



















65		Bungalow.	Contributor
66		Brick and tile cottage.	Non-contributor
67		Bungalow.	Contributor
68		Bungalow.	Contributor
69		Bungalow.	Contributor
70		Bungalow.	Contributor

71		Bungalow in brick.	Contributor
72		Bungalow.	Contributor
73		Art Deco cottage. Built after the inter-war period.	Non-contributor
74		Bungalow. (Front windows replaced using original openings.)	Contributor
75		Bungalow.	Contributor
76		Bungalow.	Contributor

77		Bungalow.	Contributor
78		Bungalow.	Contributor
79		Bungalow.	Contributor
80		Bungalow.	Contributor
81		Bungalow constructed in 1938.	Contributor
82		Bungalow.	Contributor

83		Bungalow. (Front windows replaced using original openings.)	Contributor
84		Bungalow with rear over-dominant roof addition, however bungalow form remains legible.	Contributor
85		Bungalow with roof addition which has resulted in lost legibility of form.	Non-contributor
86		Bungalow.	Contributor
87		Bungalow.	Contributor
88		Bungalow.	Contributor

89		Bungalow.	Contributor
90		Bungalow.	Contributor
91		Bungalow.	Contributor
93		Bungalow.	Contributor
95		Bungalow.	Contributor
97		Bungalow.	Contributor

Pine Street

Street number

Description

Contributor

69



Bungalow.

Contributor

71



Bungalow.

Contributor

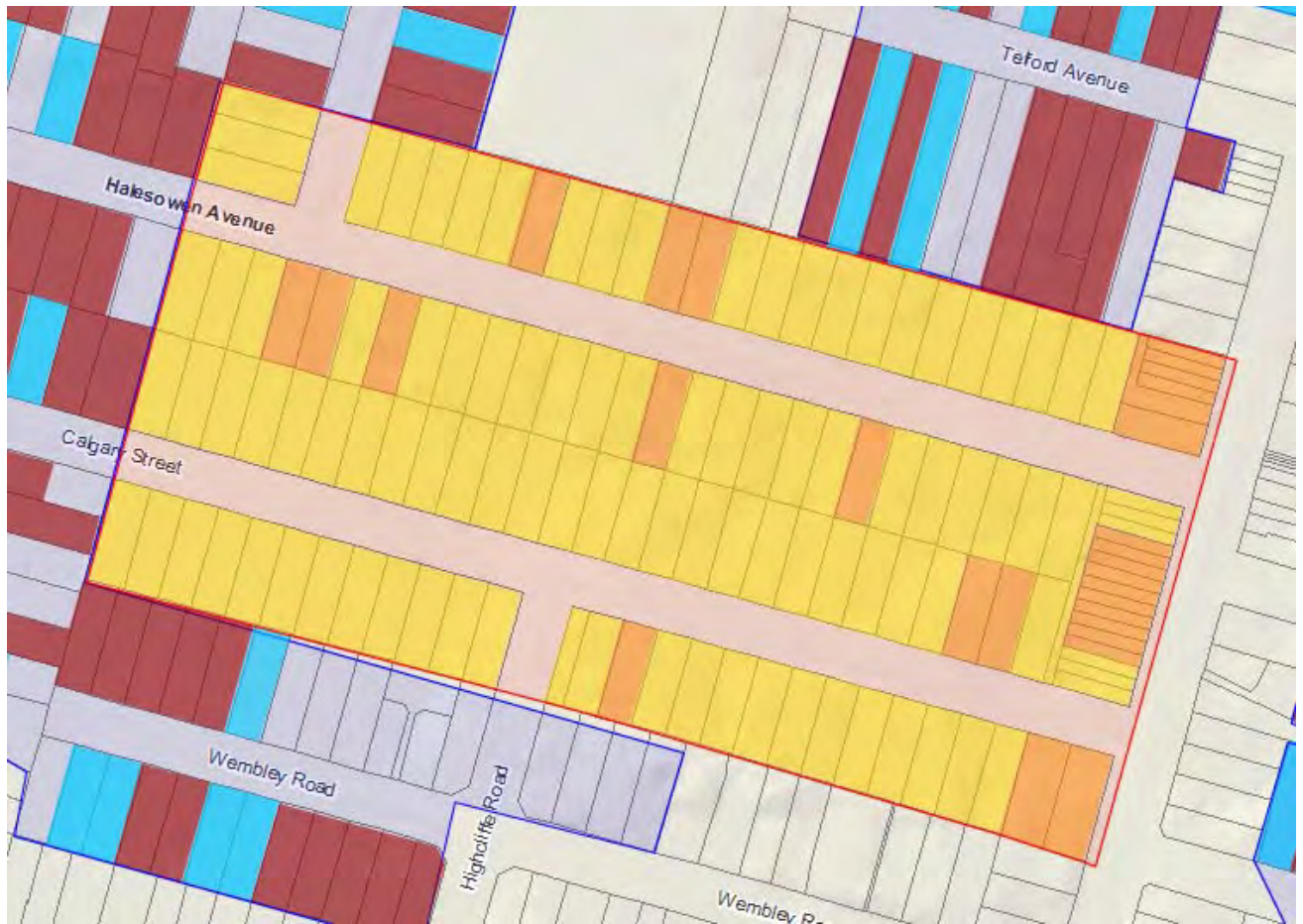
73



Art deco cottage.

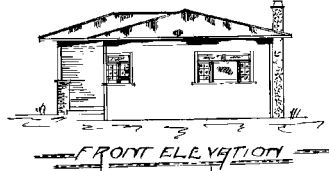
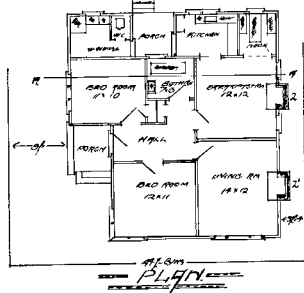
Contributor

Map of Contributors and Non-contributors

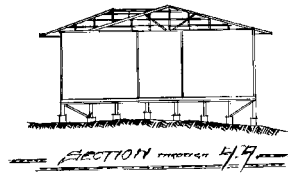


Appendix 5 Drawings

A2

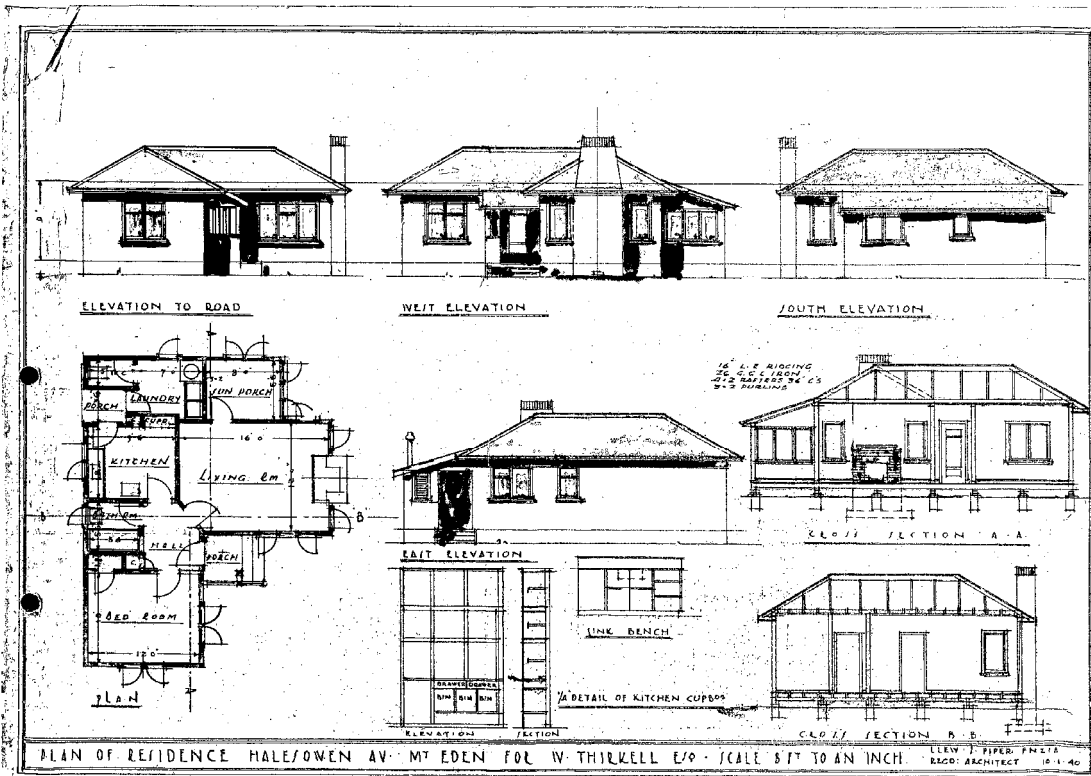


PROPOSED HOUSE
IN CALGARY ST M'EDEN
FOR MORTIMER BROS

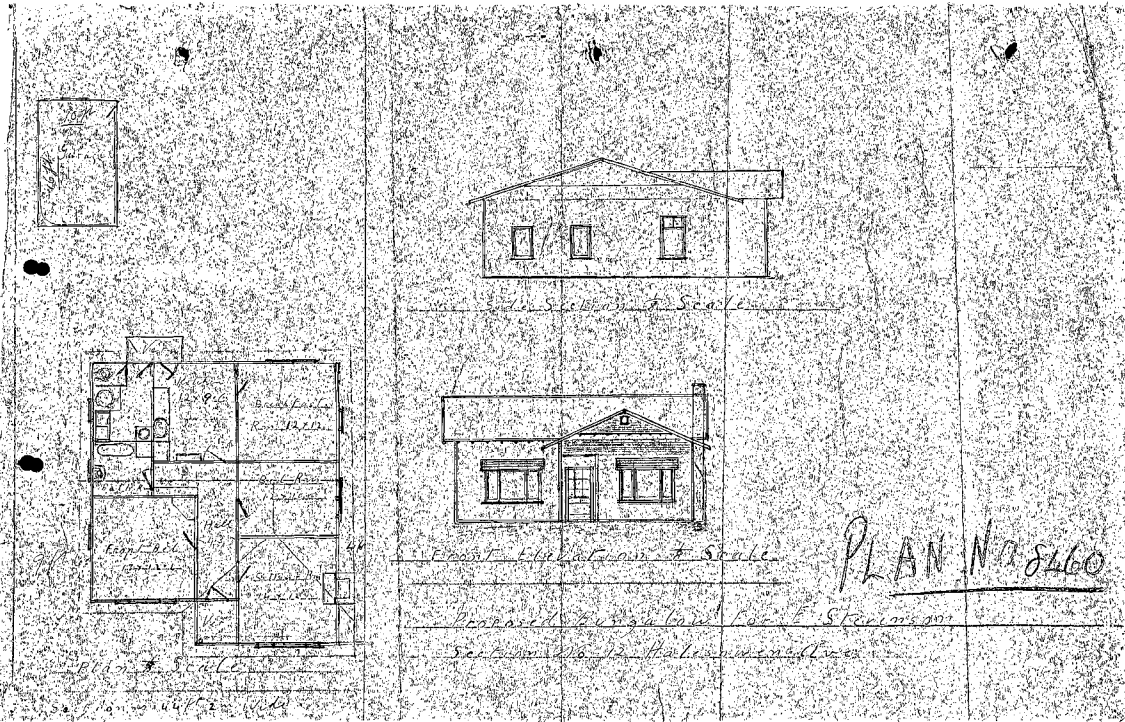


10/27
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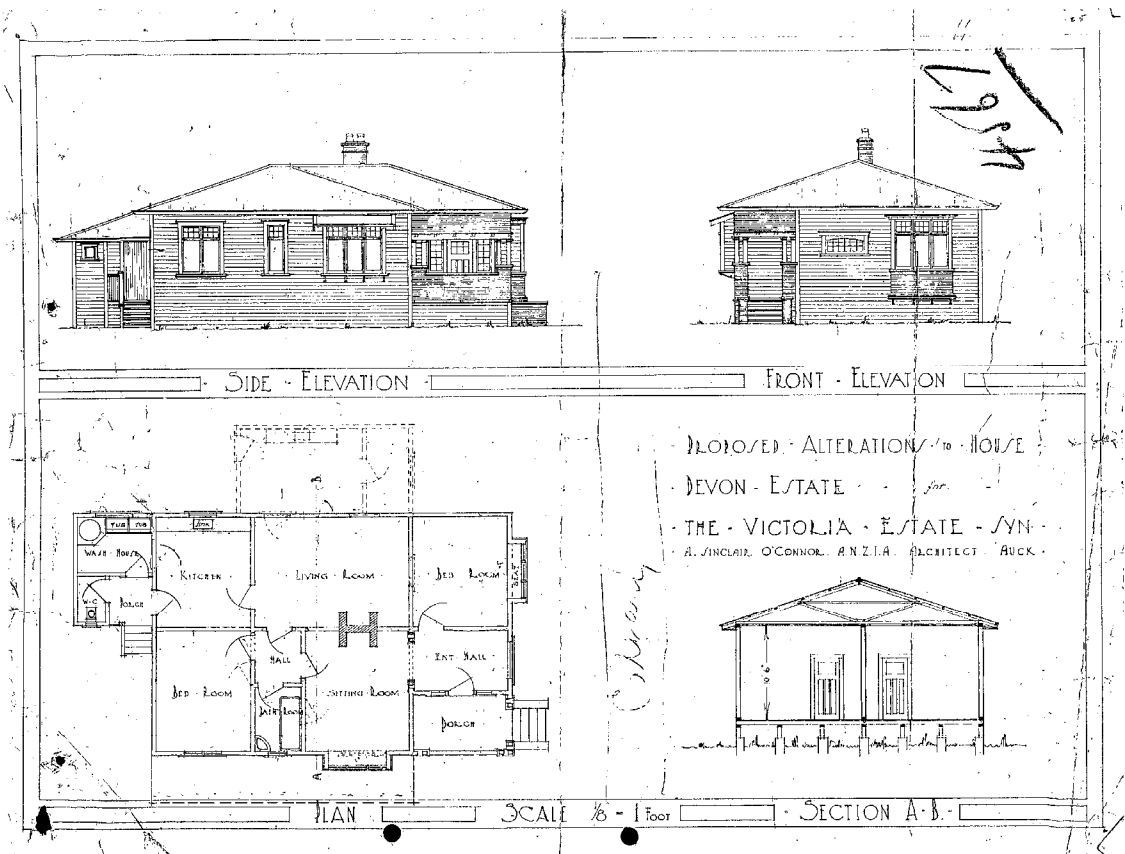
63 Calgary Street



57 Halesowen Avenue – 1940



62 Halesowen Avenue - 1936



83 Calgary Street - 1924

Historic Heritage Area Assessment

**Part of Marsden Avenue, Kingsford Road and Thorley Street
Balmoral: Part of the Renown Estate**



Final Historic Heritage Area Assessment

Part of Marsden Avenue, Kingsford Road and Thorley Street, Balmoral

Prepared by Auckland Council Heritage Unit

September 2013

Cover image:

Auckland Council (2013)

1.0 Purpose

The purpose of this document is to consider the area located at part of Marsden Avenue, Kingsford Road and Thorley Street, Balmoral against the proposed criteria for evaluation of historic heritage to be contained in the Auckland Council Proposed Unitary Plan.

The document has been prepared in-house by Tony Barnes, Principal Heritage Advisor North of the Heritage Unit, Auckland Council.

2.0 Identification

Site address	Part of Marsden Avenue, Kingsford Road and Thorley Street, Balmoral
Legal description and Certificate of Title identifier	<p>8 Kingsford Road, Lot 3 DP 22984, CT-669/51 10 Kingsford Road, LOT 5 DP 22984, CT-669/52 53 Marsden Ave, Lot 6 DP22984 524m2,CT703/363 51 Marsden Ave., LOT 10 DP 22984, CT-3C/1055 45 Marsden Ave., LOT 13 DP 22984, CT-26A/631 43 Marsden Ave, LOT 14 DP 22984, CT-2094/85 41 Marsden Ave, LOT 15 DP 22984, CT-672/298 2 Thorley St, LOT 21 DP 22984, CT-617/199 4 Thorley St, LOT 20 DP 22984, CT-703/197 6 Thorley St, LOT 19 DP 22984, CT-20C/1475 8 Thorley St, LOT 18 DP 22984, CT-97B/24 10 Thorley St, LOT 17 DP 22984, CT-679/143 12 Thorley St, LOT 16 DP 22984, CT-679/142 5 Thorley St, PT LOT 24 LOT 25 DP 22984, CT-31A/1121 3 Thorley St, LOT 26 DP 22984, CT-648/157 1 Thorley St LOT 27 DP 22984 CT-507/199 39 Marsden Ave., Lot 1 DP 342042, CT-172829 37 Marsden Ave, Lot 1 DP 321799, CT-87187 34 Marsden Ave, LOT 47 DP 22984, CT-679/145 36 Marsden Ave, LOT 46 DP 22984, CT-679/144 38 Marsden Ave, LOT 45 DP 22984, CT-623/68 40 Marsden Ave, PT LOT 43 LOT 44 DP 22984, CT-4B/25 42 Marsden Ave, FLAT 1 CPT 1 DP 120503 ON LOT 1 DP 120503 1/2 SH 771 M2, CT-69D/279 46 Marsden Ave, LOT 40 DP 22984, CT-646/300 50 Marsden Ave, LOT 38 DP 22984, CT-693/357 54 Marsden Ave, LOT 36 DP 22984 PW 10-3-0-2, CT-91D/177 56 Marsden Ave, PT LOT 34 LOT 35 DP 22984, CT-42A/230 58 Marsden Ave, LOT 33 PT LOT 34 DP 22984, CT-2104/91 60 Marsden Ave, LOT 32 DP 22984, CT-20D/1314 14 Kingsford Rd, LOT 7 DP 22984, CT-715/302, 16 Kingsford Rd, LOT 8 DP 22984, CT-3C/436 18 Kingsford Rd, LOT 9 DP 22984, CT-2094/84</p>

NZTM reference	NZTM:- Easting: 1756220.59 / Northing: 5915528.24;WGS84:- Longitude: 174.753236 / Latitude: -36.893307
Ownership	Various
District plan	Auckland City District plan – Operative Auckland City Isthmus Section 1999
Zoning	In general Residential 2B in Operative Plan Single House zone in draft Unitary Plan, with some houses excluded from the demolition control.
Existing scheduled item(s)	None
Additional controls	Pre-1944 control proposed in Draft Unitary Plan consultation document applies to two sites only (being those not covered by Residential 2 controls in the operative plan) at time of assessment.
NZHPT registration details	Three properties registered by New Zealand Historic Places Trust in Category II: 42 Marsden Avenue (#514) 46 Marsden Avenue (#2608) 60 Marsden Avenue (#2609)
Pre-1900 site (HPA Section 2a(i) and 2b)	Unknown
CHI reference	42 Marsden Avenue (ref: 2594) 46 Marsden Avenue (ref: 2595) 60 Marsden Avenue (ref: 2596)
NZAA site record number	No NZAA site numbers

3.0 Constraints

The area has been physically studied and recorded from the footpath. Individual properties have not been entered. There has been no assessment of the significance of the place to tangata whenua. There has been no assessment of archaeological values, but given that the area was developed from a quarry operating well into the 20th century, it is assumed that such values will not be present.

The assessment is based primarily on historical information that the Council has obtained as part of the Balmoral component of the assessment of the Eden-Albert area. Historic research has been limited by the time constraints of the project.

The evaluation is based on the availability of information at this time as well as some additional research. There is potential for additional research to yield new information.

4.0 Historical summary

After the First World War suburban expansion in Balmoral took place on undeveloped land south of Balmoral Road. The Californian Bungalow was the style of choice in the early years of the Inter-War period, and is well-represented in the southern part of Balmoral. By the 1930s the style had evolved further, under the influence of the English Domestic Revival. Some houses, most often one and a half or two storey examples, were in a style referred to as the English Cottage style. Under the influence of Modernism other designs substantially departed from historic precedents, using Art Deco style, frequently over a plan no more remarkable than that of a typical bungalow.

The area in question encompasses part of these three streets: Marsden Avenue, Kingsford Street and Thorley Street and includes a number of houses built by Tudor Builders and Hansen Construction Ltd. It was developed slightly later than the majority of the surrounding streets and includes houses from the 1930s which are stylistically distinctive.

In 1922 the area was a block on a single title, which was transferred by De Luen and another to Craig on 5 December 1922. A week later it was transferred to Bluestone Quarries Ltd.¹ A title issued to Bluestone Quarries Ltd on 10 November 1925 was subject to the outstanding interests of Messrs Hardley and De Luen, and the Mayor, Councillors and Burgesses of the Borough of Mount Eden, to form and dedicate a public road within 15 years of 15 June 1921.² Bluestone Quarries undertook a subdivision, reflected in a new title issued in 1930, and transferred the first residential lot to Cyril Victor Withell on 29 September 1930.

In 1933 Bluestone Quarries was liquidated. The liquidator called tenders for groups of sites (including one 21 lot group) and equity in four properties in the 'Renown Estate', with tenders closing on 5 May 1933.³ Seven lots were transferred to Cyril Albert Hilliam on 22 August 1933, and three to Annie Philcox the next day. That same day 28 lots were transferred to Rental Homes Ltd, and the final five to John McGregor.⁴ This enabled cancellation of the title and the issuing of a new title comprising the holding of Rental Homes Ltd, which included an instrument proscribing laying off the western part of the street and setting back a number of houses. It was marked on an early plan as Tudor Avenue, but apparently only formally known as Thorley Street⁵.

