous grassed berms, often incorporating street trees, or alternatively a wider road carriageway. Some of the main roads were wider, particularly the lower part of Victoria Road in Devonport.

### *Streetscape*

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is some variation in streetscape character in parts of the overlay area. Narrow streets with no grass berms or street trees have a more urban character, with houses often located close to the road boundary. In areas where the streets are wider, grass berms and street trees are often evident. Grass berms vary in width depending on the carriageway and whether roadside car parking is provided.

Throughout much of the overlay area, areas that developed as a part of a particular subdivision demonstrate consistency in terms of lot size, setback, spacing and rhythm of housing as well as the age and styles of housing, collectively contributing to an established streetscape character. Front yards, whether modest or deeper, are generally separated from the street with low fences, walls or planting, allowing good visibility of the houses from the street. However, there are also some examples of higher fencing or denser planting. Properties on main roads tend to have a higher degree of separation between the public and private realm.

### *Vegetation and landscape characteristics*

The tree-covered and grassed slopes of Mount Victoria/Takarunga and North Head/Maungarei are prominent features of the landscape and contribute to the well-vegetated quality of the area. Trees located in a number of reserves in the area as well as within the Waitematā Golf Course make a significant contribution to the vegetated quality of Devonport. Early low-lying areas have been subsequently developed as reserves. The Waitematā Golf Course between Lake Road and Wairoa Road is built on a former swamp. In the 1870s the area was reclaimed and in 1881 the Takapuna Race Course was established on the site. The Waitematā Golf Club has been on the site since the early 20<sup>th</sup> century. The Devonport Domain, also originally a swamp, was set aside as an education

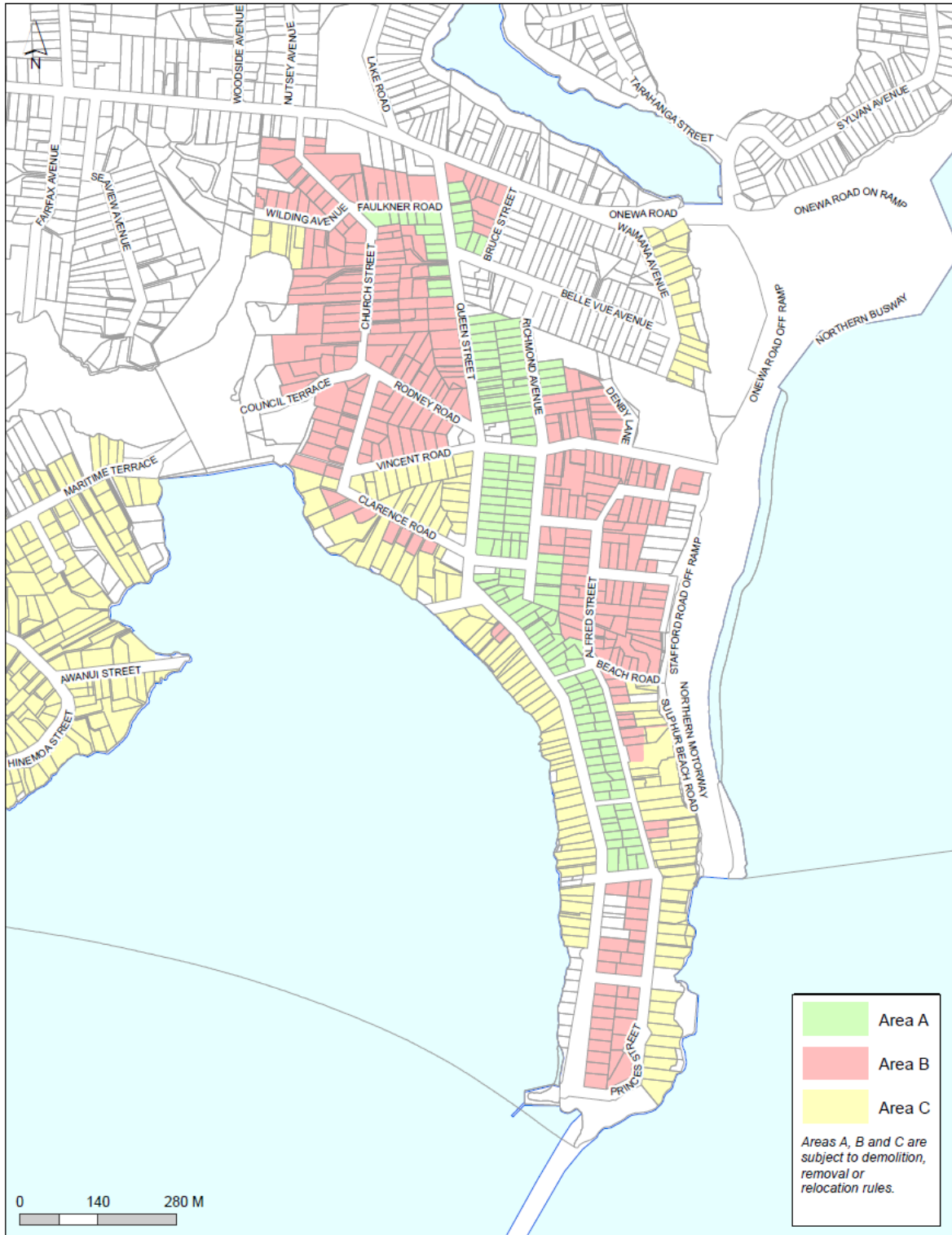
reserve before being vested in the Devonport Borough Council in the 1880s as a recreation ground. It was subsequently drained and improved.

Grass berms and street trees, as well as trees and shrubs in front gardens, are a feature of much of the area. In streets close to Cheltenham Beach, and along King Edward Parade, pohutukawa trees are evident as street trees, in coastal reserves, and in private gardens. Early subdivisions with narrow road widths did not allow for grassed berms or street trees and houses are often set close to the road boundary with very small front gardens.

**15.1.7.7. Special Character Areas Overlay – General: North Shore – Northcote Point**

**15.1.7.7.1. Extent of area**

**Special Character Area Map:**



**Description:**

The overlay area covers the Northcote Point Peninsula extending inland to Onewa Road. The extent is shown on the special character area map above. The area reflects the extent of late 19<sup>th</sup> and early 20<sup>th</sup> century residential development on Northcote Point, and is one of three areas within the wider Special Character Areas Overlay – General: North Shore. The overlay area also incorporates some commercial buildings located on Queen Street in Northcote Point, which are located in close proximity to the surrounding housing and are considered to be an integral part of the collective special character of the area.

The landform on Northcote Point is reasonably level along the headland, falling steeply along the coastal cliff line on the east and west sides to Shoal Bay, Halls Beach and Little Shoal Bay. The land form is gently undulating north of Rodney Road and Stafford Road, and falls to a reasonably level area on the eastern side adjacent to the Northern Motorway and Shoal Bay. Northcote Point has significant landscape amenity, due to its headland landform and relationship to the harbour. Its position on a promontory provides for views towards the city and the Hauraki Gulf, Auckland Harbour Bridge, Birkenhead Point, Bayswater and Devonport.

**15.1.7.7.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance because it is one of the earliest substantial areas of European settlement and development that occurred on the North Shore in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. It is one of the three marine suburbs established close to Auckland City; the others are Devonport/Stanley Point and Birkenhead Point. It is also significant as it formed part of the most populated late 19<sup>th</sup> and early 20<sup>th</sup> century urban areas in the country. The area retains groups of Victorian and Edwardian houses together with commercial buildings from this period of development.

Subdivisions of the larger rural allotments for residential settlement in Northcote began around the 1860s and steadily progressed during the 1870s to 1900s. A wharf at Northcote Point was established in the 1850s, along with the first Northcote Hotel. Early houses, shops and a post office were established close to the wharf, and the earliest church, St John the Baptist, was consecrated in 1860 by Bishop Selwyn.

The establishment of regular ferry services and a new wharf in 1880 were important factors in the residential development of the Northcote area. A small commercial centre developed around the intersection of Queen Street and Bartley Street, where the 1920s post office and Bridgeway Theatre were built. The construction of the Auckland Harbour Bridge in the 1950s had a significant impact on the Northcote Point headland. The Northern Motorway and the

northern approach to the bridge were constructed along the east side of Northcote Point, replacing the beach facing Shoal Bay. The function of Queen Street in Northcote changed as ferries no longer provided the primary means of transport to and from Northcote Point.

***Physical and visual qualities:***

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

The overlay area is significant for its physical and visual qualities as it retains a large grouping of houses that collectively demonstrate the late 19<sup>th</sup> and early 20<sup>th</sup> century period of settlement and illustrate the urban pattern of development of the North Shore and the Northcote Point area.

Surviving buildings from this period in Northcote collectively demonstrate the architectural philosophy, design approach and social patterns of the time. The surviving stock of buildings demonstrates changing requirements and design ideas in domestic architecture in the change from the Victorian and Edwardian villa to the bungalow. The surviving buildings demonstrate the use and application of building materials, methods and craft skills from the late 19<sup>th</sup> and early 20<sup>th</sup> century period.

**15.1.7.7.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area demonstrates in its built fabric a significant period of residential and associated development that occurred in this part of the North Shore in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Most buildings in the special character area were constructed between 1880 and 1940. The built fabric includes the houses and clusters of early commercial buildings, street layouts and urban form.

*Scale of development*

The late 19<sup>th</sup> and early 20<sup>th</sup> century houses on Northcote Point are predominantly single level, detached residences, with some examples of two-storey houses. The local shops and community buildings, built at a similar time, are also predominantly single level.

*Form and relationship to the street*

Houses are generally built close to the street edge and occupy much of the width of their lots, giving a reasonably dense pattern of built development. Gabled and hipped roof forms are evident throughout most of the area; these roof forms are associated with the Victorian and Edwardian villas, bungalow and other styles of houses present. Verandahs and porches give depth to street elevations and create transitional spaces between the public realm of the street and the private realm of the houses themselves. Generally, low boundary treatments including fences, hedges and walls maintain reasonably open views between the houses

and the street. Garages or carports are generally located to one side and set back, and are generally not a dominant presence.

Commercial buildings are typically built up to the front boundary line and occupy the full width of their sites. Typically the purpose built commercial buildings within the special character area have parapet walls concealing the roof form. However, some are houses that have been altered for a commercial use, by extending the frontage out to the road boundary.

#### *Density/Pattern of development*

Houses are typically located close to the road boundary and occupy much of the width of their lots, creating a reasonably high density and pattern of development throughout much of the area. The residential character contrasts with the greater enclosure created by the commercial development where it is built up to the road boundary.

#### *Types*

The overlay area is strongly defined by the survival of houses dating from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, as well as examples of shops, churches and community buildings from a similar period in close proximity to housing.

#### *Visual coherence*

Throughout the area there is a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing, as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the area.

#### **15.1.7.7.4. Architectural values**

##### *Styles*

Buildings in the overlay area demonstrate a range of Victorian, Edwardian and early 20<sup>th</sup> century architectural styles. The age and style of housing is very consistent in some parts of the area, while other parts show greater variation, as residential development occurred over a longer period.

Villas represent the early period of residential construction in Northcote during the Victorian and Edwardian eras. Northcote Point's villas are typical of this building type, including square-fronted examples as well as bay villas in a variety of configurations. Typical of the villa style, roofs are gabled and hipped and most commonly clad in corrugated iron and door and window joinery is timber, incorporating double-hung sash windows. Decorative timber fretwork and other details were used, particularly on verandahs and gable ends. Brick chimneys remain a prominent feature of many roofs in the area.