Tudor Builders Ltd was run by Jim Biggs, and developed a number of the sites for Rental Properties⁶, as well as private owners such as a Mr G. G. Marriott, who had subsequently acquired at least three sites⁷. These examples used cavity brick construction, and many have a particular English character. Others were built by Gordon Hanson of Hanson Construction, another builder associated with the development.⁸

Many of the later designs are attributed to architect W. H. Jaine. It has been noted that the designs Jaine did for Biggs showed a greater variation in plan

¹ DI A.2/143

² C/T 502/134

³ Auckland Star 24 April 1933 p18 col.4

⁴ C/T 617/87

⁵ C/T 646/135

⁶ Council plan records – see Appendix 5

⁷ C/T 617/87 and Council plan records – See Appendix 5

⁸ Council plan records – See Appendix 5

than those done by the earlier designer, while the earlier work done for Hanson in particular applied various façade treatments to less adventurous plans.⁹

At the time Jaime was recognised as one of the finest draughtsmen of the bungalow era. He also demonstrated a particular entrepreneurial skill, in order to make a living at a time of economic depression. Originally from Ashburton, Jaime moved to Ngaruawahia in the 1920s, and then to Auckland. He produced his own plan books of bungalow designs, which he used to sell plans to individuals, hoping to obtain a role supervising the construction. Additionally, he would sell designs to builders. Many of Jaime's designs appear under the name of John De Marr, a real estate agent who clearly had development interests and a desire to project a different image to the extent of putting his name to another's work.

The houses in the area were predominantly constructed by three building companies: Tudor Builders Ltd constructed houses for Rental Homes Ltd and Mr G. G. Marriott; Hanson Construction Ltd constructed houses for Rental Homes Ltd; and Pegler Homes Ltd constructed two houses. Pegler Homes Ltd, an Otahuhu based family company, was known for developing Pegler family land as a rental development when buyers deserted the market in the early 1930s. This development can be seen in Lippiatt Road Otahuhu. Although aimed at a slightly more affluent clientele, the apparent business model of Rental Homes Ltd appears to have parallels with the Peglers. Rental Homes Ltd retained interests in the area for at least 50 years.

Like many architects who were to be active in the Inter-War period, Lance Corporal William Henry Jaime saw war service, embarking at Wellington on 23 April 1918 as part of the 36th Reinforcements C Company¹⁰. Jaime and his peers were exposed to the architecture of the Old World as part of their travels associated with the war, which was to influence their approach to design and the application of architectural style in their New World context. This led to a preference by architects practising in the Inter-War period for domestic styles inspired by English precedents, an approach that had been prevalent in England at the end of the 19th Century and the beginning of the 20th Century. The result is what can be broadly described as the English Domestic Revival style, which included other more specific styles such as English Cottage, often significantly reflected in the form of the house, and Tudor style, sometimes used more as a surface treatment than a determinant of form. While architects experimented within this continuum, builders usually fell back to the bungalow style¹¹. These patterns are embodied in the Renown Estate.

⁹ Personal communication with Jeremy Ashford, author of 'The Bungalow in New Zealand'.

¹⁰ AWWM Cenotaph Database Record

¹¹ Salmond, Jeremy: Old New Zealand Houses 1800-1940, Auckland, Reed, 1986. p212

5.0 Physical description



Figure 1: Area site extent

While in many respects the residential development in the area is typical of well-preserved examples of late 'Garden Suburb' era development in Auckland, it is exceptional for the collection of single storey detached brick houses. Most of these houses are bungalows that show a strong influence of the English Cottage style in their form, with the liberal application to Tudor surface treatment. Also unusual are two examples in the Spanish Mission Style with an Art Deco influence. Other houses are more typical of the bungalows of the Inter-War era, but some of these are built in brick rather than timber.

Key examples with a strong influence from the English Cottage Style (mostly with Tudor treatment) include:

- 42 Marsden Avenue
- 60 Marsden Avenue
- 14 Kingsford Street
- 16 Kingsford Street
- 18 Kingsford Street

The two Spanish Mission examples referred to above are at:

- 43 Marsden Avenue
- 56 Marsden Avenue

Overall, these houses exhibit a greater level of craftsmanship than other similar areas developed at the same time, and sit with a spacious leafy context arising from the generous sizes of the original lots.

6.0 Significance criteria

(a) Historical

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

The development has some association with local developers Hardley and De Luen, who developed some subdivisions in the area as well as the Capitol Theatre, the landmark building constructed on Dominion Road in the Inter-War era. Hardley and De Luen had significant development interests in the Mount Eden and Mount Roskill areas, and also developed much of Matakatia Bay at Whangaparaoa. Although they did not own the land in question when it was subdivided, they sold it to Craig with provision for future roading in place. Craig sold the land to a quarrying company a week later.

This history also reflects the challenges associated with development of land in Mount Eden due to the volcanic terrain. The establishment of a mechanism for future residential development, prior to sale to others to extract the value of the basalt resource in preparation for suburban development, represents a resourceful approach to development of land that previously would have been considered marginal until the volcanic rock had been removed.

This development was therefore one of the last in the southern part of Mount Eden, which was largely developed by the onset of the Depression at the end of the 1920s.¹²

This part of the Renown Estate also illustrates the challenges of developing land in the early 1930s when economic depression took its toll on the financial means and confidence of prospective house buyers. The development of rental houses by both Rental Homes Ltd and Pegler Brothers shows an innovative approach to property development by those with access to capital.

Rental Homes Ltd and Hanson Construction Ltd undertook other projects in Auckland's Eastern suburbs, using well-known architects of the time, to design houses which were notable examples of the English cottage style. Examples include houses at 29, 35 and 37 Parkside Street, Saint Heliers constructed by Hanson Construction in 1934-7¹³, and another house at 31 Parkside Street with a very similar draughting style and lettering to those attributed to Jaine, proudly bearing the name of John De Marr as designer¹⁴.

The historical aspects assessed to have *considerable local significance*.

(b) Social

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

¹² Personal communication with Jeremy Ashford, author of 'The Bungalow in New Zealand'.

¹³ Auckland Council Plan Records 359143, 359146 and 359147

¹⁴ Auckland Council Plan Records B/1936/330

The area includes a notable and exotic garden that is regularly open to the public, and well-known in the area and beyond as part of the Heroic Gardens Festival. It sits within a residential enclave that is also well-known to local residents.

It can be regarded as having *moderate local significance*.

(c) Tangata whenua

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

Mana Whenua values have not been assessed.

(d) Knowledge

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

The research process undertaken prior to this evaluation has been useful, and has led to an understanding that could be reflected in interpretative material. There is also potential for additional research to understand the role of builders, speculators and owners in creating the pattern of development we see today, as well as the economic and social backdrop. The relative intactness of the original development would be of particular assistance.

The potential to provide knowledge is assessed to be of *moderate local significance*.

(e) Technological

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

A number of the houses in this area use double brick construction. This is very unusual for single story detached houses in the New Zealand context, and is regarded as having *moderate local significance* in regard to the group in this area.

(f) Physical attributes

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

While in many respects the residential development in the area is typical of well-preserved examples of late 'Garden Suburb' era development in Auckland, it is exceptional for the collection of brick houses constructed by Tudor Builders Ltd and Hansen Construction Ltd. Most of these houses show a strong influence of the English Cottage style, although one example is in Art Deco style. Other houses are more typical of the bungalows of the Inter-War era, but some of these are built in brick rather than timber. Overall, the houses exhibit a greater level of craftsmanship than other similar areas developed at the same time.

The houses constructed by Tudor Builders Ltd are commonly understood to be the work of architect W.H. Jaine, who was regarded as one of the finest draughtsmen of the time. Although he was not the only designer to supply designs for Tudor Builders, his involvement is considered significant in that it led to an attention to detail and design normally associated with bespoke houses. His business model was unusual in that he developed a catalogue of designs, which he sold, or supplied specific designs for use by others such as Mr Biggs of Tudor builders. In this sense Jaine's work was not always site-specific like that of other architects, but it offered a greater level of design quality than was available through builders, and of course a plan could be chosen to suit a situation.

In regard to physical attributes the area is assessed as being of *considerable local significance*.

(g) Aesthetic

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

The area is a representative example of a late Garden Suburb development from the 1930s. The New Zealand expression of the Garden Suburb was derivative of the English and American approaches to suburban development for the preceding decades. This is a significant example that includes houses designed by architects as well as those procured without professional design services, within a garden suburb context. The inclusion of a number of houses that clearly reference the English domestic design of the corresponding period (derived from historic precedents) gives the area a particular character not seen elsewhere in Mount Eden.

It is assessed as having *considerable local significance* in this regard.

(h) Context

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

The area sits within a wider context of Inter-War suburban development, and contributes strongly to the associated character.

It is considered to have *considerable local significance* in this regard.

7.0 Statement of significance

This part of Marsden Avenue, Kingsford Street and Thorley Street is an outstanding example of late phase of Garden Suburb development (as it is

understood in the New Zealand context) from the 1930s. The houses of Tudor Builders and Hansen Construction Ltd reinforce this character by predominantly employing styles with strong architectural references to those associated with the English Garden Suburb.

These values are underpinned by historic associations with local developers Hardley and De Luen and local architect W. H. Jaine.

The history of the development demonstrates the challenges of developing the volcanic landscape of Mount Eden, and the challenges of developing land in the early 1930s when economic depression took its toll on the financial means and confidence of prospective house buyers.

Overall, the area is assessed as being of considerable local significance.

8.0 Extent of the place for scheduling



Figure 2: Proposed area site extent

The identified extent of the place for scheduling is the area that is integral to the function, meaning and relationships of the place. The area recommended for inclusion largely corresponds with the area currently zoned Residential 2 in the Operative District Plan, as shown in Appendix 2, but it excludes a small area at the north-west corner which has been redeveloped in a different manner, and also includes two additional sites in Kingsford Road which were part of the original subdivision but previously excluded from the Residential 2 zone.

9.0 Recommendations

It is recommended that the defined area in included as an Historic Heritage Area B, based on the boundaries identified in Figure 2 above.

10.0 Table of Historic Heritage Values

Significance Criteria (A-H)	Value (Little, Moderate, Considerable, Exceptional)	Context (Local, Regional, National)
A- Historical	Considerable	Local
B- Social	Moderate	Local
C- Tangata Whenua	Not assessed	
D- Knowledge	Moderate	Local
E- Technological	Moderate	Local
F- Physical Attributes	Considerable	Local
G- Aesthetic	Considerable	Local
H- Context	Considerable	Local

11.0 Overall Significance

Category	Heritage Values	Extent of place
B	(a), (f), (g), (h)	Boundaries as defined in section 8

Author : Tony Barnes

Date: September 2013

Reviewer
Elizabeth Pishief

Date:

30 September 2013

Appendix 1 Historic research

Chronology of Key Events on which Historic Summary is based:

Date	Event	Reference
5 September 1922	Transfer of Site by Hardley and De Luen to Craig	Deeds Index A.2/143
12 December 1922	Transfer from Craig to Bluestone Quarries Ltd	Deeds Index A.2/143
29 September 1930	First residential lot transferred to Cyril Victor Withell	Certificate of Title 502/134
24 April 1933	Liquidator advertises groups of sites and interests on the Renown Estate of Bluestone Quarries Ltd.	Auckland Star 24 April 1933 p18 col.4
22 August 1933	Groups of sites transferred to new owners, including Rentals Homes Ltd	Certificate of Title 617/87
1934-1936	Building permits approved for various houses to be built by Tudor Builders and Hanson Construction Ltd.	Auckland Council Property Files 337376; 337377 Auckland Council Property File building permit drawings B1934/396; B1936/729.



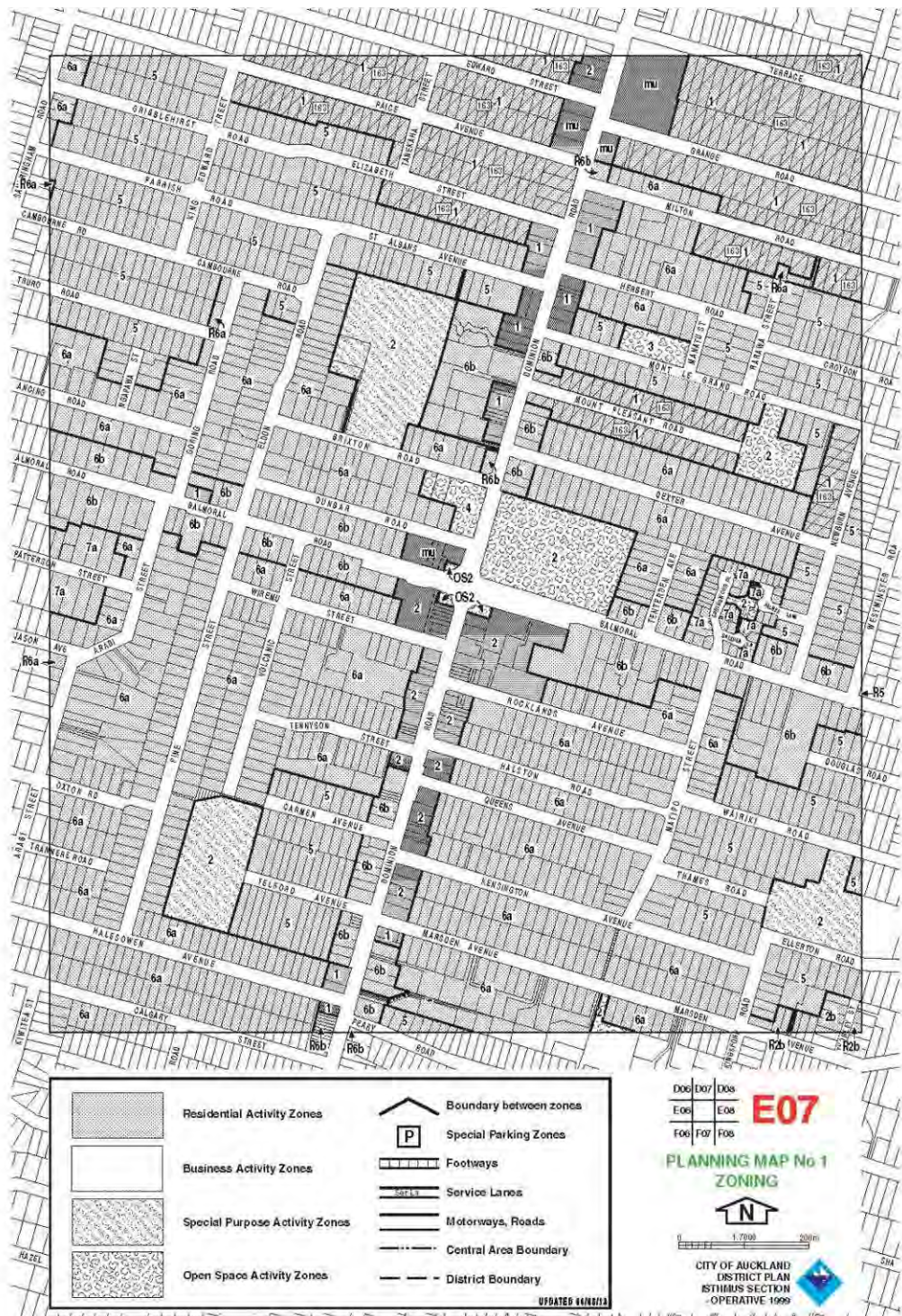
Figure 3: DP 22984

Appendix 2 Supplementary research

Auckland Council District Plan (Isthmus) Zoning



Figure 4: Residential 2 zones





E07

D06	D07	D08
E06	E08	
F06	F07	F08

**PLANNING MAP No 2
ADDITIONAL LIMITATIONS**

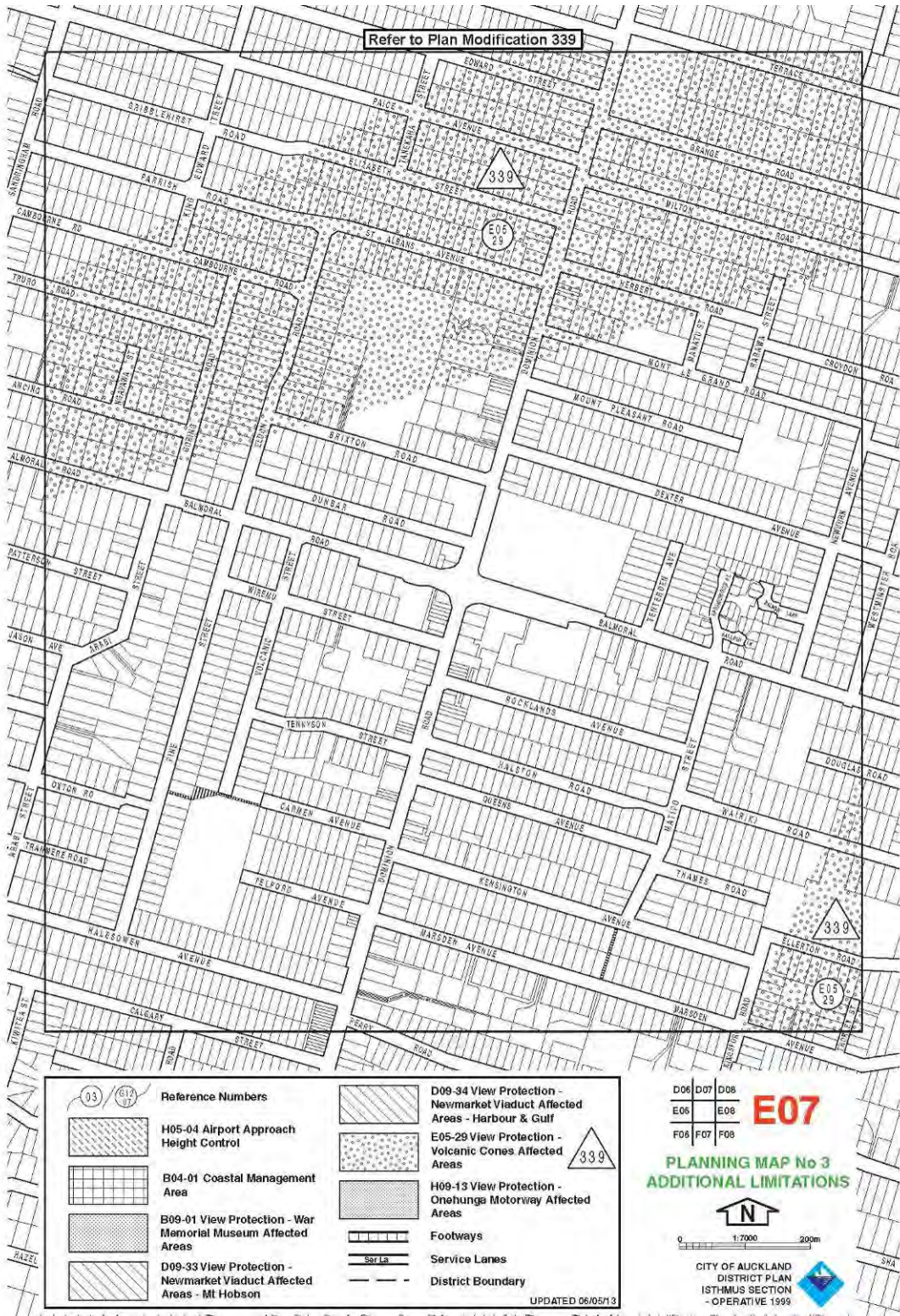
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**CITY OF AUCKLAND
DISTRICT PLAN
ISTHMUS SECTION
- OPERATIVE 1999**

	Reference Numbers		Archaeological and Geological Features		Interchange Control Areas
	Designated Works		Archaeological Feature only		Pedestrian Malls
	Additional Development Controls		Geological Feature only		Footways
	Former Landfill Areas		Maori Heritage Sites		Service Lanes
	Sites subject to both Retail Frontage and Verandah Controls		Significant Ecological Areas		Local Roads
	Sites subject to Verandah Control only		Cliffline Tree Amenity Area		Collector Roads
	Special Yard Requirement		Tamaki Drive Scenic Way		District Arterial Roads
	Buildings, Objects or Places		Protection of Sunlight Admission Control to Broadway		Regional Arterial Roads
	Trees (singular)		Building Line Restrictions		Strategic Routes
	Groups of trees (two or more)		Vehicular Access Restrictions		All public roads are subject to designation B08-04
			Central Area Boundary		District Boundary

UPDATED 25/02/19







	Reference Numbers		Archaeological and Geological Features		Interchange Control Areas
	Designated Works		Archaeological Feature only		Pedestrian Malls
	Additional Development Controls		Geological Feature only		Footways
	Former Landfill Areas		Maori Heritage Sites		Service Lanes
	Sites subject to both Retail Frontage and Verandah Controls		Significant Ecological Areas		Local Roads
	Sites subject to Verandah Control only		Cliffline Tree Amenity Area		Collector Roads
	Special Yard Requirement		Tamaki Drive Scenic Way		District Arterial Roads
	Buildings, Objects or Places		Protection of Sunlight Admission Control to Broadway		Regional Arterial Roads
	Trees (singular)		Building Line Restrictions Vehicular Access Restrictions		Strategic Routes
	Groups of trees (two or more)		Central Area Boundary		District Boundary