Transitional villas began to be constructed around 1910; they retain the general form and layout of the villa, but incorporate bungalow details like exposed rafter ends, casement windows, shingles, and reduced ornamentation.

Californian bungalows were constructed in Northcote Point after World War I. Influenced by trends in America as well as England and Australia, the typical New Zealand Californian bungalow features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan layout.

Other styles such as Art Deco and English Cottage are evident in Northcote Point, typically as a variation of the broader bungalow form. Examples of State houses in English Cottage style are also evident in some streets.

Commercial buildings in Queen Street within the special character area reflect a variety of late 19<sup>th</sup> and early 20<sup>th</sup> century architectural styles.

#### *Materials and construction – built fabric*

Late 19<sup>th</sup> and early 20<sup>th</sup> century houses on Northcote Point are typically timber-framed, weatherboard clad and decorated with timber detailing. Door and window joinery is typically timber. There are some examples of houses constructed in rendered brick. Gabled or hipped roofs are predominantly clad in corrugated iron, with some examples of clay or concrete tiled roofs. Brick or plastered chimneys remain a prominent feature of many houses. Verandahs or porches, with decorative timber detailing, are also a feature of many houses.

Early commercial buildings within the special character area on Queen Street include examples of timber and masonry construction.

#### **15.1.7.7.5. Urban structure**

##### *Subdivision*

Subdivisions of the larger rural allotments for residential settlement in Northcote began around the 1860s and steadily progressed during the 1870s to 1900s. Lot sizes vary based on the series of late 19<sup>th</sup> and early 20<sup>th</sup> century subdivisions. Some of the smaller back-to-back lots are located between Queen Street and Princes Street, north of King Street, with lot sizes ranging from around 400 to 500m<sup>2</sup>, and lot widths of around 15 metres. Lots of varied sizes are evident along the coastal margins, ranging from some narrow lots of around 400 to 500m<sup>2</sup>, to larger lots over 1000m<sup>2</sup>.

##### *Road pattern*

The road pattern on Northcote Point is based on a modified grid, with roads developed incrementally to either side of Queen Street as part of separate subdivisions in the late 19<sup>th</sup> century. Located along the ridge, Queen Street was the earliest road on Northcote Point and served as the main road leading north from Northcote Wharf. Queen Street is a standard one chain (approximately 20 metres), with dual carriageway and car parking on either side. Footpaths are located on both sides, without grassed berms. Some roads on Northcote Point are narrow, for example parts of Princes Street, Duke Street and Beach Road, where the road reserve is around 12 metres wide.

### *Streetscape*

The streetscape in Northcote Point is characterised by a relatively dense and consistent urban residential character, with generally open views to houses from the street. Houses are located reasonably close to the road boundary, with typically modest front yards. Setbacks generally range from around four to eight metres, with some examples of houses set much closer to the street edge, particularly on Queen Street south of Duke Street. The substantial Northcote Hotel and examples of early commercial buildings and terraced houses in this vicinity are often built to the street edge and houses are also set close to the road boundary. There are reasonably few substantial trees; front yards generally have small shrubs giving an open vegetated character. Street trees are evident in some streets.

Parts of the area have quite a high density streetscape character, with closely spaced housing set close to the street edge, in combination with narrow road widths. This results in footpaths but no grass berms, or footpaths to one side only. This is evident in parts of Princes Street, Beach Road, and Duke Street.

In other parts of the area there are grassed berms to both sides, for example in the lower part of Princes, Alma, and King Streets. Mature street trees in Alma Street contribute to the established streetscape character. Some of the streets on Northcote Point feature a grassed swale detail, where the road is edged with a grassed strip, falling towards the gutter.

Queen Street has footpaths without grass berms. Houses are typically set close to the road boundary. Commercial buildings along Queen Street are built up to the road boundary, creating a strongly defined edge where they occur. Street trees have been planted in some locations in Queen Street, set into the footpath. A variety of front boundary treatments include typically low to medium height fences, walls and hedges, including early types or examples based on early types, contributing to an impression of an established streetscape. A concrete road surface was laid in parts of Queen Street in the 1920s and remains evident.

### *Vegetation and landscape characteristics*

Pohutukawa trees are a distinctive feature in the area, particularly around the coastal margin of the headland, around Te Onewa – Stokes Point and the western coastline at the southern end of Queen Street, and around Stafford Park. The avenue of mature plane trees is a distinctive feature of Alma Street. Shrubs and trees in front yards and private gardens contribute to a vegetated character.

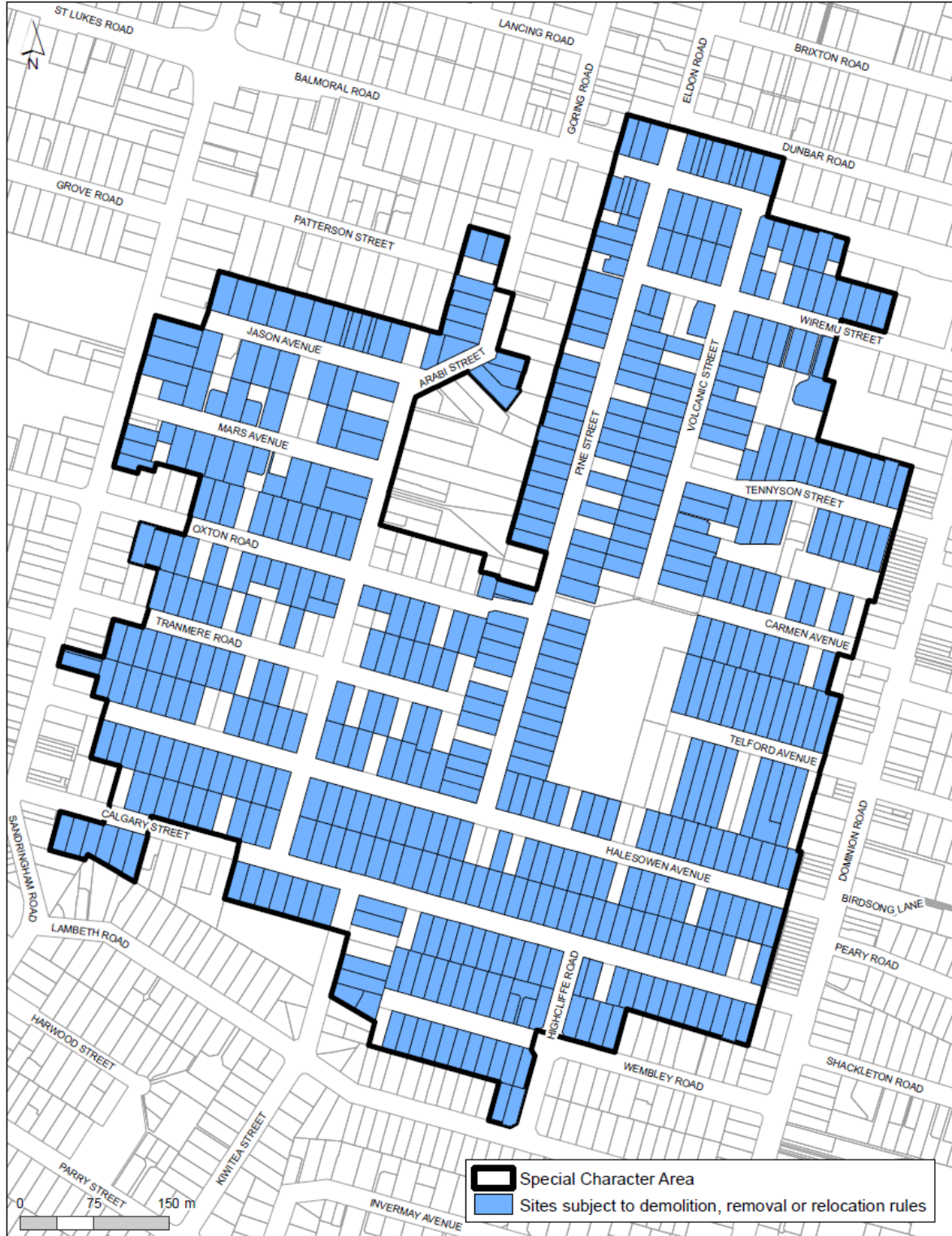
Small reserves and parks, including Stafford Park and Jean Sampson Reserve, provide open green spaces within the residential area. Te Onewa – Stokes Point Reserve is located on the southern end of the headland adjacent to, and beneath, the northern approach to the Auckland Harbour Bridge. This reserve contains significant archaeological features, and affords outstanding views of the bridge and of other parts of Auckland City. The reserve is also a good place to experience the design and scale of the Auckland Harbour Bridge.



**15.1.7.8. Special Character Areas Overlay – Residential: Balmoral Tram Suburb, West**

**15.1.7.8.1. Extent of area**

**Special Character Area Map:**



**Description:**

The overlay area is a residential neighbourhood bounded by Dunbar Road, Balmoral Road, Sandringham Road, Lambeth Road and Dominion Road, as shown on the special character area map above.

Sandringham Road and Balmoral Road are major arterial routes, and form a natural edge to the area. The entire Balmoral area was influenced by the extension of the tram lines from the city centre, but the extent of the overlay area encompasses part of Balmoral where a high proportion of houses were constructed from 1880 to 1940.

The overlay area is located in streets to the west of Dominion Road, in an area extending towards Sandringham Road and south of Balmoral Road on land that is comparatively flat within in the larger isthmus area. These residential streets are located on reasonably level or gently undulating land that rises gradually to the east towards Mount Eden and Three Kings to the south.

**15.1.7.8.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance as an example of the “tram suburb” development pattern that occurred in areas close to central Auckland. Tram suburbs were developed progressively across the Auckland area as the electric tram network expanded beyond the city centre. Rural land on the outskirts of the city was converted to residential use in a series of subdivisions as the tram made these areas readily accessible to the places of work in the city.

The overlay area was progressively subdivided for residential development from around 1880 to 1940 and clearly illustrates the expansion of the electric tram network and the associated residential construction boom during the inter-war period. The earliest residential subdivisions in Balmoral occurred around 1884, all fronting onto Balmoral Road, which at that time was located on the outskirts of Auckland. Housing from this period in the area primarily includes villas. The progressive subdivision of Balmoral was typical of development on the isthmus between the Victorian era and World War II, but the fact that three tram lines (the Sandringham, Dominion and Mount Eden road tram routes) terminated in the Balmoral area by 1930 was unusual. Few other neighbourhoods had this same level of connectivity or cohesion.

The distribution of architectural styles within the overlay area is directly related to the southward progression of the tram lines through Balmoral. The earliest villas and transitional villas are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion Roads, which was the tram terminus prior to World War I. The high concentration of bungalows in the area

corresponds with the extension of the tram lines along Sandringham Road in 1925 and Dominion Road in 1930.

***Physical and visual qualities:***

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

The overlay area is of significance for its physical and visual qualities as it contains a large grouping of late 19<sup>th</sup> and early 20<sup>th</sup> century houses in a range of architectural styles that collectively reflect important trends in New Zealand residential architecture. The variety and range of styles found in Balmoral (namely villas, transitional villas, and bungalows) illustrates the design principles and aesthetics from this period of time, and demonstrates the shift from villa to bungalow as the dominant residential form.