UPDATED 26/02/13

E06	E07	E08	F07
F06	F08		
G06	G08		

PLANNING MAP No 2
ADDITIONAL LIMITATIONS

0 1:7000 200m

CITY OF AUCKLAND
 DISTRICT PLAN
 ISTHMUS SECTION
 - OPERATIVE 1999



F07

E06	E07	E08
F06	F07	F08
G06	G07	G08

**PLANNING MAP No 3
ADDITIONAL LIMITATIONS**



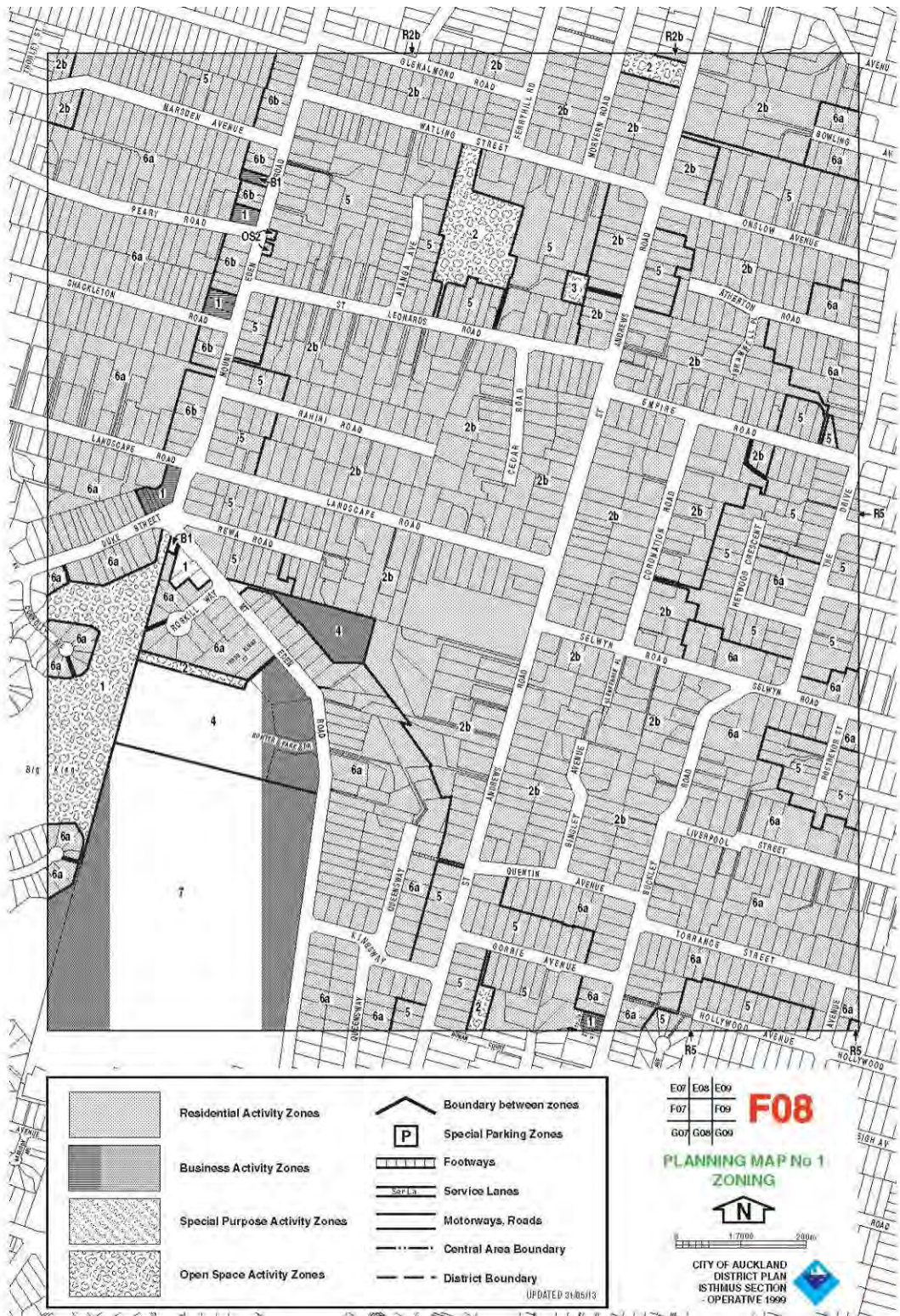
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CITY OF AUCKLAND
DISTRICT PLAN
ISTHMUS SECTION
- OPERATIVE 1999

	Reference Numbers		D09-34 View Protection - Newmarket Viaduct Affected Areas - Harbour & Gulf
	H05-04 Airport Approach Height Control		E05-29 View Protection - Volcanic Cones Affected Areas
	B04-01 Coastal Management Area		H09-13 View Protection - Onehunga Motorway Affected Areas
	B09-01 View Protection - War Memorial Museum Affected Areas		Footways
	D09-33 View Protection - Newmarket Viaduct Affected Areas - Mt Hobson		Service Lanes
			District Boundary

UPDATED 06/05/13

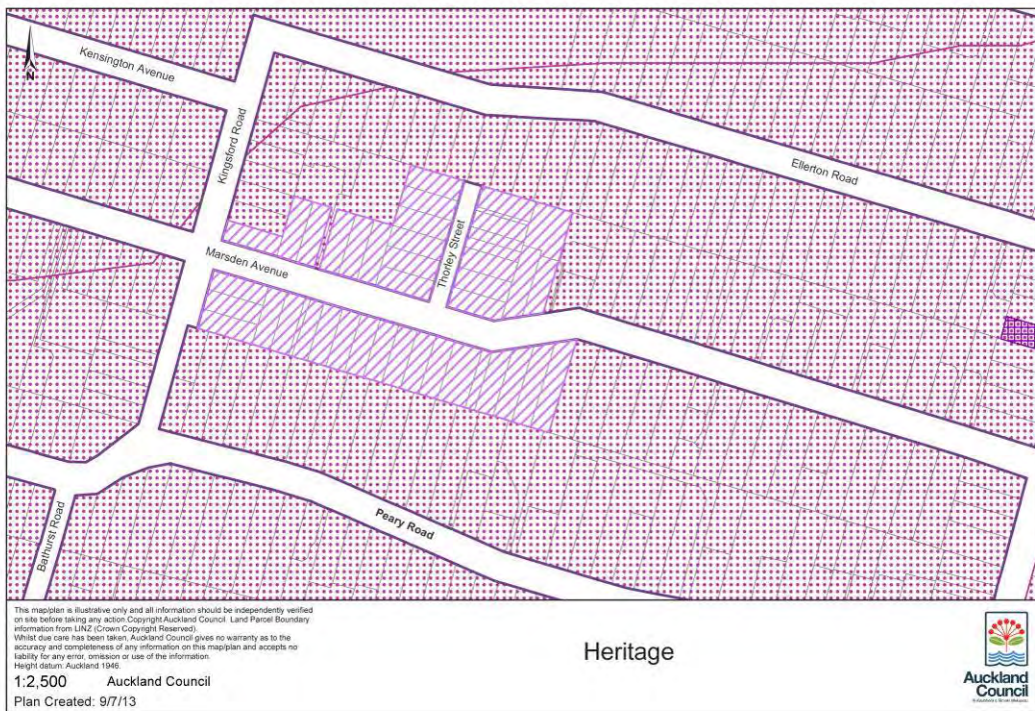




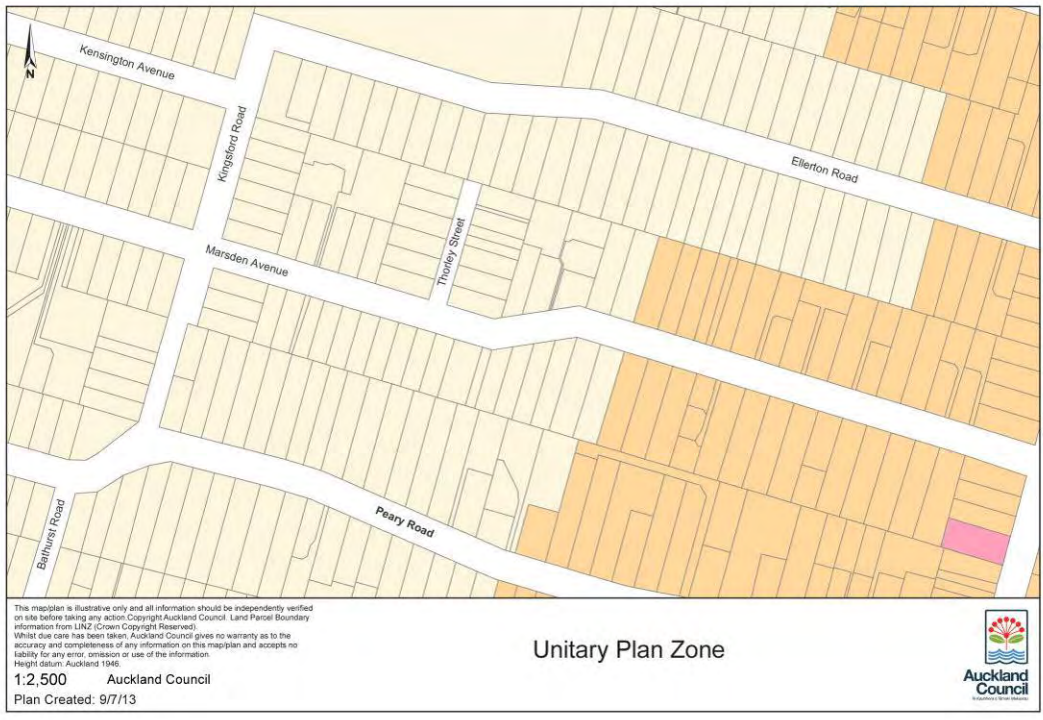
Unitary Plan Draft Discussion Document zoning – March 2013



Landscape



Heritage





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Infrastructure



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Natural Environment





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Plan Created: 9/7/13

Built Environment

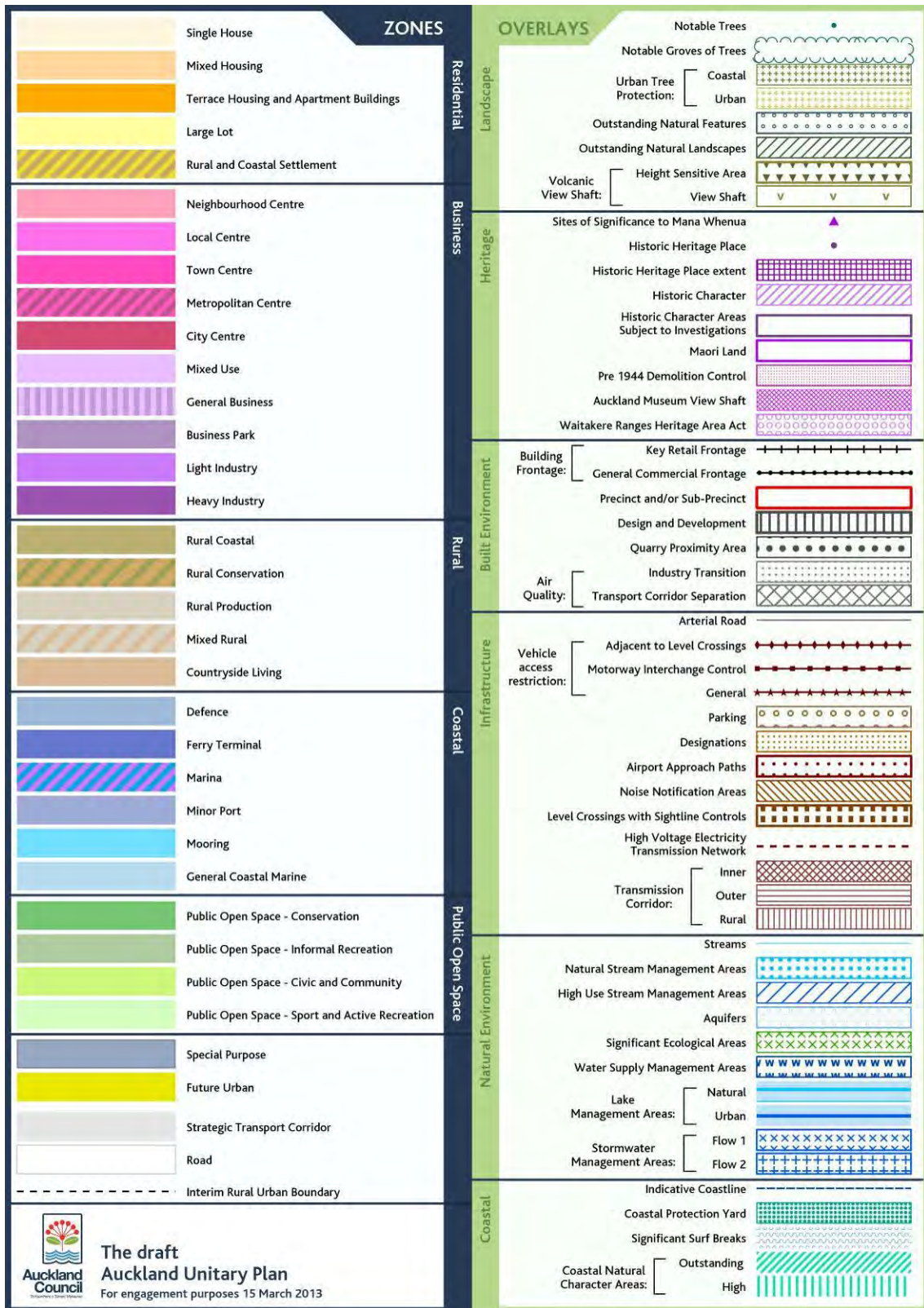


This mapplan is illustrative only and all information should be independently verified on site before taking any action. Copyright Auckland Council Land Parcel Boundary information from LINZ (Crown Copyright Reserved). Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this mapplan and accepts no liability for any error, omission or use of the information. Height datum: Auckland 1946.

1:2,500 Auckland Council
Plan Created: 9/7/13

Coastal





The draft
Auckland Unitary Plan
 For engagement purposes 15 March 2013

Appendix 3 Certificates of title

[Land and Deeds—4
Form B.]

NEW ZEALAND.


REGISTER
 Register-book,
 Vol. 646, folio 135

646/135

Reference: Vol. 617, Folio 87
 Transfer No. 259217
 Application No.
 Order for N/C No.

DUPLICATE DESTROYED

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.

This Certificate, dated the twenty third day of August one thousand nine hundred and thirty three under the hand and seal of the District Land Registrar of the Land Registration District of AUCKLAND Witnesseth that RENTAL HOMES LIMITED having its registered office at Auckland

is seized of an estate in fee simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or endorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered green, be the several admeasurements a little more or less, that is to say: All ^{those} parcels of land containing together three acres three roods nineteen perches and two tenths of a perch more or less situated in the Borough of Mount Eden being Lots 2, 3, 4, 5, 7, 8, 9, 10, 13, 14, 15, 22, 23, 24, 25, 26, 28, 30, 31, 32, 33, 34, 35, 36, 40, 42, 43, and 44 on a plan deposited in Land Registry Office at Auckland as No. 22984 and being portion of Allotment 96 of Ection 10 of the Suburbs of Auckland.

METRIC AREA IS 1.5661 ha
 1.5661 ha
 Conversion Factors: Plan 111111 lodged 24.2.86
 1 Acre = 4046m²
 1 Perch = 25.29m²
 1 Link = 2012 metres


W. Williams
 Assistant District Land Registrar.

No. 7624 Order in Council authorising the laying off of the street on the western boundary of Lots 22, 23, 24, 25, and 26 plan 22984 of a width of less than 66 feet but not less than 40 feet subject to the condition that no building or part of a building shall at any time be erected on the said Lots 22, 23, 24, 25, and 26 plan 22984 within a distance of 35 feet from the centre line of the said street Entered 6th August 1930 at 10 a.m.

W. Williams
 Asst. Land Regr.

G.13607 cancelled as to Lot 20 plan 19-9-33 22984 and C.T. issued Vol. 646 Fol. 300
W. Williams
 P.L.R.

G.15747 cancelled as to Lot 26 plan 16-10-33 22984 and C.T. issued Vol. 648 Fol. 157
W. Williams
 P.L.R.

G.13862 cancelled as to Lot 28 plan 17-12-33 22984 and C.T. Vol. 649 issued 26/1/34
W. Williams
 P.L.R.

- over -

over



Total Area 3.3192
 Scale: 2 Chains to an Inch

REGISTER

646/135

6.13069 Cancelled as to Lot 9 19.13.12
 21-2-34 25.32.33.34.35 - 4 - part of
 24 - 73 plan 22984 - 6.8.1963
 Vol. 652 Fol. 111

A 568745 Transfer of Lot 42
 and part of Lot 43 plan 22984 to
 Arthur Francis Manning
 7-7-1971 at 2.25 o'clock
 219/1025
 A.L.R.
 6537

Mortgage of 228615 of Lot 6 plan 22984
 Rental Homes Limited to
 Association of Home Owners
 produced 14/7/63 at 10.50 am

B551911.1 Certificate of compliance
 under Section 306(1)(F)(i) Local
 Government Act 1974 (affects Plan 111181)
 - 1.7.1986 at 9.47 o'clock
 A.L.R.

Mortgage of 230512 of Lot 12 and part of Lot 13
 Rental Homes Limited to
 The Automobile Association (Queensland)
 Incorporated produced 17/7/63 at 10.50 am

B551911.3 Cancelled as to the part Lot 2
 O.N.C.T.) Plan 111181 and new C.T issued
 1.7.1986) 62C/768
 A.L.R.

Transfer of 241829 of Lot 31 and part of Lot 32
 plan 22984 Rental Homes Limited to
 C. G. W. Thomson produced 19/7/63 at 10.50 am
 667/300

CANCELLED
 DUPLICATE DESTROYED

Transfer of 274143 of Lot 3 and Lot 4
 plan 22984 Rental Homes Limited to
 Charles Stephen Morrison Griffiths
 produced 22.10.1975 at 12.10 pm
 Lot 3 Vol. 669 Fol. 50
 Lot 4 Vol. 669 Fol. 51
 Lot 5 Vol. 669 Fol. 52

Transfer of 282157 of Lot 1 and 2 plan
 22984 Rental Homes Limited to William
 James Biggs produced 27/11/66 at 2 pm
 Lot 1 Vol. 682 Fol. 88
 Lot 2 Vol. 682 Fol. 89

Transfer of 310926 of Lot 7 plan 22984 Rental
 Homes Limited to John Frederick Sagar
 produced 5-7-1969 at 2.30 pm
 715/302

Transfer of 697066 of Lot 23 and part of Lot 24
 Plan 22984 to Carter Merchants (Morningside)
 Limited Produced 23.7.1963 at 11.15 am
 10/757

K 115011 Compensation Certificate
 over part of Lot 23 of Plan 22984 by the
 Minister of Lands transferred 2-8-1963
 at 1.37 pm

Transfer of 20130 taking
 for prison purposes (housing) to
 11.11.1963 at 11.33 am

Cancelled as to Lot 27
 27.9.1963
 A.L.R.

THIS REPRODUCTION (ON A REDUCED SCALE)
 CERTIFIED TO BE A TRUE COPY OF THE
 ORIGINAL REGISTER FOR THE PURPOSES OF
 SECTION 113A, LAND TRANSFER ACT 1952
 L. C. Staman D.L.R.

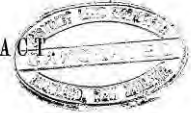
NEW ZEALAND.

Reference: Vol. 502, Folio 134
Transfer No.
Application No.
Order for N/C No. C.11756



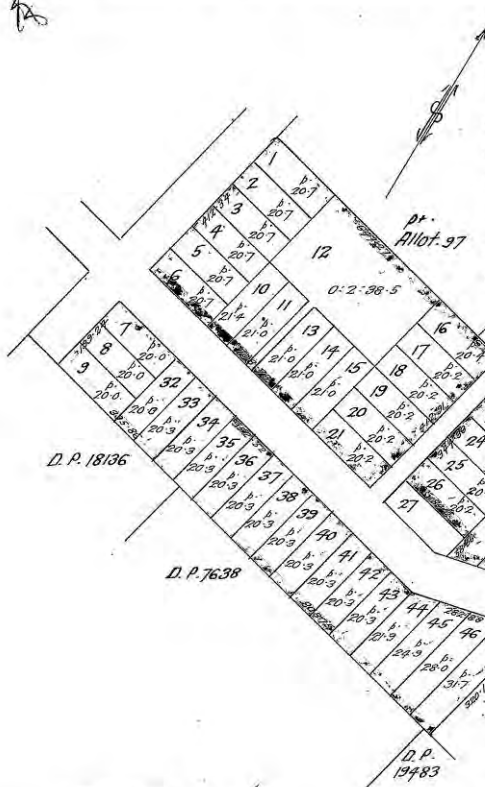
Register-book,
Vol. 617, folio 87

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT



This Certificate, dated the seventeenth day of September one thousand nine hundred and thirty under the hand and seal of the District Land Registrar of the Land Registration District of AUCKLAND Witnesseth that BLUESTONE QUARRIES LIMITED having its registered office at Auckland

is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or endorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered green, be the several admeasurements a little more or less, that is to say: All that parcel of land containing together seven acres two perches and seven tenths of a perch more or less situated in the Borough of Mount Eden being Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, and 47 on a plan deposited in the Land Registry Office at Auckland as No. 22984 and being portions of Allotment 96 of Section 10 of the Suburbs of Auckland.



W. H. H. H.

Assistant District Land Registrar.

No. 7624 Order in Council authorising the Mount Eden Borough Council to permit the laying off of a street over part of the above land of a width of less than 66 feet but not less than 40 feet subject to the condition that no building or part of a building shall at any time be erected on the land fronting the said street within a distance of 35 feet from the centre line of the said street Entered 6th August 1930 at 10 a.m.

W. H. H. H.
Asst. Land Regr.

*Transfer No 243401 of 21
Plan 22984 Bluestone Quarries
Limited to Cyril Victor Nikell
produced 29/9/1930 at 10.50 a.m.*

Total Area: 7:0:27
Scale: 2 Chs. 1 inch.

CANCELLED.

CANCELLED

Transfer No 259185 of Lots 6, 11, 12, 20, 37, 38 and H1 plan 22984 Bluestone Quarries Limited to Cyril Albert William produced 22-8-33 at 11.54 a.m. ~~Wills~~ ~~Wills~~

ALR

Transfer No 259216 of Lots 8, 18 and 19 plan 22984 Bluestone Quarries Limited to Annie Philcox produced 23-8-33 at 10.46 a.m. ~~Wills~~ ~~Wills~~

ALR

Transfer No 259217 of Lots 1, 2, 3, 4, 5, 7, 9, 10, 13, 14, 15, 22, 23, 24, 25, 26, 28, 30, 31, 32, 33, 34, 35, 36, 40, 42, 43 and H4 plan 22984 Bluestone Quarries Limited to Rental Homes Limited produced 23-8-33 at 10.47 a.m. ~~Wills~~ ~~Wills~~

ALR

Transfer No 259219 of Lots 16, 17, 39, H6 and H7 plan 22984 Bluestone Quarries Limited to John McGregor produced 23-8-33 at 11.44 a.m. ~~Wills~~ ~~Wills~~

ALR



NEW ZEALAND

Land Transfer (Compulsory
Registration of Titles)
Act, 1924.
Reference: Deeds Index. A. 2/143
Application No. 734^C.



Office
Register-book,
Vol. 502, folio 134

CERTIFICATE OF TITLE UNDER LAND TRANSFER ACT.
LIMITED AS TO TITLE AND PARCELS.

This Certificate, dated the tenth day of November one thousand nine hundred and twenty-five
under the hand and seal of the District Land Registrar of the Land Registration District of AUCKLAND Witnesseth that
BLUESTONE QUARRIES LIMITED having its registered office at Auckland

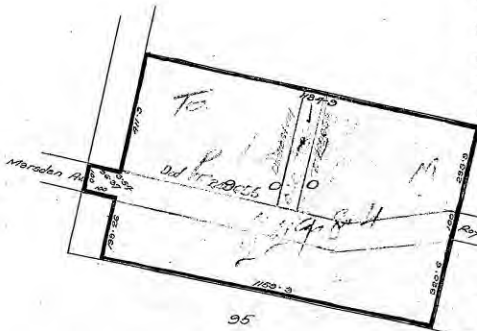
is seized of an estate in fee-simple (subject to such reservations, restrictions, encumbrances, liens, and interests as are notified by memorial under written or endorsed hereon, subject also to any existing right of the Crown to take and lay off roads under the provisions of any Act of the General Assembly of New Zealand) in the land hereinafter described, as the same is delineated by the plan hereon bordered green, be the several admeasurements a little more or less, that is to say: All that parcel of land containing Nine acres more or less situated in the Borough of Mt. Eden being portion of Allotment Ninety-six (96) of Section Ten (10) of the Suburbs of Auckland



[Signature]
District Land Registrar.

Outstanding interests registered in the Deeds Register
Office at Auckland:-

Agreement No. 314361 (R.391/599) and Easement No. 299338
(R.352/426) Isaac Skelton Hardley and William Holland De
Luen with the Mayor Councillors and Burgesses of the
Borough of Mt. Eden containing an Agreement to set aside
form and dedicate a portion of the above land as a public
road within 15 years from 15th June 1921 *void*



Dist. L.R.
1925. 18/11/25. 3. 1930 *[Signature]*

Transfer of 292655 Bluestone Quarries
Limited to the Mayor Councillors and
Burgesses of the Borough of Mount Eden
being a dedication of that part of
Rayon Avenue coloured pink on the
plans hereon produced 2/6/30 at 10.32 am
[Signature]
Dist. L.R.

Transfer of 291033 Bluestone Quarries Limited
to Robert John Davidson & Son of part of land
plans hereon produced 18/6/30 at 10.40 am
[Signature]
Dist. L.R.

Lot 27
D.P. 22984
CANCELLED
Vol. 502, folio 134

No. 4624 Order in Council authorizing the Mount Eden Borough Council to permit the laying off of a street over part of the above land of a width of less than 66ft but not less than 40ft subject to the conditions that no building or part of a building shall at any time be erected on the land fronting the said street within a distance of 35ft from the centre line of the said street
Entered 6/8/1930 at 10am.

W. J. Johnston
S.R.

Transfer No 240655 Bluestone Quarries Limited to the Mayor, Councillors and Burgesses of the Borough of Mount Eden being a dedication of that part coloured pink on plan hereon and shown as a narrow road on plan 22984 (the land referred to in above Order in Council No 4624) as a public road produced 12/8/1930 at 11.56am

W. J. Johnston
S.R.

This certificate of title has ceased to be a limited title. Entered 17.9.1930 *W. J. Johnston*
District Land Registrar

No 11956 cancelled as to the residue existing 1/12/1930 ready on plan 22984 see condition of title Vol. 624 fol. 84
W. J. Johnston
S.R.



Parish of Titirangi No 45

No.	Date of Instrument	Parties	Reference	Signature
1739	30th Jan 1894	James & John to George & John	20 105	
10575	26th Dec 1893	James & John to John	38 105	
10576	27th Dec 1893	John to James & John	39 105	
17341	9th Dec 1893	George & John to James & John	C	
18585	1st Dec 1893	James & John to George & John	C	
16857	1st Dec 1893	George & John to James & John	C	
23325	1st Dec 1893	James & John to George & John	C	
25264	1st Dec 1893	George & John to James & John	C	
26439	1st Dec 1893	James & John to George & John	C	
26440	1st Dec 1893	George & John to James & John	C	
33215	1st Dec 1893	James & John to George & John	C	
33216	1st Dec 1893	George & John to James & John	C	
33719	1st Dec 1893	James & John to George & John	C	
33720	1st Dec 1893	George & John to James & John	C	
37910	1st Dec 1893	James & John to George & John	C	
37911	1st Dec 1893	George & John to James & John	C	
38790	1st Dec 1893	James & John to George & John	C	
38791	1st Dec 1893	George & John to James & John	C	
42128	1st Dec 1893	James & John to George & John	C	
42129	1st Dec 1893	George & John to James & John	C	
63120	1st Dec 1893	James & John to George & John	C	
63121	1st Dec 1893	George & John to James & John	C	
63122	1st Dec 1893	James & John to George & John	C	
79150	1st Dec 1893	George & John to James & John	C	
81181	1st Dec 1893	James & John to George & John	C	
81182	1st Dec 1893	George & John to James & John	C	
114734	1st Dec 1893	James & John to George & John	C	
152755	1st Dec 1893	George & John to James & John	C	
163719	1st Dec 1893	James & John to George & John	C	
163720	1st Dec 1893	George & John to James & John	C	

Brought under the Land Transfer Act Vol 105 folio 219.
 Substantive James
 Jan 9 6

305707 10th Apr 1893
 305708 10th Apr 1893
 BROUGHT UNDER THE LAND TRANSFER ACT, VOL 105 FOLIO 134-141

Parish of Titirangi No 46

No.	Date of Instrument	Parties	Reference	Signature
5299	19th Feb 1894	George & John to James & John	38 105	
5300	19th Feb 1894	James & John to George & John	39 105	
5301	19th Feb 1894	George & John to James & John	40 105	
5309	19th Feb 1894	James & John to George & John	41 105	
7139	19th Feb 1894	George & John to James & John	42 105	
Sec 3				
30740	1st Dec 1893	James & John to George & John	C	
30741	1st Dec 1893	George & John to James & John	C	
33585	1st Dec 1893	James & John to George & John	C	
35610	1st Dec 1893	George & John to James & John	C	
35611	1st Dec 1893	James & John to George & John	C	
Sec 10				
59123	1st Dec 1893	James & John to George & John	C	
59124	1st Dec 1893	George & John to James & John	C	
67800	1st Dec 1893	James & John to George & John	C	
67801	1st Dec 1893	George & John to James & John	C	
69272	1st Dec 1893	James & John to George & John	C	
143758	1st Dec 1893	George & John to James & John	C	
152759	1st Dec 1893	James & John to George & John	C	
204745	1st Dec 1893	George & John to James & John	C	

Brought under the Land Transfer Act Vol 105 folio 197.
 Substantive James
 Jan 11 1894






315274 10th Apr 1893
 315275 10th Apr 1893
 315276 10th Apr 1893
 315277 10th Apr 1893
 315278 10th Apr 1893
 BROUGHT UNDER THE LAND TRANSFER ACT, VOL 105 FOLIO 44-47







Appendix 4 Photographs







Kingsford Road






Street number		Description	Contributor/Non-contributor
8			Contributor
10			Contributor
14		Brick bungalow (1934) in English Cottage Style.	Contributor
16		Brick bungalow (1935) in English Cottage Style.	Contributor
18		Brick bungalow (1934) in English Cottage Style.	Contributor

Marsden Avenue








Street number		Description	Contributor/Non-contributor
34		Brick bungalow.	Contributor
36		Brick bungalow.	Contributor
37		Timber bungalow in English Cottage Style.	Contributor
38		Timber bungalow in English Cottage Style.	Contributor
39		Brick bungalow (1934) in English Cottage Style.	Contributor

40		<p>Brick bungalow in English Cottage Style. Contributor</p>
41		<p>Brick bungalow in English Cottage Style with addition for garaging. Contributor</p>
42		<p>Brick bungalow in English Cottage Style. Contributor</p>
43		<p>Cottage in Spanish Mission Style with Art Deco influences. Contributor</p>
44		<p>Bungalow with highly modified roof for roof addition. Non-contributor</p>
45		<p>Brick bungalow in English Cottage Style. Contributor</p>

46		Brick bungalow in English Cottage Style. Contributor
48		Bungalow (significantly modified). Non-contributor
49		Bungalow. Non-contributor
50		Bungalow (1931). Contributor
51		Brick bungalow in English Cottage Style. Contributor
52		Bungalow (1941). Non-contributor

53		Bungalow.	Contributor
54		Brick house in English Cottage Style.	Contributor
56		Cottage in Spanish Mission Style.	Contributor
58		Brick bungalow in English Cottage Style.	Contributor
60		Brick bungalow in English Cottage Style, with roof addition to rear.	Contributor

Thorley Street

Street number		Description	Contributor/Non-contributor
1		Bungalow.	Contributor
2		Bungalow (c1930), the first house constructed on the subdivision.	Contributor
3		Bungalow (1936) in English Cottage Style.	Contributor
4		Bungalow. (Peglar)	Contributor
5		Brick bungalow in English Cottage Style.	Contributor
6		Brick bungalow (1936) in English Cottage Style.	Contributor
7		Appears to have begun its life as a State-designed house	Non-contributor (Despite some remaining ground floor original fabric the house is fundamentally changed.)

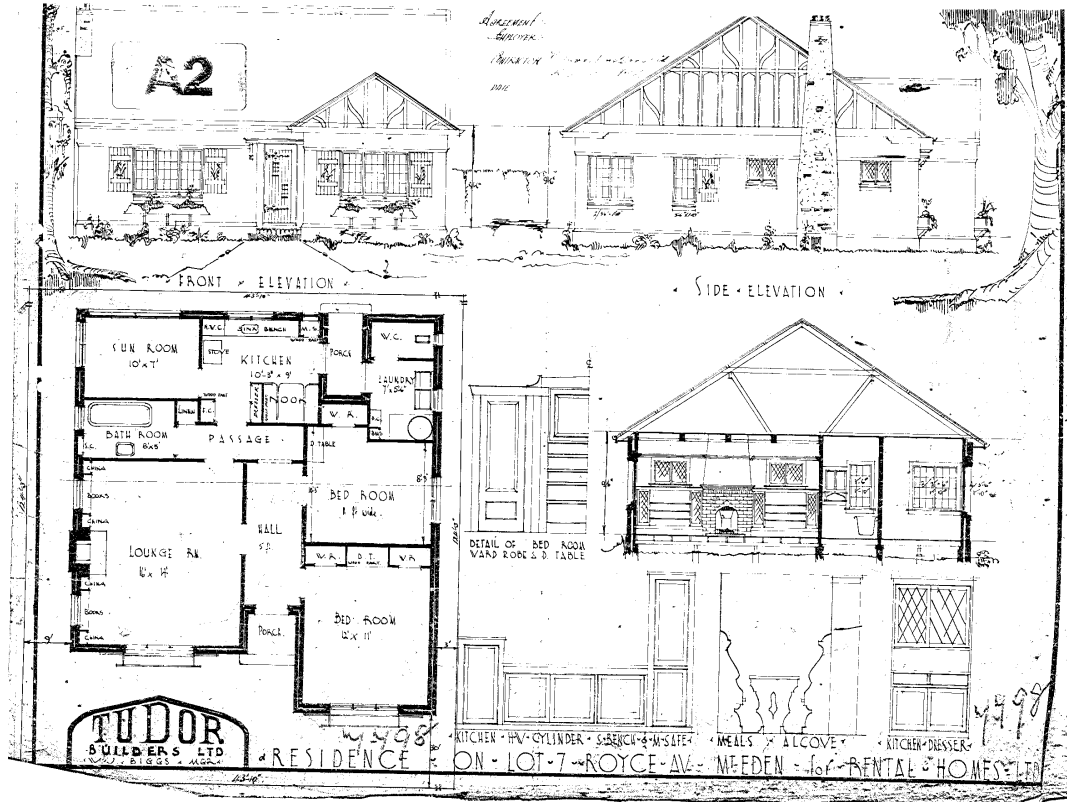
8		Brick bungalow (1936) with large addition. Contributor with roof
10		Brick bungalow (1938) with large addition. Contributor with roof
12		Bungalow. Contributor

Contributors and Non-contributors

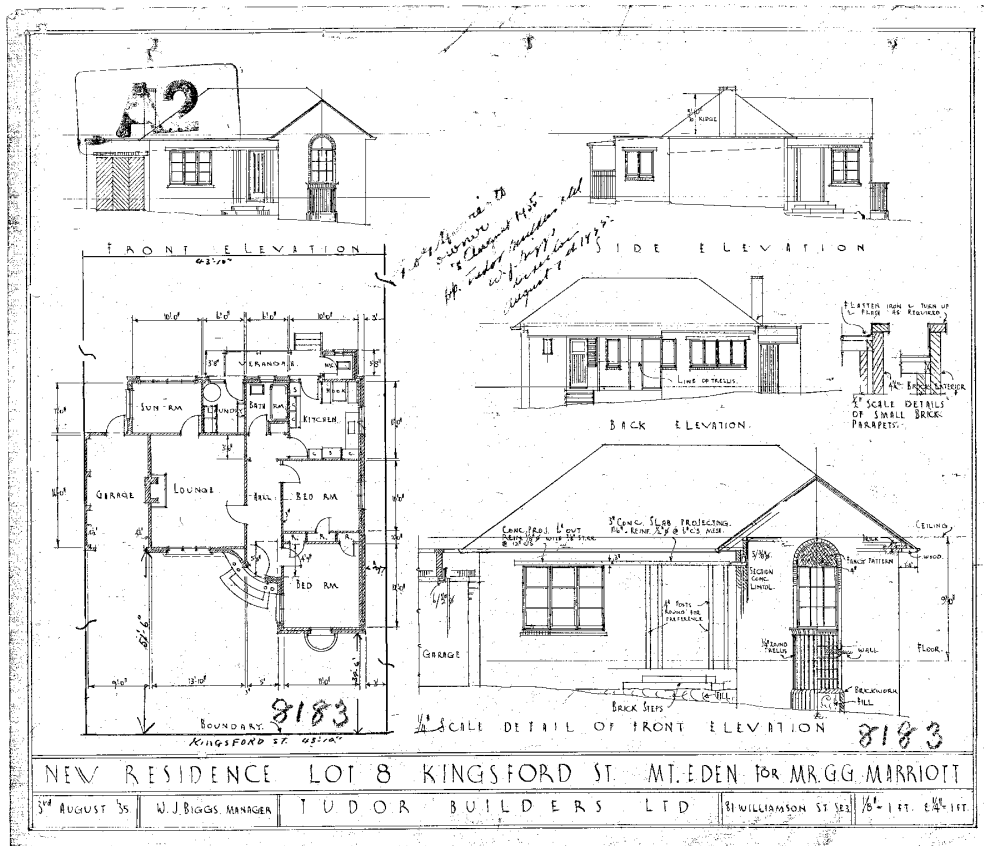


Contributor
 Non-contributor

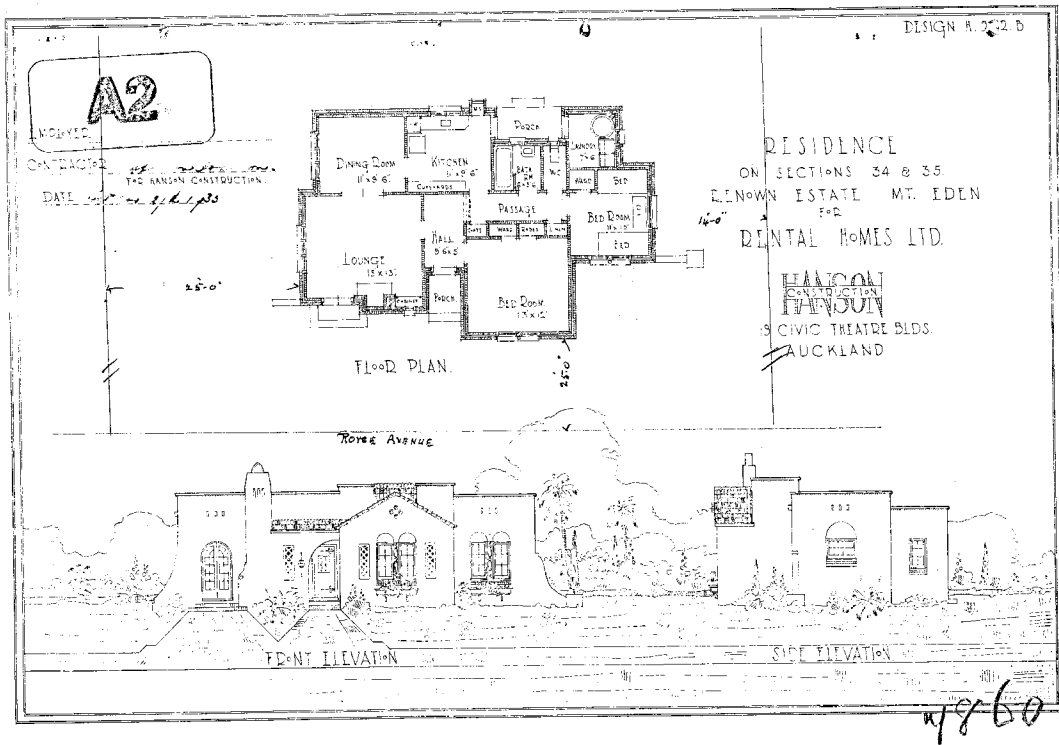
Appendix 5 Drawings



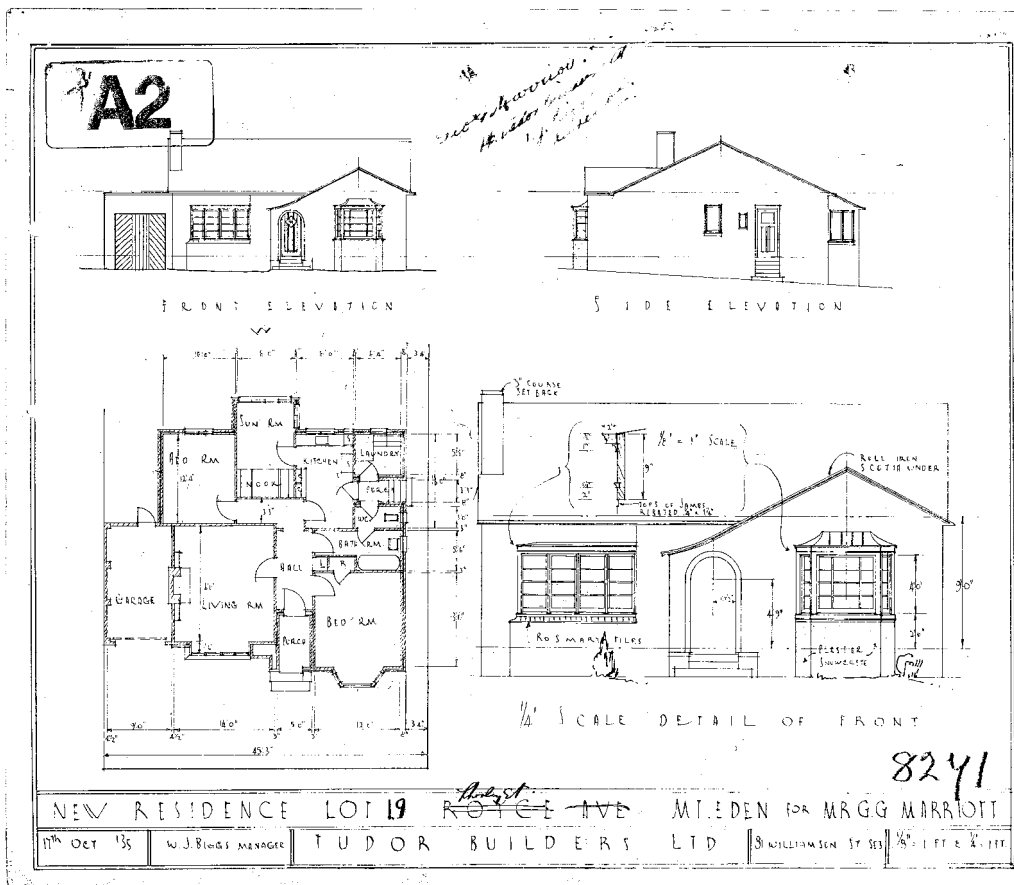
14 Kingsford Road



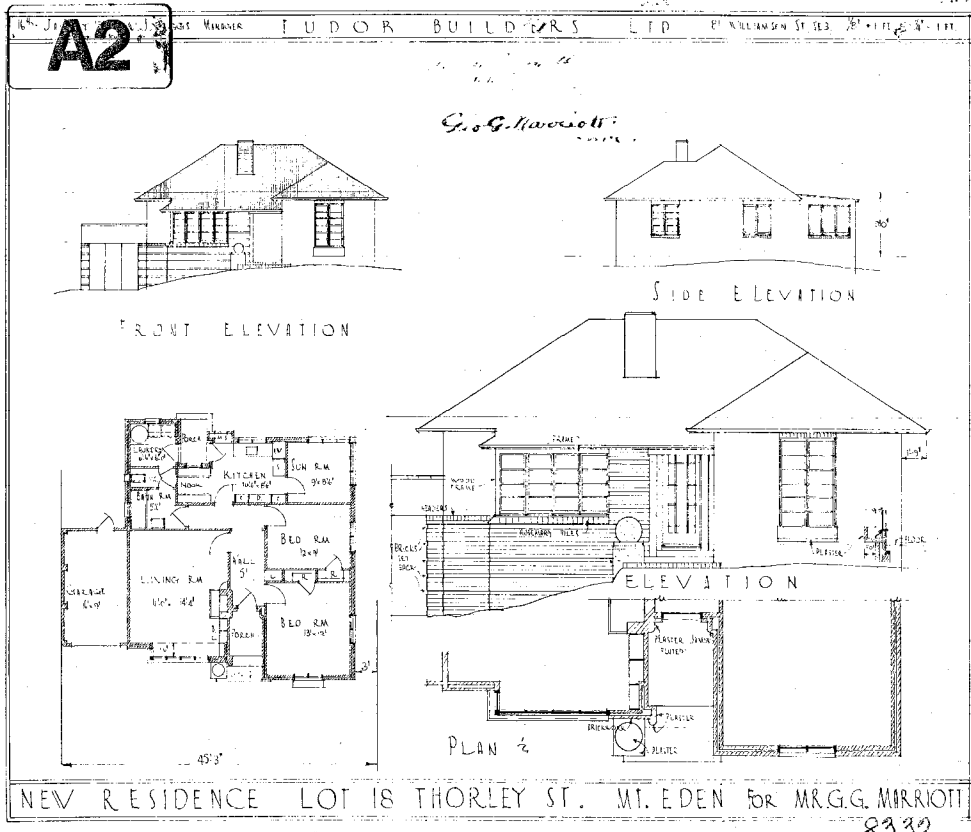
16 Kingsford Road



56 Marsden Avenue



6 Thorley Street



8 Thorley Street

Appendix 3d: Special Character

Balmoral Tram Suburb Special Character Area Assessment

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Heritage Assessment

Balmoral Tram Suburb Special Character Area

*Area south of Balmoral Road, between Sandringham, Dominion,
and Mount Eden Roads*