The area also demonstrates, in its subdivision and layout, key concepts regarding the design of suburban residential areas established beyond the city centre. In line with Garden Suburb design concepts, an emphasis was placed on larger section sizes that enabled private gardens, and generous street widths incorporating roads with grass berms.

**15.1.7.8.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area is significant for the reasons described above. It demonstrates in its physical and visual qualities a significant period of development that occurred from the 1880s to 1940. The period covers the early subdivision and villa construction at the end of the Victorian era, the arrival of the trams during the inter-war period, and the construction of bungalows that continued until the start of World War II. The built fabric comprises the houses, street layouts and urban form. The residential area is adjacent to and contiguous with the Special Character Areas Overlay – Business: Balmoral Shopping Centre area on Dominion Road.

*Scale of development*

Houses in the overlay area built between the 1880s and 1940 are predominantly single detached houses on one level. There are some duplex flats within the area, which also are single level dwellings. The commercial buildings in the area were built between 1910 and 1930s are single and two-storeyed, and are located on Sandringham Road.

*Form and relationship to the street*

Property frontages are generally open to the street and the houses, predominantly villas, transitional villas, and bungalows with gabled and hipped roofed forms, are clearly visible. Houses are located towards the front of the sections, with a generally consistent depth to the front yard, ranging from around three metres to

eight metres, and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features including fencing. Some properties have garages or carports constructed within the front or side yards.

Front boundary fences, hedges or walls are typically low and some early boundary treatments remain. Boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

#### *Density/Pattern of development*

Although the overlay area reflects a number of separate subdivisions, there is a generally consistent pattern of subdivision, lot size, lot width, house setback and spacing between houses, leading to an overall impression of consistency throughout most of the area. Lot sizes generally range from around 500m<sup>2</sup> to 700m<sup>2</sup> although there is some variation throughout the area. Lot widths are typically around 13 to 15 metres wide, with some variation. There is a clear and well-articulated rhythm to the positioning of houses. Houses are generally located close together, occupying much of the width of their sites.

#### *Types*

The overlay area is strongly defined by the survival of its residential housing stock which includes predominantly villas, transitional villas, and bungalows.

#### *Visual coherence*

The overlay area has a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing, as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character. Commercial buildings constructed between the 1910s and the 1930s contribute to the overall visual coherence.

### **15.1.7.8.4. Architectural values**

#### *Styles*

Villas represent the first wave of construction in Balmoral during the Victorian and early Edwardian eras, and are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion, which was where the tram terminus was located prior to World War I. Balmoral's villas are typical of this building type, with bay windows, double-hung windows, verandahs, and decorative fretwork and ornamentation. The villa was beginning to give way to the bungalow by about 1910, and transitional villas bridge that gap. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation.

Californian bungalows proliferated in Balmoral after World War I, and are particularly concentrated in the southern half of the area (which corresponds to the extension of the tram lines in the 1920s). Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and an informal open plan layout. By the 1930s, other styles such as Art Deco and English Cottage appeared in Balmoral, typically as a variation of the broader bungalow form.

*Materials and construction – built fabric*

The main material used for residential dwellings within the overlay area is timber, with many houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are evident. There are a small number of brick houses, some of which are plaster finished.

**15.1.7.8.5. Urban structure**

*Subdivision*

The overlay area is a series of separate subdivisions and the occasional offsets in the road alignment are often where separate subdivisions joined. The resulting subdivision pattern is an approximate grid layout, with sections of regular width and depth facing the street. Section sizes are generally consistent, ranging from around 500m<sup>2</sup> to 700m<sup>2</sup>, although there is some variation in lot sizes throughout the area.

The earliest subdivisions were formed in the northern part of the overlay area, close to Balmoral Road and date from circa 1884. A series of subdivisions occurred in a generally southward pattern to either side of Dominion Road reflecting the extension of the electric tram lines. The trams were located on Mount Eden Road by 1902 and extended as far as Balmoral Road by 1914, reaching the overlay area by 1930. Trams were located on the northern part of Dominion Road in 1908, and extended to Balmoral in 1914 and further south by 1930. On Sandringham Road the tram line was in place by 1925, and extended south through the Balmoral Tram Suburb by 1930.

*Road pattern*

The street layout is orthogonal with the residential streets arranged perpendicular to Dominion Road, Balmoral Road and Sandringham Road. The road layout and spacing is generally determined by the double section depth of around 30 to 40 metres and road reserve widths of around 100 links (approximately 20 metres). Some changes in the alignment along the length of roads indicate the junction of different subdivisions. Road carriageways within residential streets range from around six to 11 metres, with grassed berms of varying depths.

Road carriageways along the arterial roads (Balmoral, Sandringham, and Dominion) are wider, typically around 13 to 15 metres. Balmoral Road is two lanes

wide in each direction, expanding to three or more lanes in each direction at the intersections with Dominion and Sandringham Roads.

### *Streetscape*

The streetscape of the overlay area reflects the increased interest in town planning and Garden Suburb concepts developed around the turn of the 20<sup>th</sup> century, which promoted the benefits of space, sunlight, and vegetation. Suburban development following this concept, such as Balmoral was seen as offering opportunities to create healthier environments than some of Auckland's over-crowded inner-city neighbourhoods. Most streets in the overlay area have mature street trees, footpaths set within generous grass berms, and relatively narrow road carriageways. Houses are set reasonably close to the street boundary, with set-backs ranging from around three metres to eight metres. The regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character.

Some variation in streetscape character is evident on the main arterial roads (Balmoral, Sandringham, and Dominion). The road carriageway on these transit-oriented routes is wider. There are no grass berms along Dominion and Sandringham Roads, where a wider road carriageway exists. Narrow grass berms are evident along Balmoral Road. Some higher fences, hedges or walls are evident in these locations.

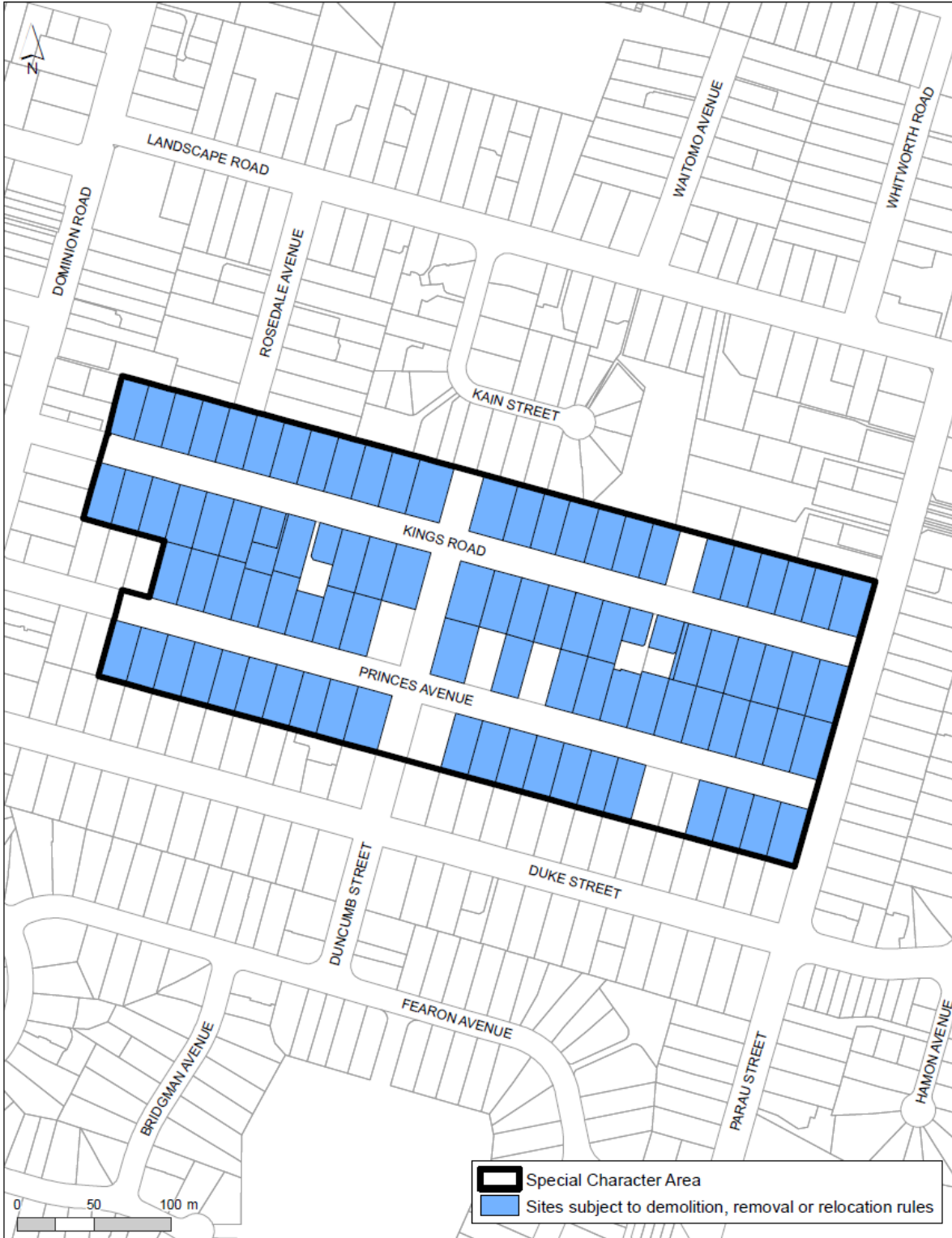
### *Vegetation and landscape characteristics*

Within the Special Character Areas Overlay – Residential Balmoral Tram Suburb, West street trees in most streets, together with trees and shrubs in front yards, contribute to an impression of the area as a reasonably well-vegetated area.

**15.1.7.9. Special Character Areas Overlay – Residential: Kings Road and Princes Avenue**

**15.1.7.9.1. Extent of area**

**Special Character Area Map:**



**Description:**

The overlay area is located in Mount Roskill, and includes properties along both sides of Kings Road and Princes Avenue from the intersection with Parau Street to the rear of properties fronting Dominion Road. This area was subdivided in 1910 and demonstrates a coherent early 20<sup>th</sup> century residential area within the former Mount Roskill Borough. The extent of the area is shown on the special character area map above.

Located to the east side of Dominion Road, Kings Road and Princes Avenue connect Dominion Road with Parau Street. Both roads have southeast-northwest orientation, and are parallel to one another. The area rises gradually towards the east, rising more steeply towards Parau Street. From Parau Street there are distant views towards Mount Albert/Owairaka in the west, and One Tree Hill/Maungakiekie and Three Kings/Te Tātua-a-Riukiuta in the east.

**15.1.7.9.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance because it demonstrates the ongoing residential expansion across the isthmus in relation to the extension of the electric tram network in the 1920s. This was a key period of residential expansion within the former Mount Roskill Borough, particularly in the area to the north of Mount Albert Road.

Subdivided in 1910, these streets form part of one of the earlier subdivisions close to Dominion Road. Sections in Kings Road, Princes Avenue and Duke Street were formed as part of a subdivision described as the Town of Edendale Extension No. 8. Residential expansion during the 1920s was facilitated by government lending through State Advances Corporation loans, which encouraged the subdivision of suburban land and resulted in a rapid increase in development on the outskirts of Auckland City. Development was also enabled with the progressive extension of the electric tram line along Dominion Road to Mount Albert Road, where it had reached by 1930.