**Prepared by Auckland Council Heritage Unit
August 2013**

Heritage Assessment

Balmoral Tram Suburb Special Character Area

Prepared by Auckland Council Heritage Unit

August 2013 (Final version)

Cover image:

Photo by Auckland Council, July 2013

1.0 Purpose

The purpose of this document is to consider the Balmoral Tram Suburb Special Character Area against the proposed criteria for identification of special character areas to be contained in the Auckland Council Proposed Unitary Plan.

The document has been prepared by Rebecca Fogel (Built Heritage Specialist) of the Heritage Unit, Auckland Council.

2.0 Identification

Area Name	Balmoral Tram Suburb SCA
Boundary Description	Includes historic residential area roughly bounded by Balmoral Road to the north; Sandringham Road to the west; Lambeth Road, Shackleton Road, and Marsden Avenue to the south; and Mount Eden Road to the east. Dominion Road bisects the SCA, creating two distinct areas. See map on page 7 for detailed boundary.
NZTM reference(s)	NZTM:- Easting: 1755693.23 / Northing: 5916137.51; WGS84:- Longitude: 174.747195 / Latitude: -36.887904
District Plan	Auckland Council District Plan Operative Auckland City - Isthmus Section 1999
Zoning	Generally Residential 5 or 6a, with commercial or mixed uses along Dominion & Sandringham Roads. See Zoning Maps, Appendix 2, for details.
Additional/existing controls within area	
Existing scheduled place(s) or area(s) within area	Blinkbonnie, 753 Mount Eden Road (Category A) House, 710 Mount Eden Road (Category B) Puriri Tree, 148 Balmoral Road
NZHPT registered place(s) or area(s) within area	Coldicutt House, 753 Mount Eden Road (NZHPT #2606, Cat. II)
Pre-1900 site(s) (HPA Section 2a(i) and 2b) within area	Unknown
CHI reference(s)	None
NZAA site record number(s)	None

3.0 Constraints

- The physical description is based on several site visits to the SCA during June and July 2013. The site visits were conducted from the public right-of-way, and included the exterior only. The interiors of the buildings were not visited, or considered as part of this evaluation.
- The evaluation is based on the availability of information provided or able to be sourced at this time, but additional research may yield new information.
- The evaluation does not include an exploration of archaeological values or the importance of the place to mana whenua.
- The evaluation does not address structural integrity.

4.0 Historical summary

[See Appendix 1 for additional information about the historical development of the Balmoral Tram Suburb Special Character Area.]

The Balmoral Tram Suburb Special Character Area (SCA) demonstrates the progressive suburban development that occurred on the Auckland Isthmus between the late nineteenth century and World War II.

In the early years, Balmoral was a rural area used primarily for agriculture and grazing. As Auckland's population grew during the Victorian era, the need for housing increased, and suburban locations were favoured as public transportation was improved. Land speculators capitalized on this demand, buying up and subdividing large tracts of farmland on the Isthmus. The earliest residential subdivisions in Balmoral were circa 1884, all fronting onto Balmoral Road, which at that time was the outskirts of Auckland. Housing from this period in the SCA primarily includes villas.

New ideas and attitudes about architecture and city planning at the turn of the twentieth century—especially the “garden city” and Arts and Crafts movements imported from Britain and America—influenced residential development patterns in Auckland, and coincided with the introduction of the electric tram. Electric tram services were introduced in 1902 by the Auckland Electric Tramways Company, which led to suburban development along the tram routes. The tram lines on Dominion Road and Mount Eden Road opened in 1908, and were extended to Balmoral Road circa 1914. Several subdivisions were recorded in the northern half of the SCA around 1910 in response to the arrival of the trams, and a residential building boom just before World War I saw the construction of many houses in the Balmoral SCA, both north and south of Balmoral Road. This is evidenced today by the profusion of transitional villas in the streets close to Balmoral Road.

A housing shortage after World War I caused another construction boom in Auckland. In Balmoral, the progress of subdivision and suburban development continued southwards during the interwar period in response to this shortage. The extension of the tram networks between the 1920s and 1930s in conjunction with the development of major roads resulted in the rapid growth of residential development, creating “garden suburbs.” A new tram line was constructed on Sandringham Road in 1925, and the Dominion Road and Mount Eden Road tram lines were extended through Balmoral in 1930. With three tram lines terminating in the Balmoral SCA, it is no surprise that it developed into a prime example of an interwar tram suburb. By 1927, the entire SCA had been subdivided, and by 1940 the area was largely built out with single-family residential houses. The Californian bungalow was the dominant New Zealand housing form in the 1920s and 1930s, and proliferated in Balmoral during this era.

5.0 Physical description

[See Appendix 4 for detailed maps of the SCA, indicating boundaries and contributing properties]

The Balmoral Tram Suburb SCA is a residential neighbourhood roughly bounded by Balmoral Road, Sandringham Road, Lambeth Road, Shackleton Road, and Mount Eden Road. It is located within the Albert-Eden Local Board Area. Dominion Road is the neighbourhood's primary commercial corridor, and bisects the SCA. Sandringham Road, Balmoral and Mount Eden Roads are also major arterial roads, and form a natural edge to the historic suburb.

Most of the buildings within the Balmoral Tram Suburb SCA are one- or two-storey, timber-framed single-family residences constructed between 1880 and 1940. The character of the area is defined as an illustration of the variety of residential housing types and architectural styles that were typical during the late nineteenth and early twentieth centuries. Villas, transitional villas, and bungalows are the dominant types within this collection.

Villas represent the first wave of construction in Balmoral during the Victorian and early Edwardian eras. 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 rafter tails, casement windows, shingles, and reduced ornamentation. Californian bungalows proliferated in Balmoral after World War I. 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. By the 1930s, other styles such as Art Deco and English Cottage appeared in Balmoral, typically as a variation of the broader bungalow form.

Many houses within the SCA have undergone alterations in more recent years, but the essential character of the historic housing stock has been largely retained. Common alterations include replacing windows, enclosing verandahs, garage additions, and some basement and attic development. Infill housing has occurred within the SCA in the form of state houses, flats, and modern single-family residences. This infill construction still reflects the general scale and subdivision pattern of the area, often occupying the rear half of historic sections or undeveloped lots.

The SCA's street layout is not a perfect grid, but rather a patchwork of small subdivisions each with its own street pattern. The SCA has few four-way intersections, short streets that end in cul-de-sacs, and long streets that have unusual angles or changes in alignment.

The streetscape of the SCA reinforces the "garden suburb" concept commonly expressed during this period. Houses in Balmoral are situated close together on small sections, but are set back from the street and have modest front and side yards. Most of the frontages remain visually open and some early boundary treatments remain. Most streets have mature street trees, footpaths, generous grass berms, and relatively narrow carriageways.

Summary of Key Features

- Example of “tram suburb” development pattern (distribution of styles reflects southward progression of tram lines)
- One- or two-storey, timber-framed single-family residences
- Dominant styles include villas, transitional villas, and bungalows
- Common alterations: replacing windows, enclosing verandahs, garage additions, and some basement and attic development
- Most frontages remain visually open, with modest front and side yards and some early boundary treatments
- Streetscape includes mature street trees, footpaths, generous grass berms, and relatively narrow carriageways
- Recent infill housing includes state houses, flats, and modern single-family residences, often occupying the rear half of historic sections or undeveloped lots

6.0 Significance criteria

(1) Historical

The area collectively reflects an important or representative aspect of history, or a significant period of settlement within the region or locality.

The Balmoral Tram Suburb SCA is significant for its historical associations because it represents the “tram suburb” development pattern that defined early twentieth century Auckland. The area clearly illustrates the expansion of the electric tram network and the associated residential construction boom during the interwar period. 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 terminated in the Balmoral SCA by 1930 was unusual: few other neighbourhoods can boast this same level of connectivity or cohesion. In fact, the distribution of architectural styles within the SCA 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 SCA, 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 SCA corresponds with the extension of the tram lines on Sandringham Road in 1925 and Dominion and Mount Eden Roads in 1930.

(2) Social

The area collectively has a strong or special association with a community.

The Balmoral Tram Suburb SCA is not significant for its social values. While it has always been a vibrant community and its built form reflects changing demographics and social attitudes over time, it does not possess any specific or special associations that would qualify under this criterion.

(3) Physical attributes

The area collectively reflects an important or representative aspect of architecture, design and/or landscape or streetscape quality, or is notable or distinctive for its aesthetic quality.

The Balmoral Tram Suburb SCA is significant for its physical attributes because it contains a large grouping of late nineteenth and early twentieth century residential architectural styles (namely villas, transitional villas, and bungalows) that collectively reflect important trends in New Zealand residential architecture.

The SCA is notable as a coherent group of architecture of a similar age and type, including an especially strong collection of residences from the interwar period. The variety and range of styles found in Balmoral illustrates the design principles and aesthetics from this distinct period, and demonstrates the shift from villa to bungalow as the dominant residential form.

7.0 Historic character statement

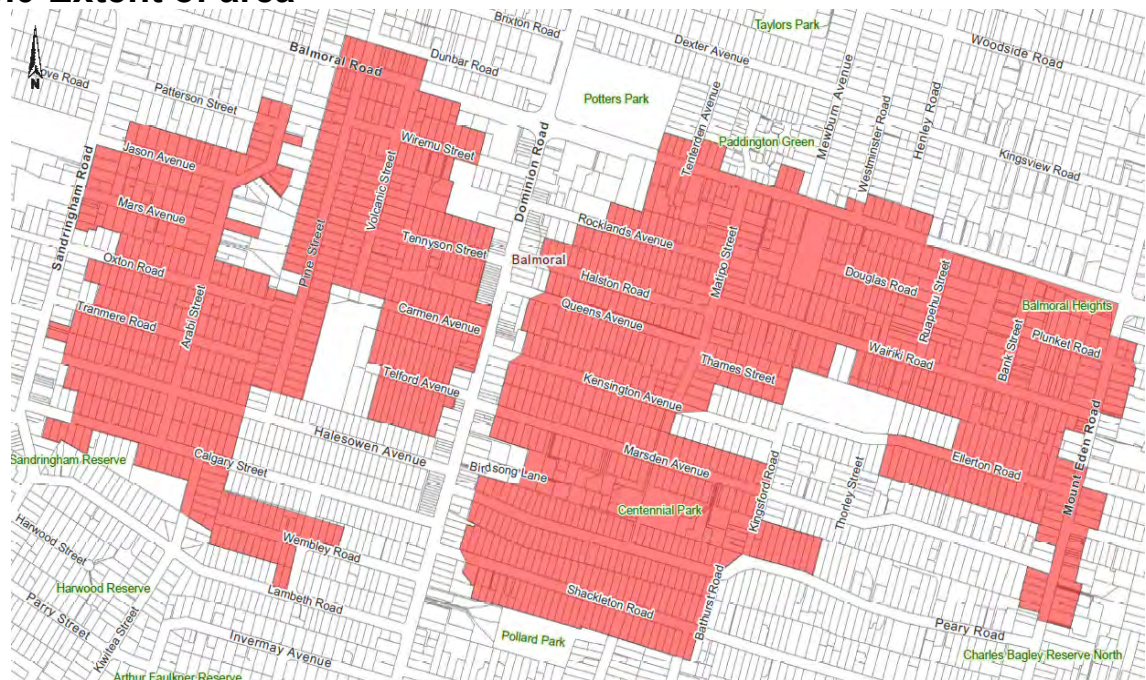
[See Appendix 6 for a one-page “Character Statement” table]

The Balmoral Tram Suburb SCA is significant as a representative example of the “tram suburb” development pattern. The area clearly illustrates the expansion of the Auckland tram network and the associated residential construction boom during the interwar period. It also contains a large grouping of late nineteenth and early twentieth century residential architectural styles (namely villas, transitional villas, and bungalows) that collectively reflect important trends in New Zealand residential architecture.

The period of significance is 1880 – 1940, which covers the early subdivision and villa construction at the end of the Victoria era, the arrival of the trams in the interwar period, and the construction of bungalows that continued until the start of World War II.

Places within the Balmoral Tram Suburb SCA that were present during the period of significance and possess excellent historic integrity are classified as “character defining.” “Character supporting” places were also present during the period of significance, but either contribute less strongly to the area’s historical themes, or have undergone later alterations that diminish their integrity (original form and style must still be evident). Places that were constructed or dramatically altered after 1940 do not contribute to the significance of the area, and are classified as “non-contributing.”

8.0 Extent of area



Map of Balmoral Tram Suburb SCA boundaries.

The boundary of the Balmoral Tram Suburb Special Character Area was drawn on the basis of current physical characteristics and historic subdivision patterns. The entire Balmoral neighbourhood was influenced by the extension of the tram line, but these boundaries capture the area where the highest proportion of places are contributors—meaning at least two-thirds of the properties were constructed during the period of significance (1880 – 1940) and retain sufficient integrity to convey the “tram suburb” theme. A review of historic cadastral maps and aerial photographs indicated which areas were likely to qualify for inclusion, while fieldwork confirmed the current physical characteristics and integrity.

- Dominion Road is a well-defined commercial corridor, and while its history is related to the arrival of the trams, the street was largely excluded because it has different associations (commercial rather than residential) and lacks integrity due to alterations and non-historic infill construction. The town centre on Sandringham Road was excluded for similar reasons.
- The area at the northwest corner (Patterson Avenue, part Arabi Street) was excluded because it does not have enough integrity to qualify. There are a handful of intact bungalows and villas, but a majority of the buildings were constructed outside the period of significance (after 1940) or have been altered beyond recognition.
- The area at the southeast corner (part Shackleton Road, Peary Road, Marsden Avenue) was excluded because it does not have enough integrity to qualify. There are a handful of intact bungalows and villas, but most of the buildings were constructed after 1940, or have been altered beyond recognition.
- At the southwest corner, Lambeth Road was excluded because it does not contribute to the “tram suburb” theme. Even though most of the houses in the street were constructed before 1940, it is primarily a state house subdivision that reflects a different development pattern.
- Maungawhau School and surrounding streets (part Kensington Avenue and Ellerton Road) were excluded because they do not have enough integrity to qualify. The school buildings were built after 1940, and many of the residential buildings have been altered beyond recognition.
- Good Shepherd Catholic Church and School complex on Telford Avenue was excluded because the church and most of the school buildings were built after 1940, and the property does not contribute to the area’s significance as a collection of residential architecture.
- Historic Heritage Areas (Calgary-Halesowen and Marsden Avenue) were excluded because they were evaluated separately as part of the Balmoral HHS.
- Places outside the Balmoral HHS study area were not considered.

9.0 Recommendations

Based on the information available and research undertaken, the Balmoral Tram Suburb SCA meets the threshold as a Special Character Area because of its historical associations and physical attributes.

Category	Heritage Values	Extent of place	Interior Protected
Special Character Area	(a) historical (c) physical attributes	See map	No

Author

Rebecca Fogel, Built Heritage Specialist, Auckland Council

Date

July 2013

Reviewer

Elizabeth Pishief, Principal Specialist Cultural Heritage, Auckland Council

Date

26 August 2013

Appendices

Appendix 1: Historical Background

- Balmoral Subdivision Pattern
- Building the Tram Network
- Historic photographs

Appendix 2: Physical Description

- Location map
- Current aerial photograph
- Discussion of architectural styles
- Historic drawings
- Construction date map
- Current zoning maps

Appendix 3: Photographs

- Typical streetscapes
- Representative architectural styles

Appendix 4: SCA Additional Boundary Justification

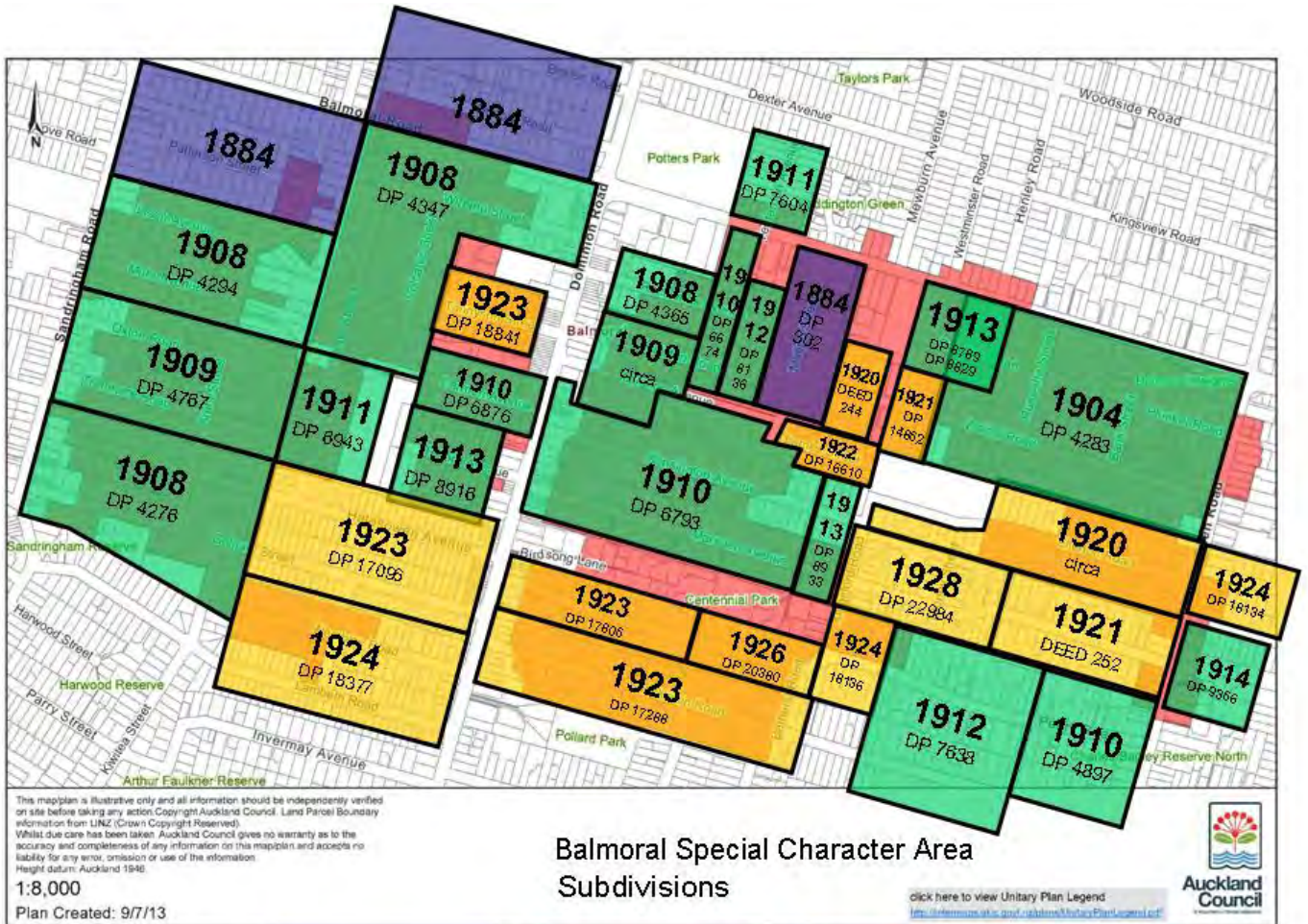
- SCA Boundary map
- Map showing Character-Defining and Character-Supporting properties
- Definitions of Character-Defining and Character-Supporting properties

Appendix 5: Unitary Plan Character Statement

Appendix 1: Historical Background

Balmoral Subdivision Pattern

The Balmoral Tram Suburb Special Character Area (SCA) demonstrates the progressive suburban development that occurred on the Auckland Isthmus between the late nineteenth century and World War II.