A 1932 survey plan shows that residential sites on both sides of Kings Road and Princes Avenue were fully developed by that time. Kings Road and Princes Avenue display a largely intact residential character reflecting the period of their development, with some transitional villas and predominantly bungalow style houses, together with examples of bungalow-cottage houses.



***Physical and visual qualities:***

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

The overlay area is significant for its physical and visual qualities because it comprises a significant grouping of inter-war style houses constructed within a relatively short period. The houses collectively demonstrate important developments in New Zealand residential architecture; the inter-war period saw a shift to the Californian bungalow as the predominant detached housing type.

The subdivision and street layout demonstrates the Garden Suburb development pattern that was first evident in New Zealand around the turn of the 19<sup>th</sup> and 20<sup>th</sup> centuries. Section sizes are generally larger than inner-city suburbs, enabling more generous private gardens and street widths incorporating roads with grass berms.

**15.1.7.9.3. Description of physical and visual qualities**

**Built form**

*Period of development*

The overlay area demonstrates in its built fabric a significant period of development that occurred in part of the former Mount Roskill Borough in the 1910s to 1930s. The majority of the dwellings are Californian bungalows built in the 1920s. The built fabric includes the houses, street layouts, and urban form.

*Scale of development*

The special character buildings are predominantly detached single-storey houses.

*Form and relationship to the street*

Property frontages are generally open to the street and the houses, predominantly bungalows with gabled and hipped roofed forms, are clearly visible. Houses are located towards the front of the sections, with a generally consistent depth to the front yard and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm.

The typically modest front yards are often landscaped with a range of planting and hard landscape features, including fencing. Boundary treatments are generally low, and include fences, hedges and walls, which maintain reasonably open views to and from houses and the street. Typically, boundary treatments include low stone or plastered masonry walls, hedges, and picket fences. Some properties have garages or carports constructed within the front or side yards in recent years.

### *Density/Pattern of development*

The lots in these streets were formed as part of one 1910 subdivision, so there is a very regular pattern of subdivision, lot size, lot width, house set-back, and spacing between houses. This leads to an overall impression of consistency throughout the area.

Lot sizes are around 700m<sup>2</sup>. Lot widths are typically around 18 metres wide, with little variation. The setback of houses from the road boundary is approximately six to 10 metres. There is a clear and well-articulated rhythm to the positioning of houses in the area. Houses are generally located close together, occupying much of the width of their sites.

### *Types*

The area is strongly defined by the survival of its residential housing stock which includes predominantly bungalows, together with some transitional villas, and bungalow-cottages.

### *Visual coherence*

The overlay area has a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, the density and rhythm in positioning of houses, the age and style of housing as well as the scale, materials, and forms of the buildings. The combination of these attributes contributes to the visual coherence of the special character.

## **15.1.7.9.4. Architectural values**

### *Styles*

The predominant styles of housing are Californian bungalows with examples of transitional villas in Kings Road, along with some bungalow-cottage houses.

Transitional villas represent the earliest house type in the area. From the late 1910s, villas started to incorporate features that were to become evident later in the bungalow style. Roof forms were often simplified with the use of lower pitched gables, which often contained the verandah and main roof under a single form.

Bungalows are the most common style of house found in Kings Road and Princes Avenue. The bungalow style developed in New Zealand around the turn of the 20<sup>th</sup> century, reaching a peak in the 1920s and 1930s. Development of the bungalow style here was influenced by its use in England and Australia as well as California. Following World War I, the bungalow emerged as the most popular housing type and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Distinctive elements of the bungalow style are evident in houses in Kings Road and Princes Avenue, including lower pitched gabled and hipped roofs with generous eaves overhangs, exposed rafter ends, shingle cladding, and bracketed hoods over windows.

Porches and verandahs are typically incorporated under the main roof forms of the house. Timber window joinery is typically casement style, with fanlights above.

Although a wider variety of cladding materials were used on bungalows, weatherboards were the most common cladding; this is present in the houses in Kings Road and Princes Avenue.

Bungalow-cottages are also evident, where simplified elements of the bungalow and English Cottage styles are combined. Conservative in character, bungalow-cottages have simplified forms, often with hipped roofs, and with rafters boxed in at the eaves. Bay windows were generally reduced or omitted altogether in houses of this style.

There are also examples in Kings Road and Princes Avenue of single level Moderne style houses constructed around the 1930s. These are typically built in brick or rendered brick, and have the roof concealed behind a parapet wall.

#### *Materials and construction – built fabric*

Houses in Kings Road and Princes Avenue are predominantly timber-framed, clad in timber weatherboards, and with timber door and window joinery. Gabled or hipped roofs are typically corrugated iron, with some tiled examples. Some houses are clad in brick or plastered brick, with timber door and window joinery. Chimneys are a feature of some houses. The examples of single level Moderne style houses are typically built in brick or rendered brick.

#### **15.1.7.9.5. Urban structure**

##### *Subdivision*

The area to the east of Dominion Road including Kings Road, Princes Avenue and Duke Street was subdivided for residential development in 1910. The original subdivision pattern, with back-to-back lots of approximately 38 metres long between the roads, remains clearly evident.

##### *Road pattern*

The road pattern reflects the grid layout typical of the 1910 period of subdivision, with Kings Road and Princes Avenue running perpendicular to Dominion Road. The road layout is generally determined by the double section depth of around 30 to 40 metres and road widths of around 100 links (approximately 20 metres).

##### *Streetscape*

Kings Road and Princes Avenue have an established residential character, created by the coherent urban pattern of the 1910 grid layout subdivision, regular lot sizes, and pattern of 1910 to 1930 era houses. The houses, which are predominantly bungalows, are set reasonably close to the street boundary. The regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character.

Many properties retain low walls, hedges and fences, including some early examples of boundary treatments. Where garages or carports are present, these are generally located to side or the rear of properties. While some change has occurred, including alterations to individual houses and some more intensive

development, the streets still retain a consistent and cohesive established residential character.

Footpaths are provided on both sides of the street, set back from the road edge within generous grassed berms. The use of bluestone kerb blocks contributes to the established streetscape character.

*Vegetation and landscape characteristics*

Street trees in Kings Road and Princes Avenue contribute to a leafy character, in combination with planting in front gardens.

**15.1.7.10. Special Character Areas Overlay – Residential: Station Road, Papatoetoe**

**15.1.7.10.1. Extent of area**

***Special Character Area Map:***



**Description:**

The overlay area is a group of railway workers' cottages located on Station Road, Papatoetoe, as shown on the special character area map above.

The extent includes a row of seven residential sections (numbers 1, 5, 9, 11, 15, 17, and 19 Station Road), bounded on the east by the railway line, on the west and south by Station Road, and on the north by a public reserve.

The overlay area is located on relatively flat land. It is adjacent to the main trunk railway line, near to the Papatoetoe railway station and the Papatoetoe Town Centre (directly across the railway tracks).

**15.1.7.10.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance as an example of the housing constructed for workers employed in the administration and operation of the national railway infrastructure network developed by central government.

Seven cottages were built on the Station Road sections under the Railway Housing Scheme. This scheme was implemented across New Zealand between 1923 and 1929 to provide housing for railway workers. The scheme involved mass production of prefabricated buildings, which were manufactured in a purpose-built factory in Frankton, Hamilton. The kitset designs were devised by George Troup, the notable engineer and architect employed by the New Zealand Railways Department from 1886 to 1925, using his principles of standardisation. Although the scheme followed overseas examples, it was a significant first for New Zealand, and brought uniformity and rationalisation to the housing of railway workers in New Zealand. The scheme provided cheap accommodation at stable rents for railway workers and their families, and created a community ethos resulting from the 'railway settlements' that were developed.

The cottages were transported via rail from the Frankton factory in circa 1928 and assembled on site directly adjacent to the railway station on Station Road. As the Railway Housing Scheme was terminated and the factory closed in 1929, these cottages represent some of the final residences that were produced.

Station Road is one of Papatoetoe's earliest roads, originally running from the present-day Papatoetoe Central School on the corner of Great South Road to the intersection of Portage Road. It was named Station Road after the opening of the railway station in 1875; in 1930 the eastern portion was renamed St George Street. The original railway station was located on the eastern side of the line, roughly where the overbridge is now sited. The station was relocated to the north in circa 1919, and the building was substantially extended and altered, also to the design of George Troup.

In the 1950s, the Railway Department's housing stock reached a peak of over 6,000 houses across New Zealand. However, during the 1980s, centralisation of functions and other changes led to reductions in the rail workforce and the end of the distinctive railway communities. Thousands of houses were sold to private buyers, relocated, demolished or converted to other uses, such that most of the railway workers' settlements from the early 20<sup>th</sup> century are no longer in existence or recognisable.

It is understood the cottages were sold around 1986. The seven sites with residences were vested for road, while the site directly north was vested as recreation reserve. The cottage sites were later sold as private residences. The railway station was closed in 1987, and the building relocated to 1 St George Street in 1999 before being restored to function as a community building.

***Physical and visual qualities:***

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

The Station Road workers' cottages are of significance for their physical and visual qualities as a representative group of railway housing. The original siting directly adjacent to the railway line and the station, which provides a contextual setting, contributes to the overall significant association with the development of both New Zealand's rail network and the suburb of Papatoetoe itself. Their physical construction and character of the overlay area also provide a visual example of inter-war government policy for railway workers' accommodation, and the use of prefabricated housing to achieve this.

**15.1.7.10.3. Description of physical and visual qualities**

**Built form**

*Period of development*

The houses in the overlay area were assembled in Papatoetoe in 1928, making this time period the most significant for the area. The area's physical and visual characteristics are demonstrated by a period of state-led housing construction that was undertaken throughout New Zealand in the inter-war era for the purpose of providing accommodation for railway workers and their families. The Station Road area has value as an intact group still physically and visually associated with the rail line and station building. Significant fabric includes the seven original cottages and associated outbuildings, boundary fences (particularly metal chain-link fencing), open grassed sections and remnant narrow paths to front doors. Street layout and urban form is significant in terms of the group of cottages being bounded on one side by the rail line and on the other by Station Road.

*Scale of development*

The cottages are small, single storey dwellings, set back from the street. While some have had modest lean-to additions and outbuildings constructed, they

continue to present a diminutive scale to the street, particularly in comparison to the larger houses on the western side of the street.

*Form and relationship to the street*

Prior to Troup's involvement in the design of railway houses, the Rail Department's practice was to site rail workers' cottages at one end of the rail line, set out to face the main rail link. In contrast, Troup's settlements were planned to locate the houses away from the noise and smoke, yet close enough for workers to be called upon. While Papatoetoe is not one of the large settlements, this small cluster is consistent with Troup's design principle, situated directly adjacent to the line but facing away, with a frontage to the street.

The cottages have a consistent street setback and maintain an open aspect, with dwellings oriented to address the street. The houses are set out equidistant from each other. There is minimal garden landscaping or tree cover, consistent with their original use as workers' rental accommodation. The rear of the properties is also visually open to the adjoining rail line, creating relatively high visibility to passers-by and train users, despite some fencing.

*Density/Pattern of development*

The overlay area presents a very uniform pattern of development due to the sites being developed simultaneously as rail workers' accommodation. The sites are very similar in terms of lot size and width, dwelling size and setback, and spacing between houses that gives a strongly consistent low density development pattern. The pattern is similar to surrounding low density residential development to the west and east of the Papatoetoe Town Centre.

*Types*

The overlay area is defined by the survival of its rail workers' cottages. Their continued use as private residences is consistent with their original function.

*Visual coherence*

The overlay area has a high degree of visual coherence due to the consistency of subdivision pattern and lot sizes, and the density, positioning, age, and style of dwellings, as well as their scale, form, and materials.

**15.1.7.10.4. Architectural values**

*Styles*

The rail workers' cottages on Station Road are a surviving example of the pre-fabricated kitset houses designed by the New Zealand Railways Department engineer and architect George Troup, which were built across the country between 1923 and 1929. The Troup cottages were fabricated according to a small number of standardised house designs, with minor variations to provide some variety in terms of roof forms, porch designs, internal planning, and cladding details. The overlay area is significant in that it captures many of these minor design variations within a small group of cottages.



The cottage designs exhibit some Californian bungalow influences in their front porches, bracketed window hoods, and lower pitched gable roofs. They have symmetrically arranged front elevations with a central entrance porch flanked by double-hung sash windows (11 Station Road has tripartite casements). Trellis work of different specified patterns contributes to the distinctive porches, emphasising the cottages' orientation towards the street. Timber front doors generally feature multi-paned glazing in the upper third, with two or three vertical wooden panels below. Roofs include simple hipped, gabled and Dutch gabled forms, and variously feature exposed rafter eaves and batted gable ends. Remnant chimneys (some have been removed) provide a vertical element to the modest forms. Original chain-link metal and timber fencing are important remnants of this housing type.

The dwellings are small, simple, box-like structures, all single storey and most consisting of five rooms. While the scale of mass-production and prefabrication was innovative, the architectural planning followed the generic villa model, with a central entrance hall opening into a front parlour and leading to a rear kitchen with bedrooms along the side. Sheds are located at the rear, with outhouses constructed as skillion structures off the main form.

#### *Materials and construction – built fabric*

The cottages are constructed from prefabricated timber components and are built on piled foundations with suspended timber floors. Typical of the period and style, roofs are clad in corrugated iron and walls in bevel-backed timber weatherboards with boxed external corners. There is some use of cementitious sheeting on gable ends, with joints covered with timber battens. Windows and doors are constructed in timber and porch roofs are generally supported on pairs of square timber posts. Fireplaces are built in brick, with their chimneys having a stucco plaster finish.

#### **15.1.7.10.5. Urban structure**

##### *Subdivision*

The overlay area includes a row of seven separate residential allotments on the north-eastern side of Station Road. The sites range from around 700m<sup>2</sup> to 950-m<sup>2</sup>. This variance, between a quarter to one fifth-acre sections, is consistent with the subdivision size of the Railway Housing Scheme plan. The subdivision pattern is consistent with surrounding residential housing directly to the west and on the eastern side of the Papatoetoe Town Centre.

##### *Road pattern*

The section of Station Road where the cottages are located runs directly parallel to the railway line to the east, and the subject sites form a single lot depth separation between road and railway. Station Road then turns due east to cross the railway tracks and enter the Papatoetoe Town Centre. Station Road is two lanes wide in both directions.

*Streetscape*

The streetscape of the overlay area is somewhat reflective of the increased interest in town planning and Garden Suburb concepts developed around the turn of the 20<sup>th</sup> century, which promoted the benefits of space, sunlight, and vegetation. The street has footpaths set within grass berms, and houses are set out to actively address the street. The road has very little street planting.

The overlay area's regular rhythm and spacing of houses, repeated architectural forms and generally open views to and from the street mean that the row makes an important contribution to the establishment of the streetscape character.

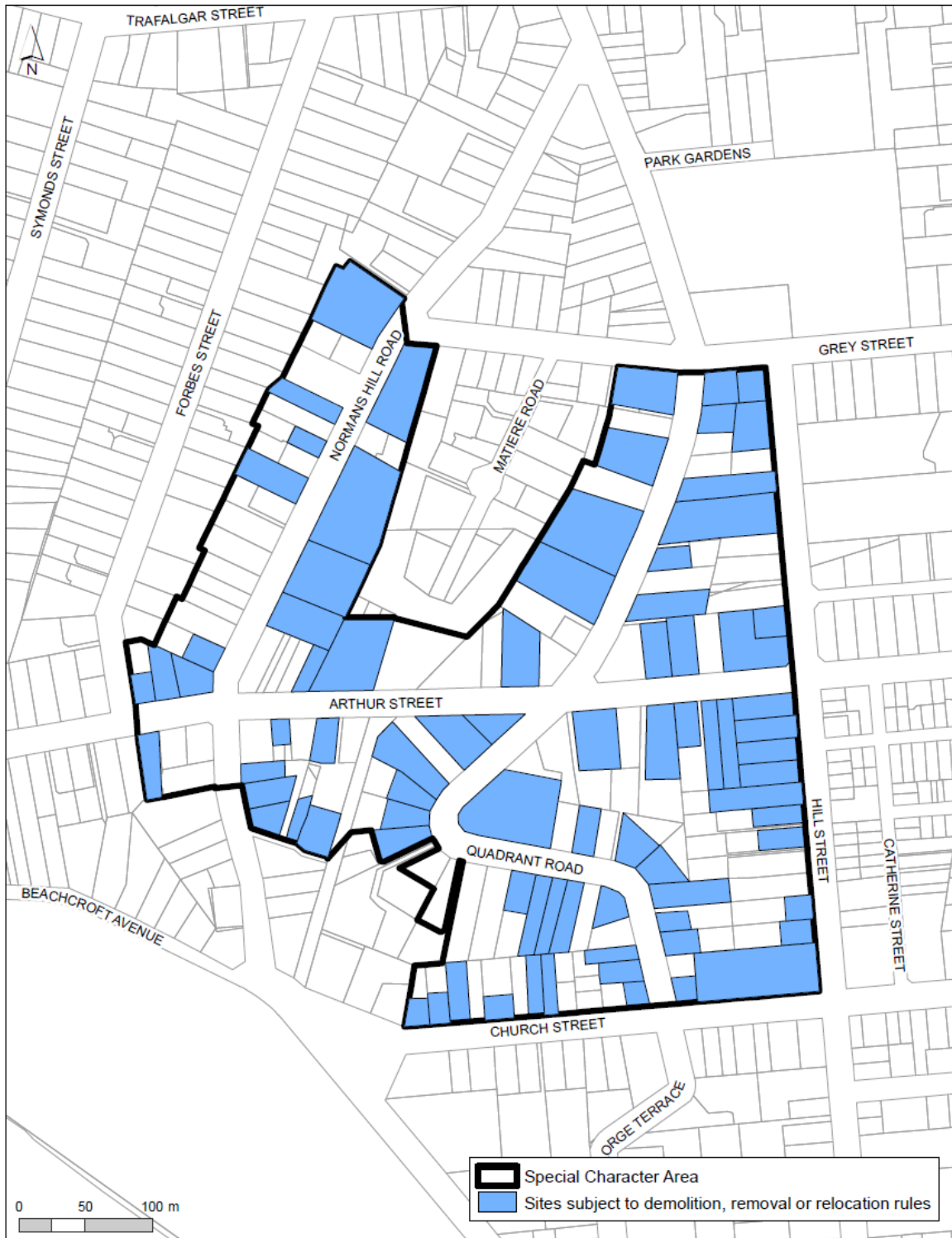
*Vegetation and landscape characteristics*

The overlay area features a few mature trees on private sections. The public reserve, known as Rotary West Park (at 21R Station Road), abuts the northern boundary of the area. This provides significant visual amenity to the area and also encompasses an important link by way of a pedestrian overbridge to the new railway station and town centre.

**15.1.7.11. Special Character Areas Overlay – Residential: Early Road Links**

**15.1.7.11.1. Extent of area**

**Special Character Area Map:**



**Description:**

The overlay area is in Onehunga and is bounded by Forbes Street, Grey Street, Hill Street and Church Street, as shown on the special character area map above.

The boundary represents, more or less, the first land transport connections between Onehunga and Auckland. The residences built along these routes were intended to impress the passer-by and cheaper housing was relegated to lower or less visible areas. Specifically, the area reflects the early layout of streets and land parcels, retaining walls and dwellings, and the original foreshore.

**15.1.7.11.2. Summary of special character values**

**Historical:**

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

An early trading area for Māori and Pakeha relied on all parties for success, as well as good transport links to larger markets or product sources. As wharf facilities evolved in Onehunga, small businesses continued to operate in Princes Street and formed a link between the newer, developing town of Onehunga, with the residences already established in this area.

The overlay area was a place of early trading and the associated dwellings were rapidly populated by aspirational residents who wished to portray their mercantile successes, particularly those who worked in Queen and Princes Streets. In the 20<sup>th</sup> century recreational use of the water was encouraged, and tennis courts and bathing sheds were constructed along the foreshore where the very first business had formerly operated.

**Physical and visual qualities:**

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

A few pre-1860 buildings within the overlay area link with those in Princes, Church, and Queen Streets. Pohutukawa planted in the inter-war period now form a dense cover in the reserve at the base of Norman's Hill Road, under which passes the spring visible higher up above Arthur Street. Stone walls and stone kerbing are also visible in less attended places.

**15.1.7.11.3. Urban structure**

*Subdivision and street layout*

The street layout and subdivision pattern reflect the contours of the land that governed the Fencible access routes. These are particularly reflected with the links to Queen Street by Church and Princes Streets.

The stream, both where open and culverted, reiterates the land divisions in this area of 1847, and as being responsive to contours and features. The value of the stream draining to the original foreshore has been overshadowed by later developments.

### **15.1.7.12. Special Character Areas Overlay – Residential: Pukehana Avenue**

#### **15.1.7.12.1. Extent of area**

##### ***Special Character Area Map:***

The extent of the Special Character Areas Overlay – Residential: Pukehana Avenue can be found on the planning maps.

##### ***Description:***

The overlay area runs between Pah Road south of Greenwoods Corner, on undulating land west of One Tree Hill/Maungakiekie. The road rises gently from Pah Road with a crest approximately two thirds along its length, before falling towards the intersection of Pah Road and The Drive. To the west, the land rises towards the hill at the top of Selwyn and Landscape Roads.

#### **15.1.7.12.2. Summary of special character values**

##### ***Historical:***

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

Pukehana Avenue was formed in the early 1920s, in two separate subdivisions. The first occurred around 1919 when two separate sections, Lot 5 and Lot 6, which faced onto The Drive, were subdivided into 20 sections of uniform size and configuration. Each section was 100 by 200 links (approximately 20 by 40 metres) and the road width formed at the standard 100 links wide.

The subdivision plan shows that a house was located on Lot 6.

In 1924, the second subdivision went ahead, involving the two lots facing Pah Road being subdivided into 14 sections. The existing houses facing onto Pah Road were retained and the villa on the south-west corner remains today. The house in the north-west corner has been removed and replaced with newer houses.

Prior to subdivision, the land was used for small farm holdings. As transport systems improved, including the extension of the tram network and the increase of private motorcars, subdivision of the farm holdings occurred. The tram line ran along Manukau Road via Greenwoods Corner, with a major tram depot on Manukau Road.

Aerial photos from 1940 shows the area had been largely built on by this time.

##### ***Physical and visual qualities:***

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

Bungalow style housing was the predominant types constructed in the overlay area. This reflects the main period of subdivision in the area, being 1910s and 1920s. While some change has occurred to individual houses, including

alterations and some more recent development, the street still retains a consistent and cohesive established residential character.