1870-1900

In the early years, Balmoral was a rural area used primarily for agriculture and grazing. As Auckland's population grew during the Victorian era, the need for housing increased, and suburban locations were favoured as public transportation was improved. Land speculators capitalized on this demand, buying up and subdividing large tracts of farmland on the Isthmus. Real estate promoters marketed their new developments as suburban lots, villa sites, or small farms using catchy names and optimistic, idyllic descriptions. The earliest residential subdivisions in Balmoral were circa 1884, all fronting onto Balmoral Road, which at that time was the outskirts of Auckland. Housing from this period in the SCA primarily includes villas.

Key subdivisions from this period within the Balmoral Tram Suburb SCA include:

- By the early 1880s, contractor and horse-bus operator William Paterson owned an extensive farm (incorporating at least Allotments 129, 130, and 143) that extended along Balmoral Road to Dominion Road.¹ The subdivision of this land, particularly adjacent to Dominion Road, would later play a key role in the early twentieth century development of Balmoral. By 1884, Allotment 143 had been subdivided into smaller lots, and Patterson and Arabi streets had been designated. Half of Allotment 129 had also been sold as farmlets by this time.^{2 3} The remainder of Paterson's farm was subdivided in 1908.
- James Paice owned 135 acres in Mount Eden in the 1860s, including much of the land near the intersection of Balmoral and Dominion roads. Paice's daughter Martha Brown owned Allotments 107 – 109 in the 1880s, and subdivided them into 5- to 7-acre farm sections circa 1884.⁴ In 1884, C.H. Osmond purchased two of these farm sections and created a 29-lot residential subdivision along Richmond Street (now Matipo Street).⁵
- Allotment 131 at the northwest corner of Balmoral and Dominion roads was subdivided into residential lots between 1884 and 1892, and was one of the first major residential subdivisions in the Balmoral area. Brixton, Dunbar and Eldon streets were laid out as part of this subdivision.⁶

¹ Oliver, H., 1982, *Land Ownership and Subdivision in Mount Eden*, p.21

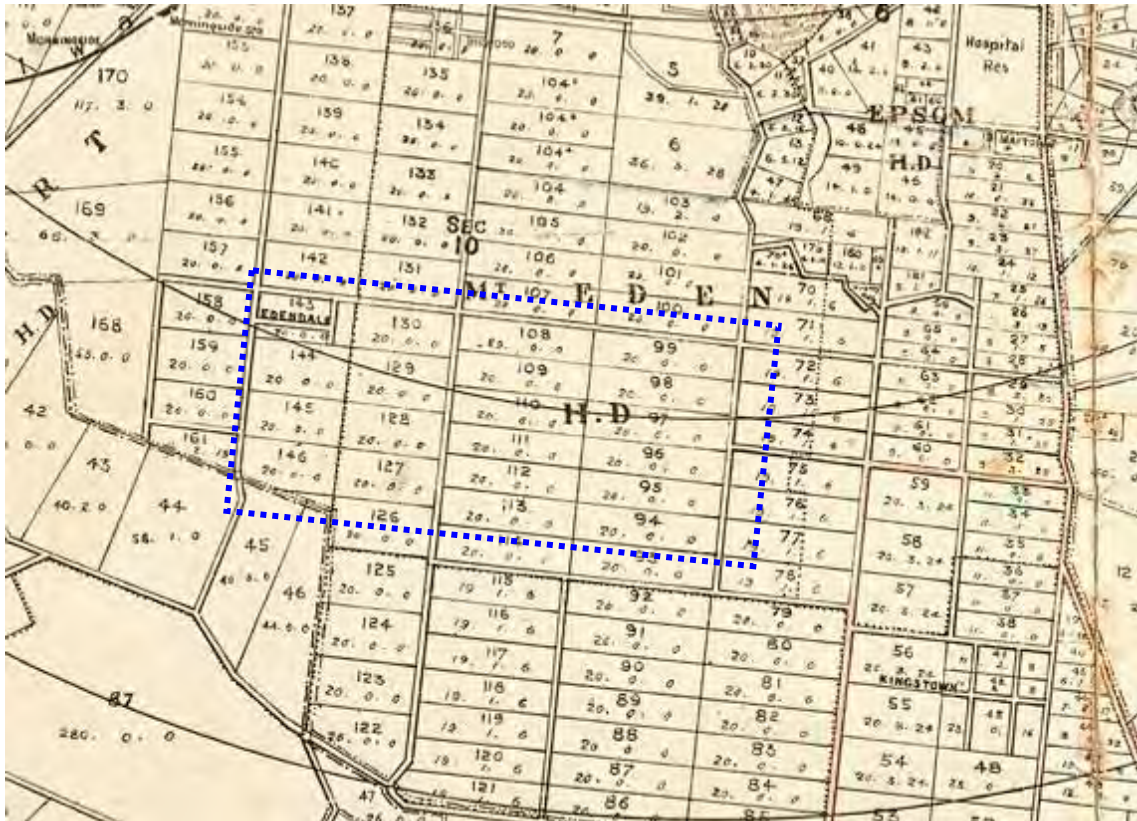
² *Champtaloup and Cooper's map of the county of Eden*, revised by C. Palmer, c.1880s. Sir George Grey Special Collections, Auckland Libraries, NZ Map 90.

³ *Mount Eden, drawn by Wm. Gulliver* (Auckland, 1884). Sir George Grey Special Collections, Auckland Libraries, NZ Map 3742.

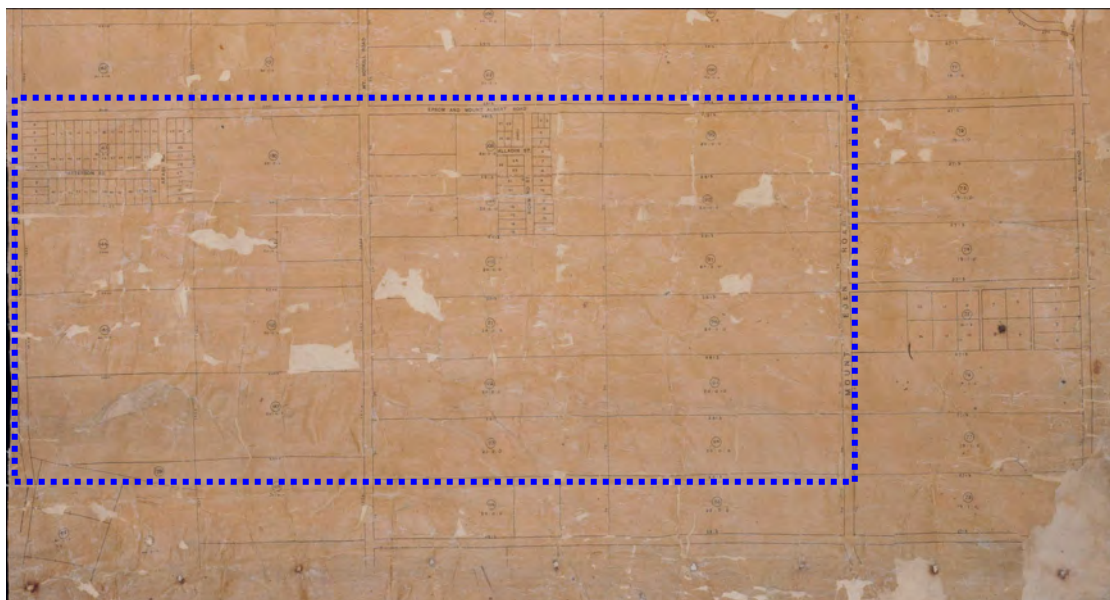
⁴ Oliver, H., 1982, *Land Ownership and Subdivision in Mount Eden*, p.17

⁵ DP302

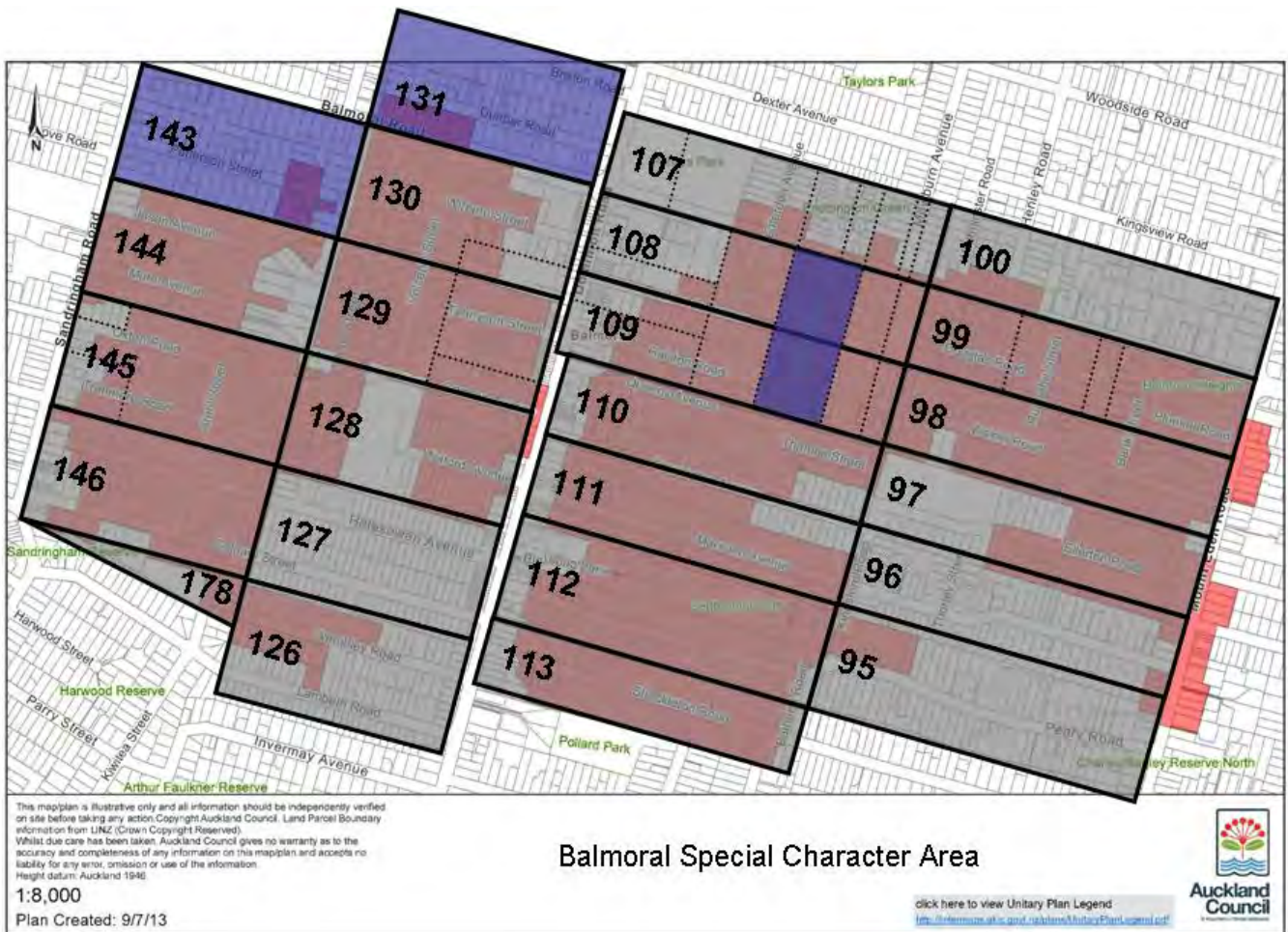
⁶ *Map of Eden County shewing [sic] original sections and subdivisions thereof*, Sheet 1 (Wellington, 1892). Sir George Grey Special Collections, Auckland Libraries, NZ Map 4785.



Detail of Eden County map, showing original 20-acre allotments circa 1880. Patterson Street and Arabi Street appear in a place called “Edendale,” suggesting that William Paterson’s subdivision of Allotment 143 had already occurred by this time.
Champtaloup and Cooper’s map of the county of Eden, revised by C. Palmer, c.1880s. Sir George Grey Special Collections, Auckland Libraries, NZ Map 90.



Detail of 1884 map of Mount Eden, showing the two earliest residential subdivisions and farmlets in Balmoral.
Mount Eden, drawn by Wm. Gulliver (Auckland, 1884). Sir George Grey Special Collections, Auckland Libraries, NZ Map 3742.



Map of Balmoral SCA illustrating original 20-acre allotments and early farmlets, circa 1900. Numbered parcels indicate original allotments, dashed lines indicate farmlets, and blue areas indicate pre-1900 residential subdivisions.

Although the large parcels have long since disappeared, these early boundaries are important because they often explain the boundaries of the subdivisions that occurred in the early twentieth century.

1900-1919

New ideas and attitudes about architecture and city planning at the turn of the twentieth century—especially the “garden city” and Arts and Crafts movements imported from Britain and America—influenced residential development patterns in Auckland, and coincided with the introduction of the electric tram. Electric tram services were introduced in 1902 by the Auckland Electric Tramways Company, leading to suburban development along the tram routes. The tram lines on Dominion Road and Mount Eden Road opened in 1908, and were extended to Balmoral Road circa 1914. Several subdivisions were recorded in the northern half of the SCA around 1910 in response to the arrival of the trams, and a residential building boom just before World War I saw the construction of many houses in the Balmoral SCA, both north and south of Balmoral Road. This is evidenced today by the profusion of transitional villas in the streets close to Balmoral Road.

Key subdivisions from this period within the Balmoral Tram Suburb SCA include:

- At the northeast corner of the SCA, the “Town of Manderville” was surveyed for F. Mander and S. Bradley in 1904. This survey of Allotments 98 and 99 established Plunket, Bank, Wairiki, and Tui (now Ruapehu) streets.⁷



This subdivision plan is typical of the types of plans recorded in the early 1900s. “Town of Manderville,” 1904. This subdivision of Allotments 98 and 99 established Plunket, Bank, Wairiki, and Tui (now Ruapehu) streets. (DP 4583)

⁷ DP4583

- The sale of Allotments 129 and 130 of Paterson’s Farm had a major impact on Balmoral’s development in the early twentieth century. Portions of these allotments had already been sold as farmlets, but the remainder was subdivided into 131 residential lots in 1908-1909. The subdivision established Pine, Volcanic, and William (now Wiremu) streets, and included much of what would become the Balmoral Town Centre on Dominion Road.⁸



This subdivision plan is typical of the types of plans recorded in the early 1900s. Paterson’s Farm subdivision, 1908. This 131-lot subdivision established Pine, Volcanic, and William (now Wiremu) streets, and included much of what would become the Balmoral Town Centre on Dominion Road. (DP 4347)

- Another large subdivision was the “Town of Kenilworth,” recorded in 1908 as a 100-lot subdivision of Allotments 146 and 178 for William F. Grove. The western ends of Calgary, Halesowen, and Kiwi streets (now Kiwitea) were designated as part of this subdivision.⁹ This was the first in a series of three subdivisions recorded along Kingsland (now Sandringham) Road.
- Allotment 144 was subdivided in 1908 as “Edendale Extension No. 1,” which included 50 residential lots and established Jason Avenue, Mars Avenue, and an extension of Arabi Street.¹⁰

⁸ DP4347
⁹ DP 4276
¹⁰ DP4294

- Allotment 145 was owned by Joseph Wilson, who subdivided the whole allotment into 97 residential lots in 1909. Tranmere and Oxton roads were established at this time, and Arabi Street was extended further.¹¹
- The western part of Rocklands Avenue was established by a small 24-unit subdivision off Dominion Road in 1908.¹² Halston and Queens Avenues were established shortly after this, circa 1909.
- In 1910, “Victoria Town” was established near the north end of Dominion Road, with 103 lots along three newly designated streets (Queens Avenue, Kensington Avenue, and Marsden Avenue).¹³ The Victoria Estate Syndicate responsible for “Victoria Town” would also develop the “Devon Estate” on Calgry and Halesowen Streets in the mid-1920s.
- Carmen Avenue was established in 1910 to create a 26-subdivision on the west side of Dominion Road.¹⁴ Similarly, Telford Avenue was established in 1913 to create a 33-unit subdivision immediately south of the Carmen Avenue development.¹⁵
- Peary Road and Shackleton Road were established off Mount Eden Road in 1910 by the Edenholm Land Syndicate, who recorded 45 new residential lots on Allotments 94 and 95.¹⁶ In 1911-1912, the syndicate extended Peary Road and Shackleton Road westward with the addition of 45 more sections to their previous development.¹⁷
- Rocklands, Halston and Queens Avenues were extended eastward in 1910 and again in 1912 by a pair of small 16-lot subdivisions, both recorded for W.F. Grove (who also developed “Kenilworth” in 1908) and E.F. Melvern.^{18 19}
- De Luen and Hardley’s 26-lot subdivision of Allotment 128 extended Pine Street south from the Paterson Estate in 1911.²⁰ De Leun and Hardley were also responsible for the subdivision of Royce Avenue (now part Marsden Avenue) in 1921, and the construction of the Capitol Theatre.
- North of Balmoral Road, Tenterdon Avenue was laid out in 1911 as part of a 19-lot subdivision.²¹
- Kensington and Marsden Avenues were extended eastward in 1913, continuing the “Victoria Town” development from three years prior.²²
- Douglas Street was established in 1913 as part of two small subdivisions. At the west end was the 15-lot “Hawken Estate,” established in February 1913 by W. Jack, while the east end was recorded in August 1913 as a 16-lot subdivision for Messrs. Buxton and Agnew.²³