#### **15.1.7.12.3. Description of physical and visual qualities**

##### **Built form**

###### *Form and relationship to the street*

The typically generous setback of dwellings from the street, and their generally modest scale in relation to site size, results in an open street character. Dwellings are oriented to directly address the street, maintaining a traditional relationship between houses and the street. The street has the atmosphere of a quiet residential area. The carriageway is a single lane in each direction with provision for on-street parallel parking.

Footpaths are provided on both sides of the street, set back from the road edge within grassed berms. The use of bluestone kerb blocks contributes to the established streetscape character.

Street trees also make a significant contribution to the residential character, in combination with planting and large trees in front gardens.

###### *Density/Pattern of development*

The original subdivision pattern and lot size remains evident. Generally, sites are as originally formed with a road frontage of 20 metres and depth of 40 metres. Houses are located towards the front of sections facing the street, with modest setbacks. The retention of the original dwellings near the road boundary has maintained the established built character. Additions have been made predominantly within rear yards, and these are readily apparent from the street.

Dwellings are generally set back from the front boundary by about five to 10 metres. Front yards are generally open.

Overall, the consistent pattern of site proportions, location of dwellings on the site, and the concentration of buildings of similar era, form and style creates a distinctive street character.

###### *Types*

The predominant styles of housing evident in the overlay area are timber Californian bungalows and bungalow-cottages. In addition, there is a two-storey English Cottage with a red tiled roof and the Victorian villa, once part of the larger lot facing Pah Road remains.

#### **15.1.7.12.4. Architectural values**

The predominant styles of housing evident are timber Californian bungalows and bungalow-cottages.

#### **15.1.7.12.5. Urban structure**

##### *Subdivision*

Land in the area between Mount Eden Road and Manukau Road was divided into large allotments in the mid to late-1840s. The grid layout applied to the area gave no indication of the underlying volcanic landscape.

The subdivision of the overlay area from farm allotments to sections for residential development began with a few small areas of early subdivision in the late 1880s.

Subdivisions dating from the early 1900s were of these original blocks into smaller, but still large allotments. The fine grained pattern of residential subdivision in this area dates from a series of subdivisions made in the 1910s and 1920s.

##### *Streetscape and vegetation and landscape characteristics*

Many properties retain low fence types, including some early or original examples, and this together with low planting in the front yard maintains a strong visual connection between the street and the dwellings.

There are some properties within the area with large mature trees, which make a significant contribution to the street character.

Where garages or carports are present, these are generally located to side or the rear of properties.

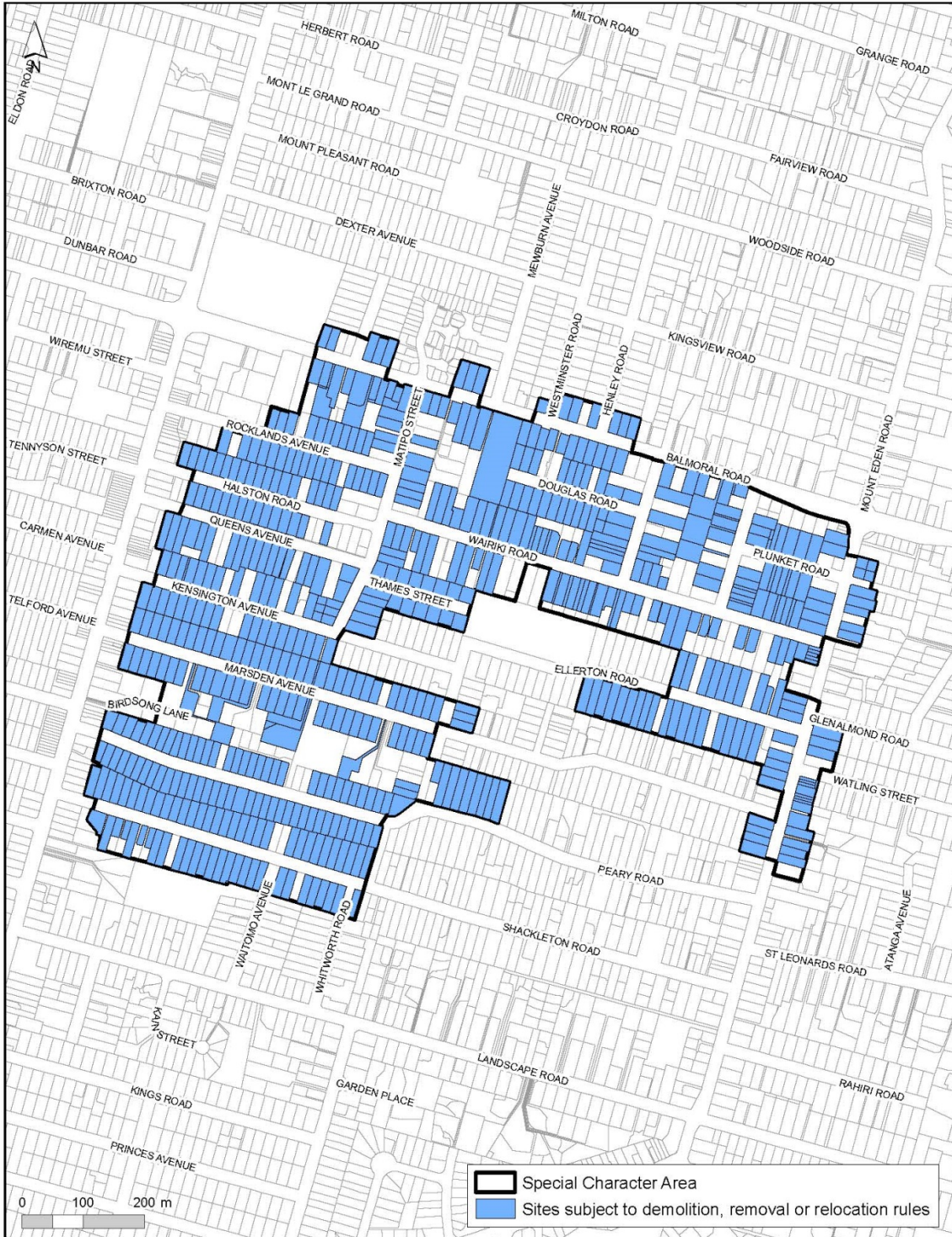


**15.1.8. Special Character Areas Overlay – General: Character Statements and Maps**

**15.1.8.1. Special Character Areas Overlay – General: Balmoral Tram Suburb, East**

**15.1.8.1.1. Extent of area**

***Special Character Area Map:***



**Description:**

The overlay area is a mix of residential and business sites bounded by Balmoral Road, Shackleton Road, Dominion Road and Mount Eden Road, as shown on the special character area map above. There are a small number of commercial buildings located along Mount Eden Road.

Balmoral Road and Mount Eden Road are major arterial routes, and form a natural edge to the special character area. The entire Balmoral area was influenced by the extension of the tram lines, but the extent of the special character area encompasses part of Balmoral where a high proportion of houses were constructed from 1880 to 1940.

The overlay area is located in streets to either side of Mount Eden Road in an area south of Balmoral Road on land that is comparatively flat within in the larger isthmus area. These primarily residential streets are located on reasonably level or gently undulating land that rises gradually to the east towards Mount Eden and to Three Kings to the south.

**15.1.8.1.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance as an example of the “tram suburb” development pattern that occurred in areas close to central Auckland. Tram suburbs were developed progressively across the Auckland area as the electric tram network expanded beyond the city centre. Rural land on the outskirts of the city was converted to residential use in a series of subdivisions, as the tram made these areas readily accessible to the places of work in the city.

The overlay area was progressively subdivided for primarily residential development from around 1880 to 1940 and clearly illustrates the expansion of the electric tram network and the associated residential construction boom during the inter-war period. The earliest residential subdivisions in Balmoral occurred around 1884, all fronting onto Balmoral Road, which at that time was located on the outskirts of Auckland. Housing from this period in the area primarily includes villas. The progressive subdivision of Balmoral was typical of development on the isthmus between the Victorian era and World War II, but the fact that three tram lines (the Sandringham, Dominion and Mount Eden Roads tram routes) terminated in the Balmoral area by 1930 was unusual. Few other neighbourhoods had this same level of connectivity or cohesion.

The distribution of architectural styles within the special character area is directly related to the southward progression of the tram lines through Balmoral. The earliest villas and transitional villas are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion Roads (which was the tram terminus prior to World War I). The high concentration of bungalows in the

southern half of the area corresponds with the extension of the tram lines along Sandringham Road in 1925, and Dominion and Mount Eden Roads in 1930. A small number of commercial buildings within the area include corner dairies and blocks of local shops located on Mount Eden Road, close to the surrounding housing. They are single and two-storeyed, in plastered brick or timber construction and reflect the range of styles used around the time they were constructed from around the 1910s to 1930s.

***Physical and visual qualities:***

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

The overlay area is of significance for its physical and visual qualities as it contains a large grouping of late 19<sup>th</sup> and early 20<sup>th</sup> century houses in a range of architectural styles that collectively reflect important trends in New Zealand residential architecture. The variety and range of styles found in Balmoral (namely villas, transitional villas, and bungalows) illustrates the design principles and aesthetics from this distinct period of time, and demonstrates the shift from villa to bungalow as the dominant residential form.

There are a small number of single and two-storied timber and plastered brick commercial buildings within the area that are consistent with the styles of architecture found during the key period of development from the 1880s to 1940. These demonstrate the mix of commercial and residential building types that occurred in the tram suburbs.

The area also demonstrates in its subdivision and layout key concepts regarding the design of suburban residential areas established beyond the city centre. In line with the Garden Suburb design concepts, an emphasis was placed on larger section sizes that enabled private gardens, and generous street widths incorporating roads with grass berms.

**15.1.8.1.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area demonstrates in its physical and visual qualities a significant period of development that occurred from the 1880s to 1940. The period covers early subdivision and villa construction at the end of the Victorian era, the arrival of the trams in the inter-war period, and the construction of bungalows that continued until the start of World War II. The built fabric comprises the houses, some commercial buildings, street layouts and urban form. The residential area is adjacent to and contiguous with the Special Character Areas Overlay – Business: Balmoral Shopping Centre on Dominion Road.

### *Scale of development*

Houses in the special character area built between the 1880s and 1940 are predominantly single detached houses on one level. There are some duplex flats within the area which also are single level dwellings. The commercial buildings present were built between the 1910s and the 1930s, and are single and two-storeyed located on Mount Eden Road.

### *Form and relationship to the street*

Property frontages are generally open to the street and the houses, predominantly villas, transitional villas, and bungalows with gabled and hipped roofed forms, are clearly evident. Houses are located towards the front of the sections, with a generally consistent depth to the front yard, ranging from around three metres to eight metres, and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features, including fencing. Some properties have garages or carports constructed within the front or side yards.

Front boundary fences, hedges or walls are typically low and some early boundary treatments remain. Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically, boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

The commercial buildings within the special character area are constructed to the front boundary line and occupy the full width of the site facing the street. The commercial buildings have active ground floor shopfronts, and most have verandahs overhanging the footpath.

### *Density/Pattern of development*

Although the overlay area reflects a number of separate subdivisions there is a generally consistent pattern of subdivision, and of lot size, lot width, house set back, and spacing between houses. This leads to an overall impression of consistency throughout most of the area. Lot sizes generally range from around 500m<sup>2</sup> to 700m<sup>2</sup> although there is some variation throughout the area. Lot widths are typically around 13 to 15 metres wide, with some variation. There is a clear and well-articulated rhythm to the positioning of houses. Houses are generally located close together, occupying much of the width of their sites.