¹¹ DP 4767

¹² DP 4365

¹³ DP 6793

¹⁴ DP6876

¹⁵ DP8916

¹⁶ DP 4897

¹⁷ DP7638

¹⁸ DP8136

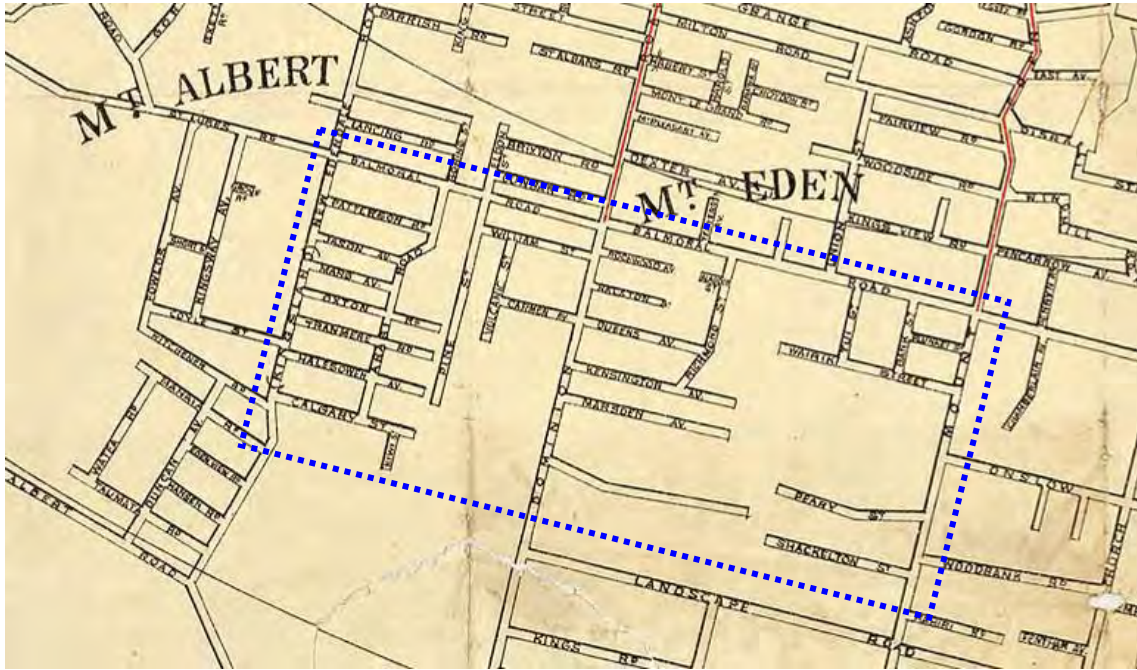
¹⁹ DP 6674

²⁰ DP 6943

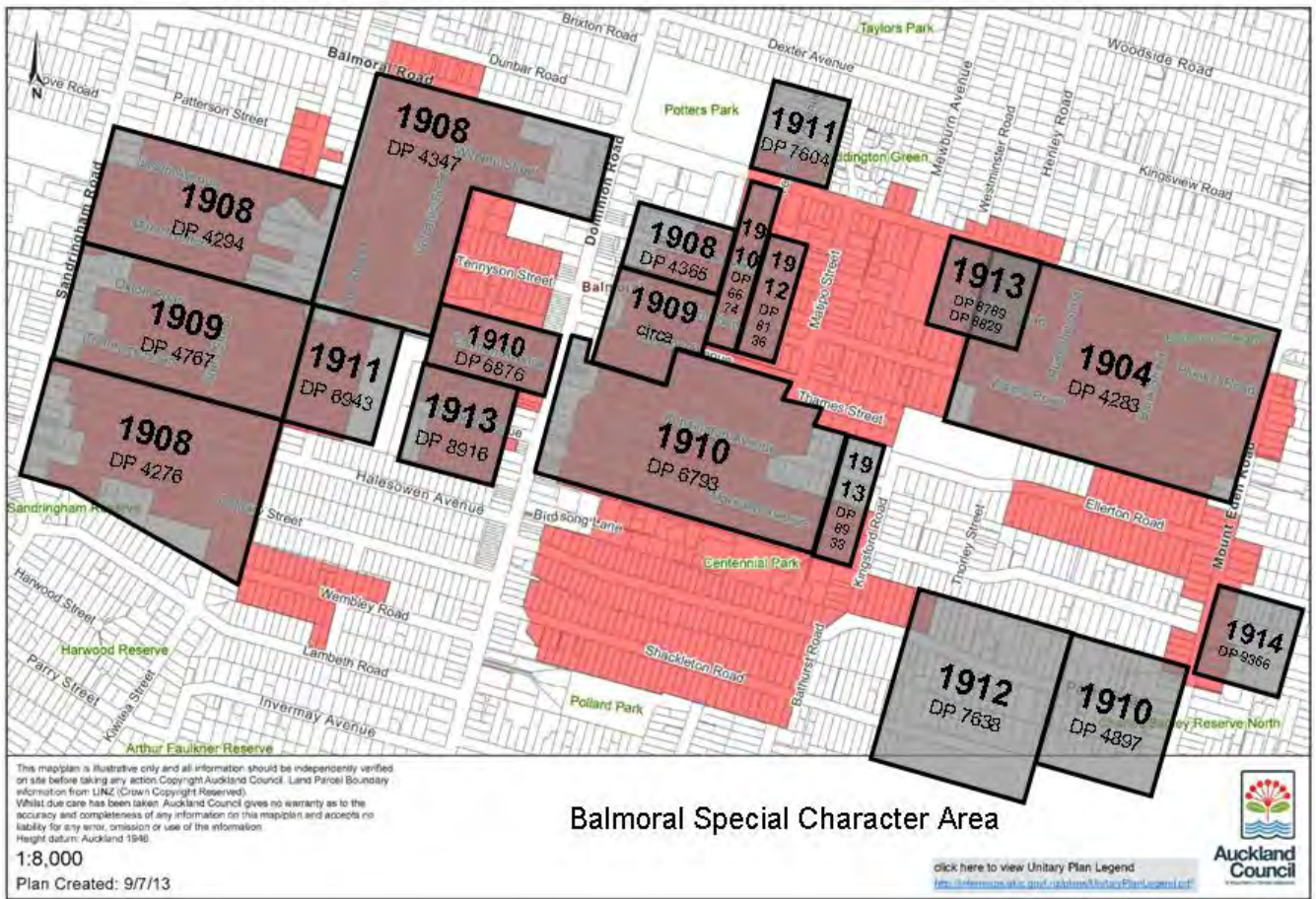
²¹ DP7404

²² DP8933

²³ DP 8789 & DP 8829



Detail of Auckland street map, showing extent of street network in 1917.
The red lines indicate the tram lines along Dominion Road and Mount Eden Road.
Upton & Co., "Street Map of the City and Suburbs of Auckland Compiled from the Latest Information"
(Auckland: Upton & Co, 1917). Auckland City Libraries, NZ Map #3115.
Available online at [Auckland City Libraries](#).



Map of Balmoral SCA illustrating subdivisions from 1900 to 1919. Nearly twenty new subdivisions were recorded during this period—most right after the arrival of the trams in 1908—illustrating the increasing interest in Balmoral in the years leading up to World War I.

1920-1939

A housing shortage after World War I caused another construction boom in Auckland. In Balmoral, the progress of subdivision and suburban development continued southwards during the interwar period in response to this shortage. The extension of the tram networks between the 1920s and 1930s in conjunction with the development of major roads resulted in the rapid growth of residential development, creating “garden suburbs.” A new tram line was constructed on Sandringham Road in 1925, and the Dominion Road and Mount Eden Road tram lines were extended through Balmoral in 1930. With three tram lines terminating in the Balmoral SCA, it is no surprise that it developed into a prime example of an interwar tram suburb. By 1927, the entire SCA had been subdivided, and by 1940 the area was largely built out with single-family residential houses. The Californian bungalow was the dominant New Zealand housing form in the 1920s and 1930s, and proliferated in Balmoral during this era.

Over the two decades of the interwar period, the last of the original crown grant allotments in Mount Eden and Balmoral were broken up and became residential. Key subdivisions from this period within the Balmoral Tram Suburb SCA (mostly located at the south end of the area) include:

- Royce Avenue (now part Marsden Avenue) was established in 1921 as part of a 40-unit subdivision of Allotment 96 by De Luen and Hardley.²⁴ The second half of Allotment 96 was purchased by Bluestone Quarries Ltd. from De Leun in 1922, and was ultimately subdivided into residential lots in 1928. This was one of the last subdivisions in the Balmoral area.²⁵ Royce Avenue was joined with Marsden Avenue and renamed in the early 1930s.
- Thames Street was laid out in 1922 as part of a 14-unit subdivision by Mr. A.E. Bagnell, although it was not officially recorded with the land office until 1928. Thames Street differed from the other subdivisions of this era because it featured small square lots, rather than long slender lots.²⁶
- In 1923, Allotment 112 was subdivided to form 48 lots on Sunglen Road (now part Peary Road).²⁷ In 1926, Sunglen Road was extended eastward with an additional 28 lots to Bathurst Street, where it joined the west end of Peary Road.²⁸ Sunglen Road was ultimately renamed as part of Peary Road sometime after 1932.
- Also in 1923, Allotment 113 was subdivided to form 76 lots on Francis Avenue (now part Shackleton Road). This subdivision included a large lot with an existing house near the corner of Shackleton and Dominion roads, indicating that this may have been an earlier farmhouse.²⁹ Francis Avenue was connected to Shackleton Road and renamed by 1927.
- The eastern end of Halesowen Avenue and Calgary Street, as well as the southern part of Pine Street, was subdivided for a syndicate of investors known as the Victoria Estate Syndicate in 1923-24, and became known as the ‘Devon Estate’. This subdivision recorded 131 residential sections on Allotment 127.³⁰ The Victoria Estate Syndicate had been active since at least 1910, when it had developed the Victoria Estate on the corner of Balmoral Road and Dominion Road³¹.
- Just to the south of the Devon Estate, Wembley, Lambeth, and Highcliffe Roads were formed as part of Potter and Stanton’s 129-lot subdivision of

²⁴ Deed 252

²⁵ DP 22984

²⁶ DP 16610

²⁷ DP 17805

²⁸ DP 20380

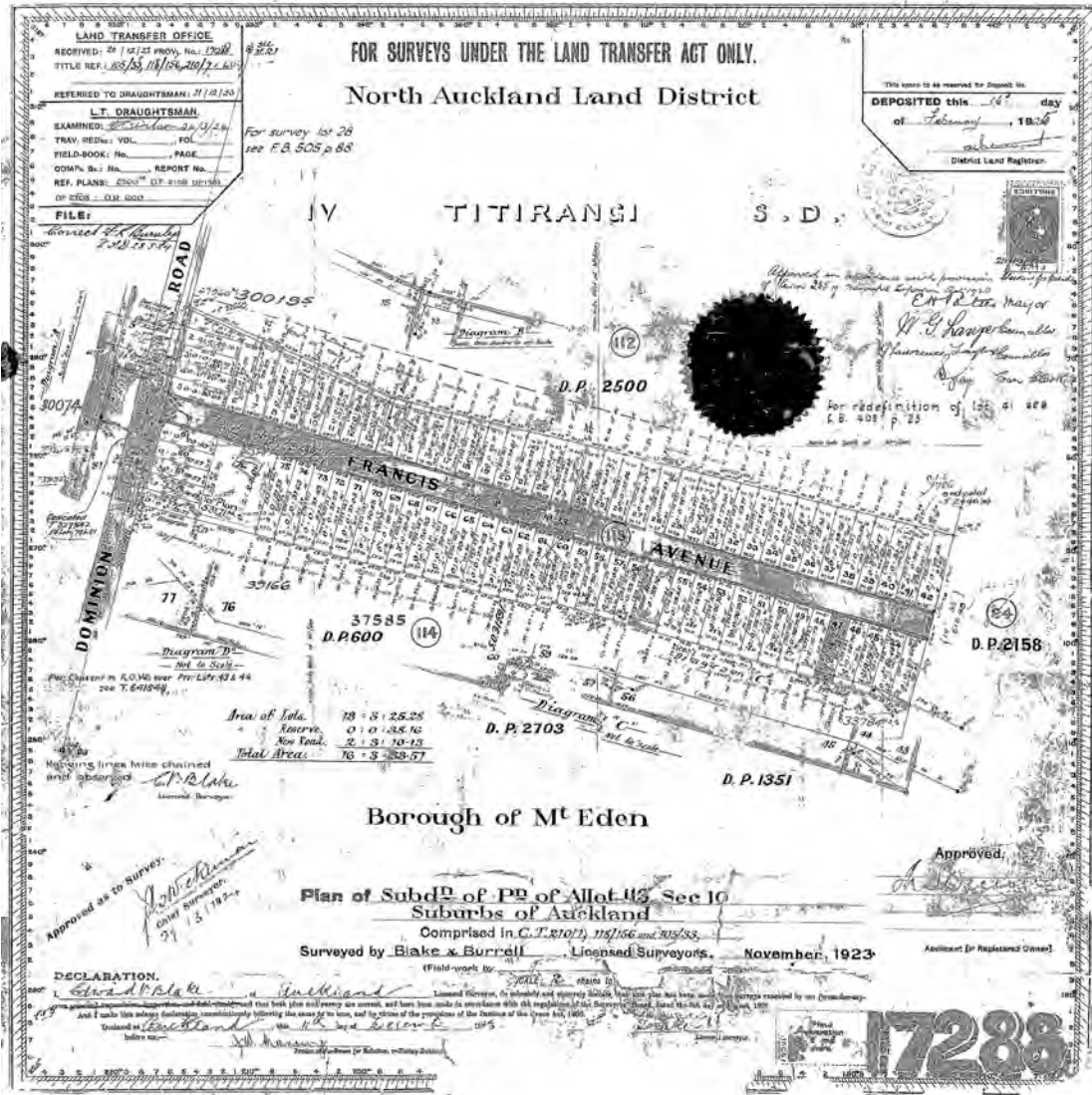
²⁹ DP 17288

³⁰ DP 17096

³¹ Papers Past: *Auckland Star* (29 November 1910)

Allotment 126 in 1924.³² Only some of the lots were sold in the 1920s; the remainder of the land was sold to the Crown in 1940 and became state housing.³³

- Glenalmond Road was established on the east side of Mount Eden Road by Mrs. Anna Paton in 1924 as part of a 44-lot subdivision.³⁴ This was one of half a dozen subdivisions of a large tract of Mrs. Paton's land, which encompassed four Crown Grant allotments at the southeast corner of Balmoral and Mount Eden Roads.³⁵



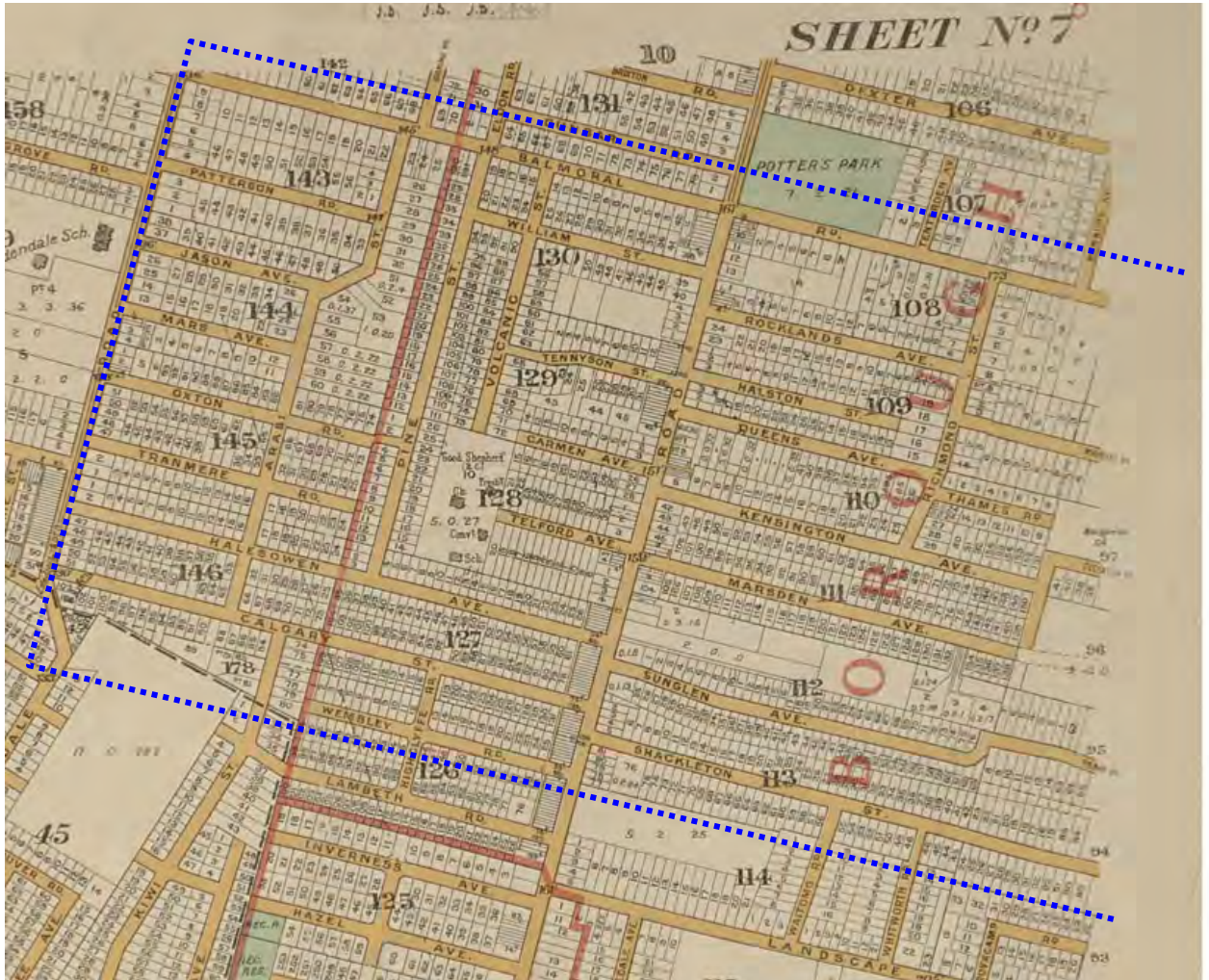
This subdivision plan is typical of the types of plans recorded in the 1920s. Francis Avenue (now part Shackleton Road), surveyed in November 1923 and registered in February 1925. (DP 17288)

³² DP 18377

³³ Hugh Oliver, *Land Ownership and Subdivision in Mount Eden, 1840-1930* (1982), p. 25

³⁴ DP 18134

³⁵ DP 15718



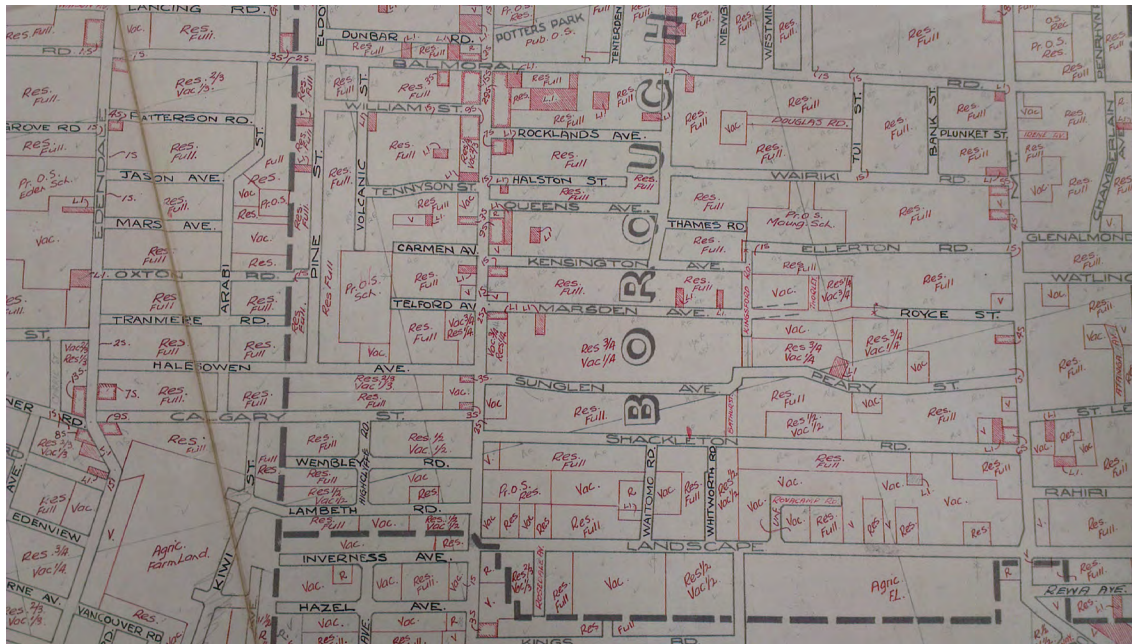
Detail of 1926-27 map of Auckland. Note the Balmoral SCA has been almost completely subdivided by this time. Street names and alignment differ slightly from today's grid, as some streets had not yet been connected through or renamed.
Sheet 7 (completed in 1927) of a 9 part cadastral map of the City of Auckland and the North Shore, compiled and drawn by R. C. Airey 1924-1931.
Sir George Grey Special Collections, Auckland Libraries, NZ Map 79.



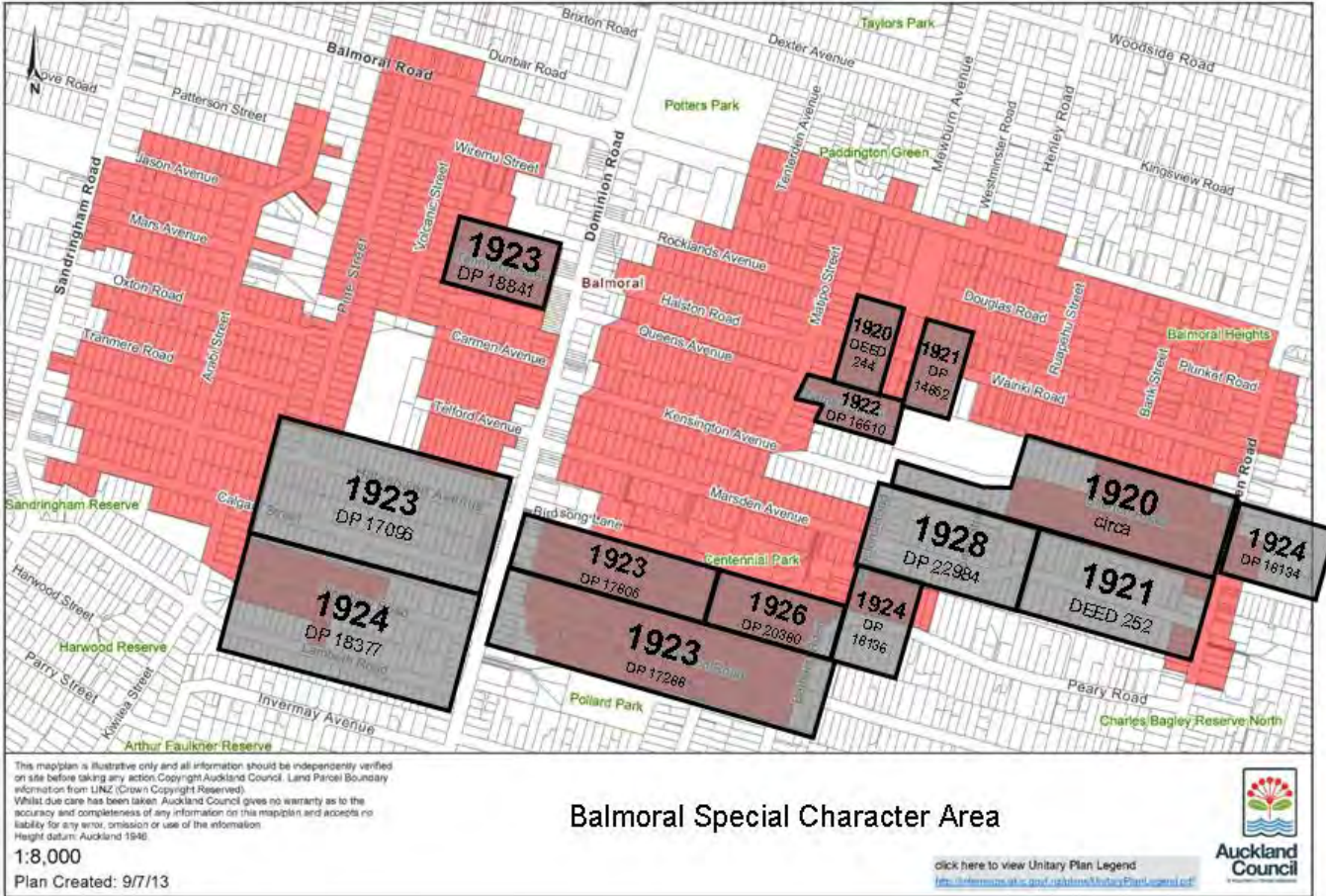
Detail of 1926-27 map of Auckland. Note the Balmoral SCA has been almost completely subdivided by this time. Street names and alignment differ slightly from today's grid, as some streets had not yet been connected through or renamed.