### *Types*

The overlay area is strongly defined by the survival of its residential housing stock which includes predominantly villas, transitional villas, and bungalows. Commercial buildings are generally small corner shops or larger buildings that had retail premises on the ground floor and that originally had residential units located above.

### *Visual coherence*

The overlay area has a high degree of visual coherence due to the general consistency of subdivision pattern and the lot sizes, density and rhythm in the positioning of houses, the age and style of housing, as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character. Commercial buildings constructed between the 1910s and the 1930s contribute to the overall visual coherence.

#### **15.1.8.1.4. Architectural values**

##### *Styles*

Villas represent the first wave of construction in Balmoral during the Victorian and early Edwardian eras, and are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion Roads, which was where the tram terminus was located prior to World War I. Balmoral's villas are typical of this building type, with bay windows, double-hung windows, verandahs, and decorative fretwork and ornamentation. The villa was beginning to give way to the bungalow by about 1910, and transitional villas bridge that gap. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation.

Californian bungalows proliferated in Balmoral after World War I, and are particularly concentrated in the southern half of the area, which corresponds to the extension of the tram lines in the 1920s. Influenced by popular American housing trends of the time, the typical New Zealand Californian bungalow features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and an informal open plan layout. By the 1930s, other styles such as Art Deco and English Cottage appeared in Balmoral, typically as a variation of the broader bungalow form.

Commercial buildings are either simple Victorian/Edwardian shops (often local corner dairies), or larger two-storied buildings of Stripped Classical style, which are typically found on the main arterial roads, particularly Mount Eden Road.

##### *Materials and construction – built fabric*

The main material used for residential dwellings within the overlay area is timber with many houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are evident. There are a small number of brick houses, some of which are plaster finished. Commercial buildings within the Balmoral Tram Suburb are typically constructed in plastered brick, with examples of smaller shops constructed using timber framing, clad in weatherboards.

#### **15.1.8.1.5. Urban structure**

##### *Subdivision*

The overlay area is a series of separate subdivisions, and the occasional offsets in the road alignment often demonstrate where separate subdivisions joined. The resulting subdivision pattern is an approximate grid layout, with sections of regular width and depth facing the street. Section sizes are generally consistent, ranging from around 500m<sup>2</sup> to 700m<sup>2</sup>, although there is some variation in lot sizes throughout the area.

The earliest subdivisions were formed in the northern part of the special character area, close to Balmoral Road and date from circa 1884. A series of subdivisions occurred in a generally southward pattern to either side of Dominion Road, reflecting the extension of the electric tram lines. The trams were located on Mount Eden Road by 1902 and extended as far as Balmoral Road by 1914, reaching the overlay area by 1930. Trams were located on the northern part of Dominion Road in 1908, and had extended to Balmoral in 1914 and further south by 1930.

##### *Road pattern*

The street layout is orthogonal with the residential streets arranged perpendicular to Balmoral Road and Mount Eden Road. The road layout and spacing is generally determined by the double section depth of around 30 to 40 metres and road reserve widths of around 100 links (approximately 20 metres). Some changes in the alignment along the length of roads indicate the junction of different subdivisions. Road carriageways within residential streets range from around six to 11 metres, with grassed berms of varying depths.

The road carriageways along the arterial roads (Balmoral and Mount Eden) that run through the residential area are wider, typically around 13 to 15 metres. Balmoral Road is two lanes wide in each direction, expanding to three or more lanes in each direction at the intersections with Dominion and Mount Eden Roads.

##### *Streetscape*

The streetscape of the overlay area reflects the increased interest in town planning and Garden Suburb concepts developed around the turn of the 20<sup>th</sup> century, which promoted the benefits of space, sunlight, and vegetation. Suburban development such as that in Balmoral was seen as offering opportunities to create healthier environments than some of Auckland's overcrowded inner-city neighbourhoods. Most streets in the special character area have mature street trees, footpaths set within generous grass berms, and relatively narrow road carriageways. Houses are set reasonably close to the street boundary, with setbacks ranging from around three metres to eight metres. The regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character.

Some variation in streetscape character is evident on the main arterial roads. The road carriageway on these transit-oriented routes is wider. There are no grass berms along Mount Eden Road, where a wider road carriageway exists. Narrow grass berms are evident along Balmoral Road. Some higher fences, hedges or walls are evident in some locations. Commercial buildings along these roads are built up to the road boundary.

*Vegetation and landscape characteristics*

Within the overlay area street trees in most streets, together with trees and shrubs in front yards, contribute to an impression of this as a reasonably well-vegetated area.



**15.1.8.2. Special Character Areas Overlay – General: Foch Avenue and Haig Avenue**

**15.1.8.2.1. Extent of area**

***Special Character Area Map:***





**Description:**

The boundary of the overlay area includes both sides of the entire length of Foch Avenue, and both sides of Haig Avenue from the rear boundary of sites fronting Dominion Road to the intersection with Hardley Avenue. The extent of the area is shown on the special character area map above.

This area was subdivided in the 1920s as part of what was known as the Victory Estate subdivision, and demonstrates a coherent part of this residential area within the former Mount Roskill Borough. It incorporates a significant grouping of largely bungalow type houses from this period, together with a two-storey 1920s corner commercial building that was developed as part of the same subdivision.

Located to the west side of Dominion Road, Foch Avenue runs between Dominion Road and Hardley Avenue and continues beyond Hardley Avenue to the Arthur Faulkner Reserve at the western end. Haig Avenue runs between Dominion Road and Hardley Avenue and continues through to Renfrew Avenue. Both roads have southeast-northwest orientation, and are parallel to one another. The area is generally level, rising gently towards Dominion Road. There are distant views along both streets to the west towards Mount Albert/Owairaka, and along Foch Avenue to the east towards Three Kings/Te Tātua-a-Riukiuta. There are views at the western end of Foch Avenue to the reserve, which features stone walls and gates flanking the entrance.

**15.1.8.2.2. Summary of special character values**

**Historical:**

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

The overlay area is of significance because it demonstrates the ongoing residential expansion across the isthmus as the electric tram network was extended. This area exhibits a key period of 1920s residential expansion within the former Mount Roskill Borough, in the area to the north of Mount Albert Road. Additionally, this area is specifically associated with the development of the Victory Estate.

The extension of the tram line along Dominion Road, reaching Mount Albert Road in 1930, was a catalyst for subdivisions to the east and west of Dominion Road. Foch Avenue and Haig Avenue form part of a large 1920s subdivision on the west side of Dominion Road. The area from Mount Albert Road to Foch Avenue was subdivided for William De Luen and Isaac Hardley, who were also the developers of the Capitol Theatre in the Balmoral shops. The large subdivision, offering 200 sites, was known as the 'Victory Estate', and street names celebrated people and places associated with World War I.

By the 1920s, state provision of cheap mortgage credit had created a suburban housing boom. The area reflects this trend as well as the increased interest in

town planning and Garden Suburb concepts in the early decades of the 20<sup>th</sup> century, which promoted the benefits of space, sunlight, and vegetation.

Within the former Mount Roskill Borough area, Foch Avenue and Haig Avenue retain a coherent established residential character, which reflects this 1920s period of subdivision and development. These streets reflect the grid layout and regular pattern of residential sections that were typical of this period, close to Dominion Road. The late-1920s block of shops on the north corner of Foch Avenue demonstrates commercial development on a Dominion Road fronting site in the Victory Estate, contemporary with the housing in the street.

***Physical and visual qualities:***

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

The overlay area is of significance for its physical and visual qualities, as it comprises a significant grouping of inter-war styled houses and flats, together with a small number of commercial buildings, all constructed within a relatively short period.

The houses demonstrate important developments in New Zealand residential architecture, as they show the shift to the Californian bungalow as the predominant detached housing type. The Moderne style flats and Stripped Classical commercial buildings are examples of changing tastes evident in architectural design after World War I.

The subdivision and street layout demonstrates the Garden Suburb development pattern that was first evident around the turn of the 19<sup>th</sup> and 20<sup>th</sup> centuries. Section sizes are generally larger than inner-city suburbs, enabling private gardens, and generous street widths incorporate roads with grass berms.

**15.1.8.2.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area demonstrates in its built fabric a significant period of development that occurred in the north part of the former Mount Roskill Borough in the 1920s. The Victory Estate was subdivided by DeLuen and Hardley in 1923, and the buildings were constructed soon after. The built fabric includes the houses, corner commercial building, street layouts, and urban form.

*Scale of development*

The buildings in the overlay area are predominantly detached, single-level houses. There are some duplex and co-joined flats within the area, which also are single-level dwellings. The commercial building on the corner of Foch Avenue is two-storeyed, and anchors the area.

*Form and relationship to the street*

Property frontages are generally open to the street and the houses, predominantly bungalows with gabled and hipped roofed forms, are clearly visible. Houses are located towards the front of the sections, with a generally consistent depth to the front yard and offset to the side boundary. Some examples of duplex and co-joined flats are located closer to the road boundary. These types typically have the roof form concealed behind parapet walls.

The regular positioning of houses on their lots contributes to the consistent pattern of residential form in the area. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features, including fencing.

Generally, low boundary treatments including fences, hedges and walls, maintain reasonably open views to and from houses and the street. Typically, boundary treatments include picket fences with a range of gate and post types, as well as hedges.

Some properties have garages or carports more recently constructed within the front or side yards.

The two-storey building at the north corner of Foch Avenue is built up to the road boundary, defining this corner.

#### *Density/Pattern of development*

The lots in these streets were formed as part of a single 1920s subdivision, so there is an extremely uniform pattern of subdivision, lot size, lot width, house set-back, and spacing between houses, leading to an overall impression of consistency throughout the area. Lot sizes are around 840m<sup>2</sup>. Lot widths are typically around 18 metres wide, with little variation. The set back of houses from the road boundary is approximately eight to 10 metres. There is a clear and well-articulated rhythm to the positioning of houses in the area. Houses are generally located close together, occupying much of the width of their sites.

#### *Types*

The area is strongly defined by the survival of its residential housing stock which includes predominantly bungalows, together with some examples of transitional villas, bungalow-cottages, and Moderne style flats. The commercial building at the corner of Foch Avenue reflects the mix of residential and neighbourhood-serving commercial building types that developed along Dominion Road in the early decades of the 20<sup>th</sup> century.

#### *Visual coherence*

The overlay area has a high degree of visual coherence due in large part to the fact it was developed as a single subdivision during a relatively short period. This has resulted in the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing, as well as the scale, materials and forms generally evident throughout the area. The

combination of these attributes contributes to the visual coherence of the special character.

#### **15.1.8.2.4. Architectural values**

##### *Styles*

As this is a 1920s subdivision, bungalow style housing (specifically Californian bungalows) is the predominant type evident in these streets. There are also examples of transitional villas, bungalow-cottages, and Moderne style flats.

The bungalow style developed in New Zealand around the turn of the 20<sup>th</sup> century, reaching a peak in the 1920s and 1930s. Development of the bungalow style here was influenced by its use in England and Australia, as well as California. Following World War I, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Distinctive elements of the bungalow style are evident in houses in Foch Avenue and Haig Avenue including lower pitched gabled and hipped roofs with generous eaves overhangs, exposed rafter ends, shingle cladding to elements such as the base of projecting bay windows, and bracketed hoods over windows. Porches and verandahs are typically incorporated under the main roof-form of the house. Projecting bay windows were popular and bungalows incorporated a change in window joinery from the double hung sash popular in villas, to casement types, with fanlights above. Although a wider variety of cladding materials were used on bungalows, weatherboards were still the most common and this is evident in Foch Avenue and Haig Avenue.

There are also examples in Foch Avenue and Haig Avenue of single level Moderne style duplexes and co-joined flats constructed around the 1930s. These are typically built in brick or rendered brick, and have the roof form concealed behind a parapet wall. Curved corners and other streamlined decorative elements, such as plastered horizontal bands, are evident in the examples in Foch Avenue and Haig Avenue.

The two-storeyed commercial building on the north corner of Foch Avenue, at the intersection with Dominion Road, is designed in a Stripped Classical style. It defines the corner of the street and is a local landmark, making Foch Avenue recognizable along Dominion Road.

##### *Materials and construction – built fabric*

Houses in Foch Avenue and Haig Avenue are typically single level, and predominantly timber-framed, clad in timber weatherboards, and with timber door and window joinery. Gabled or hipped roofs are typically clad in corrugated iron, with some examples clad with tiles. There are some examples of houses clad in brick or plastered brick, also with timber door and window joinery. Chimneys are a feature of some houses. The examples of single level Moderne style duplexes and co-joined flats are typically built in brick or rendered brick. The two-level

building at the north corner of Foch Avenue is constructed of rendered brick with timber joinery.

#### **15.1.8.2.5. Urban structure**

##### *Subdivision*

The street layout in the area reflects the grid layout of the 1920s Victory Estate subdivision. The original subdivision pattern of back-to-back lots between the two parallel roads remains evident. Lot sizes were around 840m<sup>2</sup> and around 18 metres wide. A few properties have had a second dwelling constructed to the rear of the original house. However, the retention of the original dwellings near the road boundary has maintained the established character, with infill housing not readily apparent from the street.

##### *Road pattern*

The road pattern is orthogonal with Foch Avenue and Haig Avenue running perpendicular to Dominion Road. The road layout is generally determined by the double section depth of around 45 metres and road widths of around 100 links (approximately 20 metres).

##### *Streetscape*

Foch Avenue and Haig Avenue are quiet residential streets. Houses are set reasonably close to the street boundary, and the regular rhythm and spacing of houses, repeated gabled and hip roof forms, and generally open views to and from the street mean that the housing types make an important contribution to streetscape character. The roads incorporate footpaths set within generous grass berms, and relatively narrow carriageways. The use of bluestone kerb blocks contributes to the established character. Street trees, together with plantings in front gardens, contribute to the character of these streets.

Bluestone walls and gates at the entrance to the Arthur Faulkner Reserve at the western end of Foch Avenue also contribute to the established streetscape character. The reserve itself plays an important role in supporting the character of the area.

##### *Vegetation and landscape characteristics*

Mature street trees including golden totara in Foch Avenue and a more varied range in Haig Avenue contribute to a leafy character, in combination with plantings in front gardens.

### **15.1.8.3. Special Character Areas Overlay – General: Hill Park**

#### **15.1.8.3.1. Extent of area**

##### ***Special Character Area Map:***

The extent of the Special Character Areas Overlay – General: Hill Park can be found in the planning maps.

##### ***Description:***

The boundary of the overlay area reflects the original subdivision by the Nathan family in the mid-20<sup>th</sup> century and immediately adjoining streets of the same character.

#### **15.1.8.3.2. Summary of special character values**

##### ***Historical:***

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

The overlay area has value as an area of mid-20<sup>th</sup> century suburban residential development. Houses were generally constructed from the late 1950s to 1970s following the creation of a garden subdivision around significant stands of native forest. This area also has a number of older buildings, two of which are historic heritage places. The original subdivision pattern remains largely intact and is centred around a series of reserves.

##### ***Physical and visual attributes:***

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

The overlay area has value for its aesthetic and physical attributes. The primary characteristics are lower housing density combined with period housing and an abundance of trees. Houses are set back from the street, with front yards highly landscaped with little or no fencing. Hill Park has significant stands of native bush providing a backdrop to houses.

Located next to the southern motorway, Hill Park's elevated hill-top landform has a strong visual presence in the wider area.

#### **15.1.8.3.3. Architectural values**

##### ***Styles***

The key characteristics of the overlay area include International Style modernist houses, mid-20<sup>th</sup> century brick and tile bungalows, Arts and Crafts influenced houses, and English Cottage style houses. The area features large open front yards and setbacks, large lots, wide roads, low densities of buildings, and an abundance of trees.

#### **15.1.8.4. Special Character Areas Overlay – General: Puhoi**

##### **15.1.8.4.1. Extent of area**

###### ***Special Character Area Map:***

The extent of the Special Character Areas Overlay – General: Puhoi can be found on the planning maps.

###### **Description:**

Puhoi is a small settlement approximately 43 kilometres north of Auckland City. The town developed near the Puhoi River along Puhoi Road, and is located near the intersection with State Highway 1.

##### **15.1.8.4.2. Summary of special character values**

###### ***Historical:***

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

Bohemian immigrants arrived at Puhoi in 1863, settling there under the terms of the Auckland Waste Lands Act 1858. It was the first of three distinct phases of immigration to Puhoi, the second in 1866, and the third in 1873. The Puhoi River provided the only means of early access. From 1869, bridge building and road forming improved communications between the settlement and nearby areas. The period from 1871 to 1876 was one of considerable growth in the township, including the establishment of a hotel. By 1873, Nikau whares had been transformed into barns for storing produce and equipment. The settlers' houses were made mainly from rough-hewn palings with shingled roofs. A post office was established by 1874, and by 1887 a telephone was installed in the post office, linking Puhoi with Waiwera.

The first school was set up in 1872, the Puhoi Road Board first met in 1873, and the first store opened for business in 1876.

The Church of St Peter and St Paul complex was completed in 1882. By 1923, the parish included Silverdale, Waiwera, Leigh, Matakana, Port Albert and Wellsford. The Puhoi Museum is housed in the former Convent School, built in 1923.

The Puhoi Valley Cheese Factory opened in 1883.

The Puhoi Cemetery was opened for public burials from 1892, and the Town Hall was built in 1900. The township became linked with State Highway 1 in 1958 by the formation of a mile of sealed road. In 1975, a number of residential blocks at the township were offered for sale, despite local opposition.

***Physical and visual attributes:***

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

*Typical pattern of subdivision, lot size*

The overlay area is generally characterised by ribbon development along the main roads. Lot sizes and shapes are greatly varied.

The settlement includes a number of scheduled historic heritage place located along Puhoi Road, including early residences, the Puhoi Museum, Church of St Peter and St Paul, the Centennial Hall, Puhoi Library, Puhoi General Store, and the Puhoi Hotel and stables.

*Setback, density, grain (size, spacing and rhythm of street front buildings), streetscape, vegetation or landscape features.*

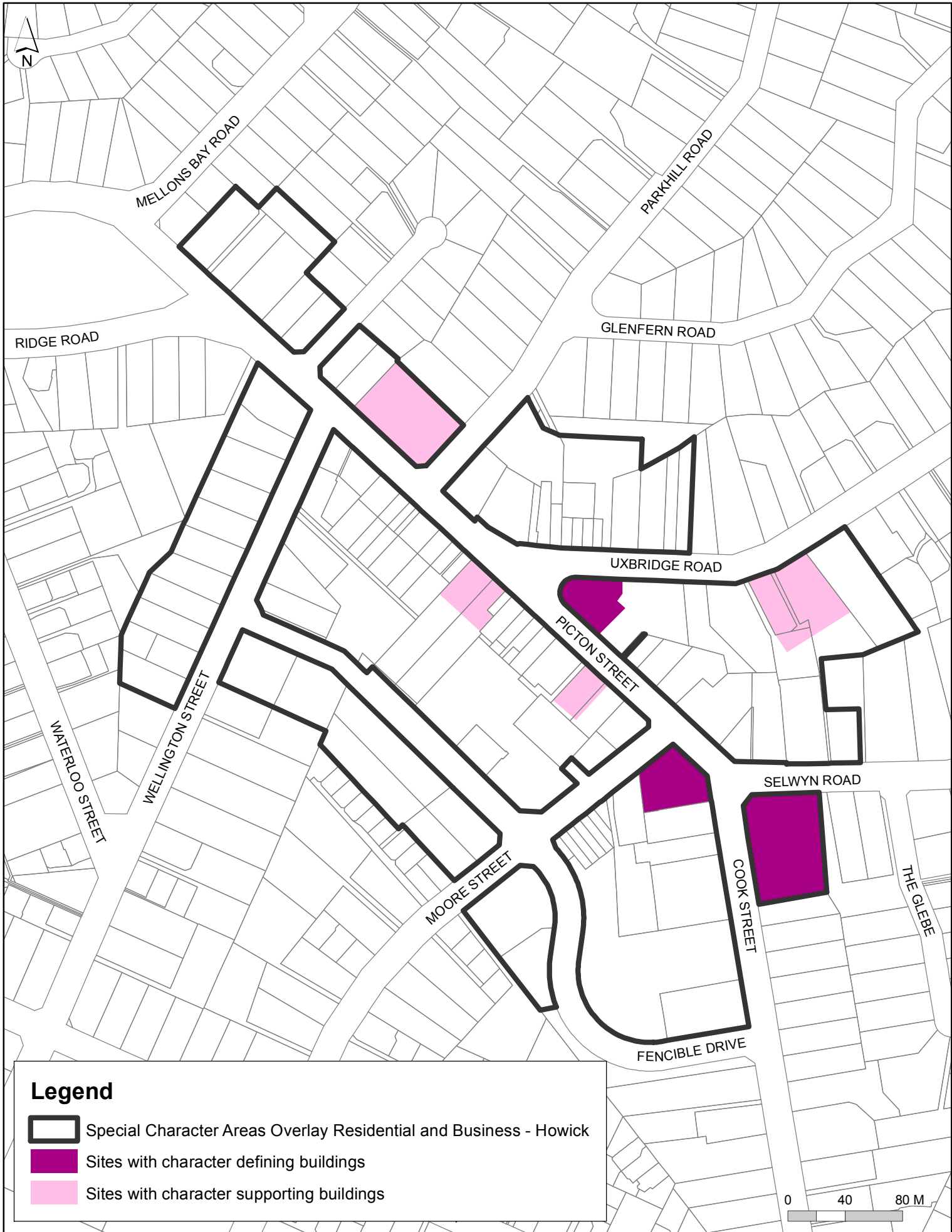
The overlay area has a rural village character with buildings located in varied positions and orientations, generally facing the main road. The Puhoi River is visible running adjacent to the east side of Puhoi Road near the intersection with Krippner Road, and northwards along to the bend in Ahuroa Road. The settlement is located in a valley with hills to the east of the river and to the west.

Puhoi Road has the character of a rural road, typically with no footpaths and grassed edges without a kerb and channel. There are limited sections where footpaths and paved parking areas are provided near the Church of St Peter and St Paul, and extending past the intersection with Saleyards Road.

The pattern of subdivision along Puhoi Road and Ahuroa Road is varied, with a mix of section widths and sizes. The position of houses and other buildings along Puhoi Road also varies, with some buildings located close to the road edge such as the library, general store and the church, while others are set back.



## Maps



**Special Character Areas Overlay Residential and Business - Howick**