Sheet 8 (completed in 1926) of a 9 part cadastral map of the City of Auckland and the North Shore, compiled and drawn by R. C. Airey 1924-1931.

Sir George Grey Special Collections, Auckland Libraries, NZ Map 80.



June 1932 map showing extent of residential and commercial development in the Balmoral SCA.
 Previous maps simply indicated the subdivision pattern, but did not specify whether the buildings had been constructed. This map is particularly useful because it is based on field work confirming that by 1932, most of the area had been fully built out, as indicated by the notation "Res. Full." A few blocks are shown as "3/4 Res. Full, 1/4 Vacant," mainly on the edges of the SCA. Many of the commercial sites along Dominion Road were still vacant at this time.
 Sir George Grey Special Collections, Auckland Libraries, ACC 003/27.



Map of Balmoral SCA illustrating subdivisions from 1920 to 1940. At least 14 new subdivisions were recorded during this period, mostly in the southern half of the SCA. These new subdivisions represent the results of the tram extensions on Sandringham, Dominion, and Mount Eden roads.



This mapplan is illustrative only and all information contained herein is for general information only. While due care has been taken, Auckland Council does not accept any liability for any error, omission or use of the information. Height datum: Auckland 1940.



Auckland Council
Incorporating the former Auckland Regional Council

Balmoral SCA - 1940 Aerial

Scale @ A4 1:8000

Created: Thursday, 11 July 2013, 4:34:58 p.m.

Building the Tram Network

In 1884, the first horse-drawn tram service was established between Queen Street and Ponsonby, which later extended to Newmarket, Epsom, and Onehunga. The electric tram services were introduced in 1902 by the Auckland Electric Tramways Company, leading to suburban development along the tram routes. The extension of the tram networks between the 1920s and 1930s in conjunction with the development of major roads resulted in the rapid growth of residential development, creating “garden suburbs” such as Balmoral.

Newspaper articles from the early twentieth century recognized the trams’ potential for stimulating development. For example, the *Auckland Star* reported in 1908 about the effects the construction of the Mt Eden Road and Dominion Road routes would have on Mount Eden and the Balmoral SCA:

“There is no doubt that when these two lines of trams are laid and the cars are running it will result in a great influx of population to the Borough of Mt. Eden, and will, as in other places, cause building to spread for some distance beyond the terminus, and already it can be seen that owners of paddocks are getting ready for a boom, as, in several instances, gangs of workmen are engaged forming roads through private property, which it is evidently intended to cut up for building purposes.”³⁶

Planning and building the early tram lines was complicated by the various local authorities, each of which had their own agenda. In 1919, the Auckland City Council bought the tramway system from the Auckland Electric Tramways Company in hopes of streamlining services, and constructed prominent extensions down Sandringham Road and Great South Road. An independent Auckland Transport Board was formed in 1929 after opposition by several suburban local bodies to the City Council’s operation of the tramways. The new transport board completed several extensions to the system from 1929 to 1932.³⁷

As buses and automobiles gained popularity after World War II, the tram service suffered. Lines began to close beginning with the Herne Bay route in 1949. The Epsom-Onehunga route down Manukau Road was the last to close, with a final official run on 28 December 1956. A ceremonial “last tram” convoy made its way to the tram workshops the next day, and similar processions of out-of-service cars continued over the next several months.³⁸

Three electric tram routes passed through the Balmoral SCA from 1902 to 1956:

- **Sandringham Road (Owairaka/Edendale Route)**
 - 1912: Residents petitioned to establish a tram line through Edendale, running along Sandringham Road to Balmoral Road. This petition was declined at the time, partly because of the logistics of crossing the railroad tracks at New North Road.³⁹
 - 1923-25: Construction of the Kingsland Bridge began in 1923, establishing a new road and tram connection between New North Road and Sandringham Road. The original intention was for the tram line to extend all the way to Kitchener Street. The first section to be completed ended at Reimers Avenue in 1924. Two additional tram sections were added in 1925, the first extending

³⁶ *Auckland Star* (28 January 1908). Available online at [PapersPast](#).

³⁷ G.T. Bloomfield, *The Evolution of Local Government Areas in Metropolitan Auckland, 1840-1971* (Auckland: Auckland University Press, 1973), 152.

³⁸ Graham Bush, ed., *The History of Epsom* (Auckland: Epsom & Eden District Historical Society, Inc., 2006), 152-156.

³⁹ *Auckland Star* (30 October 1912). Available online at [PapersPast](#).

- to Parrish Road (February) and the second to Calgary/Kitchener Street (October).⁴⁰
- 1930-31: The original plan for the Sandringham Extension was to terminate at the corner of Sandringham Road and Mount Albert Road. At the request of residents, the line was extended further along Mount Albert Road to Vincent Road (now Owairaka Avenue), including modification of the corner of Mount Albert Road and Sandringham Road to allow sufficient turning radius.^{41 42}
 - 1954: Last tram on Owairaka route ran 6 August 1954.
- **Dominion Road (Mt Roskill Route)**
 - 1908: The Dominion Road route opened in August 1908, with a terminus at Herbert Road corner. According to a newspaper account from August 1908, “The trams will run for about a mile and three-quarters along the road, and the route will be one of the main arteries for suburban residents in that quarter of Auckland. Running between the Kingsland and Mt Eden lines it makes the service for the intermediate portion of the district very complete.”⁴³
 - Circa 1914: Extension to Balmoral Road, according to 1914 newspaper articles and 1917 map.^{44 45}
 - 1929: Extension to Halston Avenue, December 1929.
 - 1930: Extension to Mt Albert Road, January 1930.⁴⁶
 - 1953: Last tram on Mt Roskill Route ran 11 September 1953.
 - **Mt Eden Road (Mount Eden/Three Kings Route)**
 - 1902: The first Auckland trams ran from the city centre to the “Eden Vine Corner” at the end of Mount Eden Road, within walking distance of many of the earliest Mt Eden residents.
 - 1906-08: Tram line first introduced into Mt Eden, shortly after the formation of the new borough. Initially the line ran along Mount Eden Road to Valley Road. Construction of this route was very labour-intensive: buildings were moved and corners cut away at intersections to make the tram route straighter and safer. A waiting shed (still extant) was constructed at the foot of the mountain in 1908.^{47 48}
 - 1913: Mount Eden and Mount Roskill joined in requesting an extension of the Mt Eden route to Three Kings.⁴⁹
 - Circa 1914: Extended to Pencarrow Avenue (near Balmoral Road), according to a 1917 map.⁵⁰
 - 1930: Extended from Pencarrow Avenue to Mt Albert Road.⁵¹
 - 1953: Last tram on Three Kings route ran 22 May 1953.

⁴⁰ *Auckland Star* (30 November 1923). Available online at [PapersPast](#).

⁴¹ *Auckland Star* (2 September 1930). Available online at [PapersPast](#)

⁴² *Auckland Star* (20 February 1931). Available online at [PapersPast](#).

⁴³ *Auckland Star* (20 August 1908). Available online at [PapersPast](#).

⁴⁴ Upton & Co., “Street Map of the City and Suburbs of Auckland Compiled from the Latest Information” (Auckland: Upton & Co, 1917). Auckland City Libraries, NZ Map#3115. Available online at [Auckland City Libraries](#).

⁴⁵ *Auckland Star* (16 May 1914). Available online at [PapersPast](#).

⁴⁶ Matthews & Matthews et al., *Balmoral Shopping Centre Character Heritage Study* (November 2008), 23.

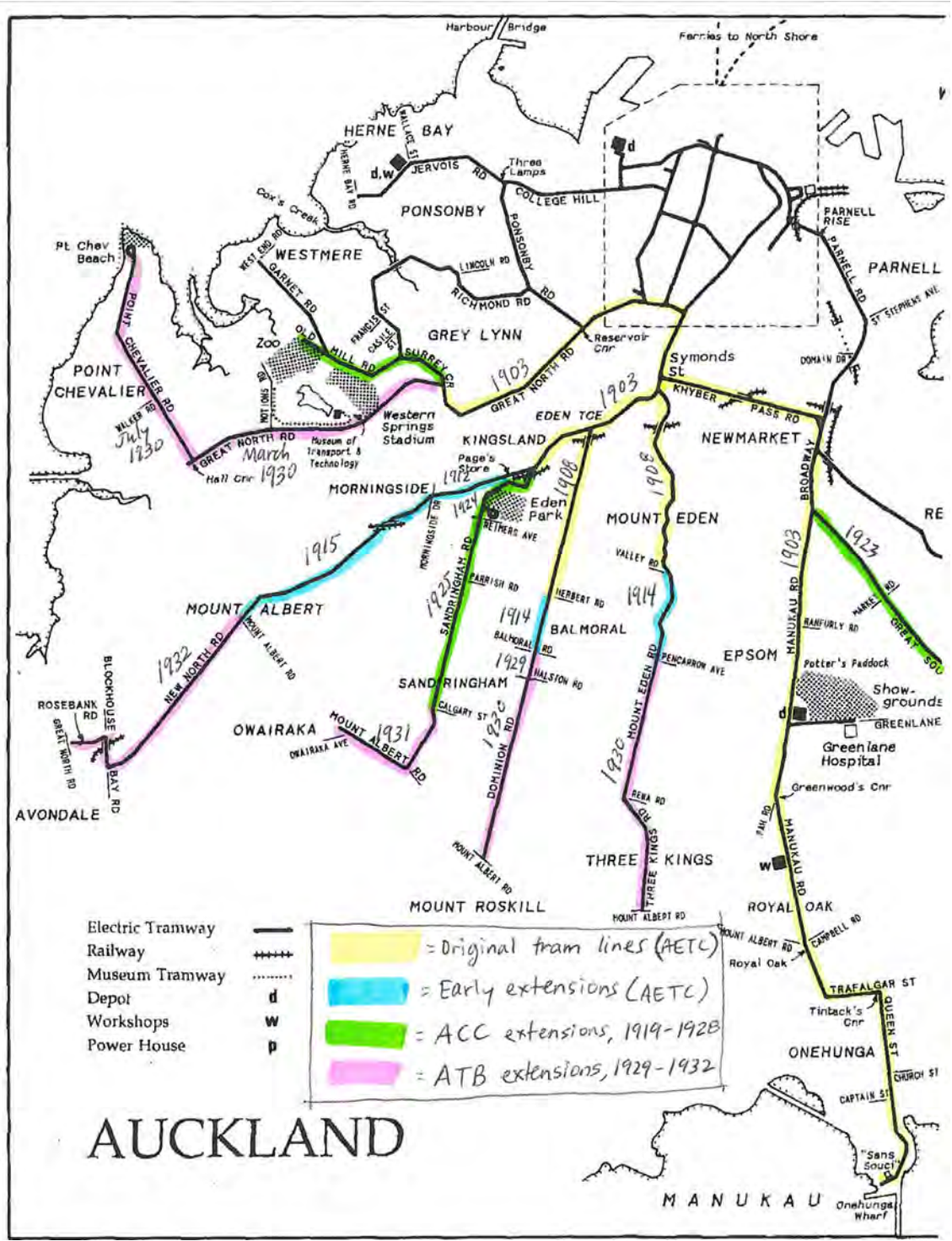
⁴⁷ *Auckland Star* (28 January 1908). Available online at [PapersPast](#).

⁴⁸ F. M. Angelo, *The Changing Face of Mount Eden* (1989), 23.

⁴⁹ *Auckland Star* (1 April 1913). Available online at [PapersPast](#).

⁵⁰ Upton & Co., “Street Map of the City and Suburbs of Auckland Compiled from the Latest Information” (Auckland: Upton & Co, 1917). Auckland City Libraries, NZ Map#3115. Available online at [Auckland City Libraries](#).

⁵¹ *Auckland Star* (20 September 1930). Available online at [PapersPast](#).



Map of Auckland tram routes, annotated to indicate date of extensions.
 Graham Stewart, *Around Auckland by Tram in the 1950s* (Wellington, Grantham House: 1996).

Historic Photographs

The following historic photographs show the Balmoral Tram Suburb SCA at the height of its development in the 1910s and 1920s. Note how agricultural uses persisted in the southern half of the area until the mid-1920s.



'Sir George Grey Special Collections, Auckland Libraries, 1-W1481'

Description

Looking south west from Mount Eden towards Mount Albert and the Waitakere Ranges (background), showing Bourne Street (right foreground), Valley Road (partly obscured), Tarata Street (extreme left), Prospect Terrace (left to right diagonally), Grange Road, Milton Road, other roads off Dominion Road (left of right middle distance) and the Balmoral and Sandringham districts (distance)

Date

12 Aug 1912



'Sir George Grey Special Collections, Auckland Libraries, 1-W1489'

Description

Looking north east by east from Mount Albert across Sandringham and Balmoral towards Mount Eden, Mount Hobson and Mount St John, showing Sandringham Road (left to right across centre), St Lukes Road (left to centre obscured), Grove Road (centre), Edendale School (right of centre) and Coyle Street (extreme right)

Date

26 Aug 1912



'Sir George Grey Special Collections, Auckland Libraries, 4-8379'

Description

Looking south west from Mount Eden showing Manukau Harbour, Awhitu Peninsula and Waitakere Ranges (background). From foreground streets include: Essex Road, Grange Road. Other roads to Balmoral and Dominion Roads (centre) towards Sandringham and Mount Albert. **Date**

12 Jun 1920



'Sir George Grey Special Collections, Auckland Libraries, 4-5286'

Description

Looking south from the vicinity of Mars Avenue (left foreground) along Sandringham Road, the corner of Oxtan Road (left of centre), the shops on the corner of Kitchener Road (centre background) and Duncan Avenue (right background)

Date

21 Nov 1923



'Sir George Grey Special Collections, Auckland Libraries, 1-W740'

Description

Looking east from Mount Albert across Sandringham and Balmoral towards One Tree Hill showing Sandringham Road (left to right centre), Duncan Avenue, Watea Road, Fowlds Avenue and Euston Road (parallel foreground), Camden Road and Hampstead Road (diagonal foreground), Coyle Street, Kitchener Road, Haverstock Road, Eden View Road (from left to right off Sandringham Road), Oxton Road, Tranmere Road, Halesowen Avenue, Calgary Street (far side of Sandringham Road)

Date

Nov 1926



'Sir George Grey Special Collections, Auckland Libraries, 1-W739'

Description

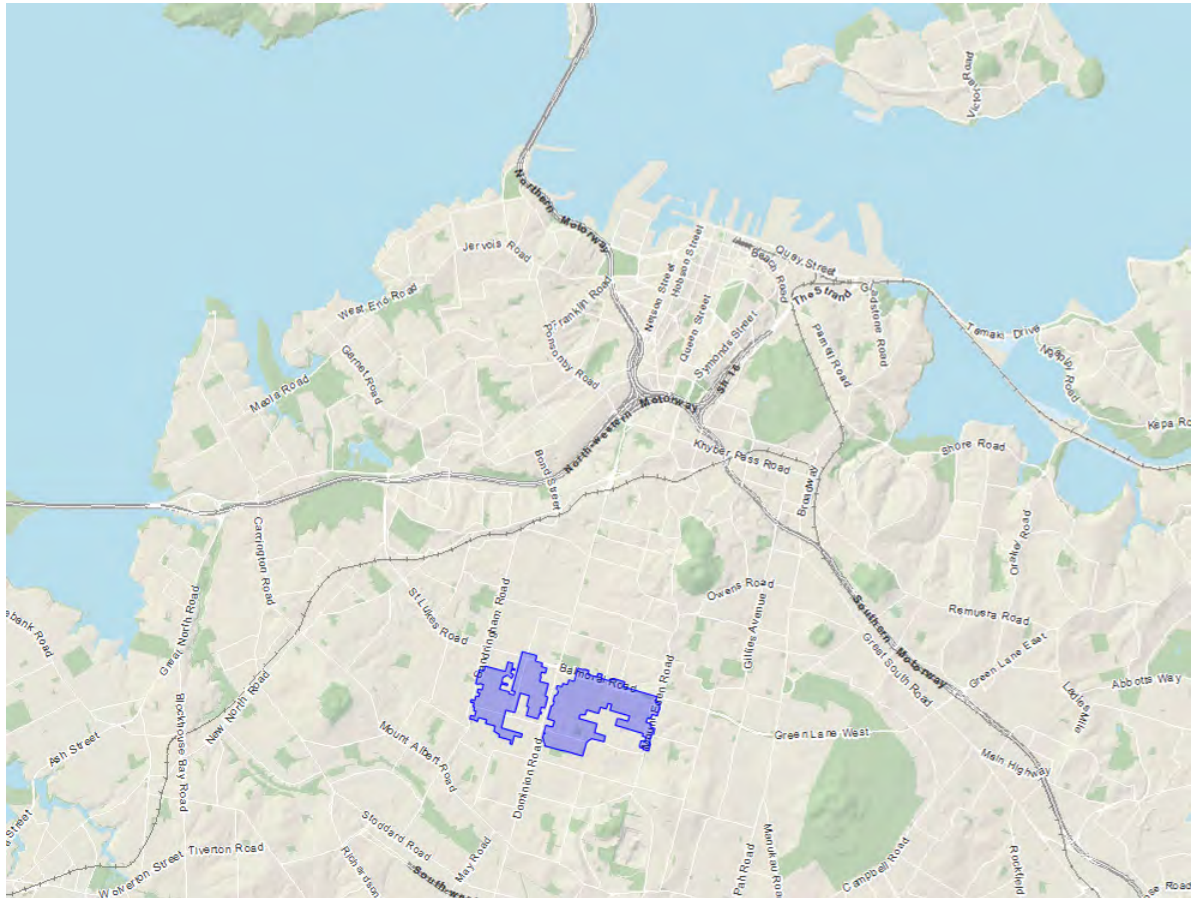
Looking north east by east from Mount Albert across Sandringham and Balmoral towards Mount Eden, Mount Hobson and Mount Saint John, showing Sandringham Road (left to right across centre), St Lukes Road (diagonally left), Grove Road, Edendale School (right of centre), Kingsway Avenue (left to right) and Fowlds Avenue (left to right nearer foreground), Locarno Avenue, Fergusson Avenue and Hazelmere Road (diagonally foreground)

Date

Nov 1926

Appendix 2: Physical Description

Location Map



The Balmoral Tram Suburb SCA is located approximately 5 km southwest of the Auckland CBD, and is within the Albert-Eden Local Board area.

Current aerial photograph (2010)



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Height datum: Auckland 1946.

1:8,000

Plan Created: 9/7/13



Auckland Council
By Appointment to the Mayor

Balmoral Special Character Area

click here to view Unitary Plan Legend

<http://intermaps.akc.govt.nz/plans/UnitaryPlanLegend.pdf>

Discussion of architectural styles

Villas

Villas were the predominant New Zealand house type during the Victorian era, and made use of the abundance of native timber. Villas were built in a variety of configurations, but most common are square front, single bay, and corner bay villas. Prominent verandahs and angled bay windows were common features. Villas were often highly ornamented, with double-hung windows, intricately carved fretwork, and finials. Inside, villas typically used a “hall and parlour” plan, with a series of main rooms off a central hall.



Single bay villa, Balmoral Road



Square-front villa, Dominion Road

Transitional Villas

Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafter tails, casement windows, shingles, and reduced ornamentation. Some transitional villas are still firmly rooted in the villa style, distinguished only by their ornamentation, while others exhibit very strong bungalow influences. Transitional villas in the Balmoral SCA typically date from 1910 to 1915, coinciding with the building boom before World War I.



Transitional villa, Rocklands Avenue



Transitional villa, Halesowen Street

Bungalows

Californian bungalows proliferated in Balmoral after World War I. 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, bowed bay windows, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and an informal open plan.

By the 1930s, the Californian bungalow was sometimes simplified into a “bungalow-cottage” form. The large porches and layered gable configuration gave way to buildings with little or no ornament, projecting box windows, and shallow hipped roofs with boxed eaves.¹ The state houses of the 1940s share many similarities with these later “bungalow cottages.”



Californian bungalow, Pine Street



Californian Bungalow, Arabi Street



Simple Californian bungalow with bowed bay window, Peary Road



Simple Californian bungalow with box bay window and porch, Shackleton Street

¹ Jeremy Salmond, *Old New Zealand Houses, 1800-1940* (Auckland, Reed Publishing: 1986, reprint 1998).

English Cottage, Art Deco, Spanish Mission, etc.

In the 1930s, other styles such as Art Deco and English Cottage appeared in Balmoral, typically as a variation of the broader bungalow form. Many of the Art Deco style buildings in the Balmoral SCA were constructed in the 1940s (later than was typical for this style), and are actually outside the period of significance of the area.



English Cottage style, Telford Avenue



Art Deco style, Mars Avenue
(non-contributor because built after 1940)

Additional Resources

For additional information about the history of New Zealand's architectural styles, see the following books:

- Jeremy Salmond, *Old New Zealand Houses, 1800-1940* (Auckland, Reed Publishing: 1986, reprint 1998).
- Jeremy Ashford, *The Bungalow in New Zealand* (Auckland, Viking: 1994).

Distribution of Styles in Balmoral SCA

The following maps show the distribution of these architectural styles within the Balmoral SCA, which 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 SCA, 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 SCA corresponds with the extension of the tram lines on Sandringham Road in 1925 and Dominion and Mount Eden Roads in 1930.



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Balmoral SCA - WEST

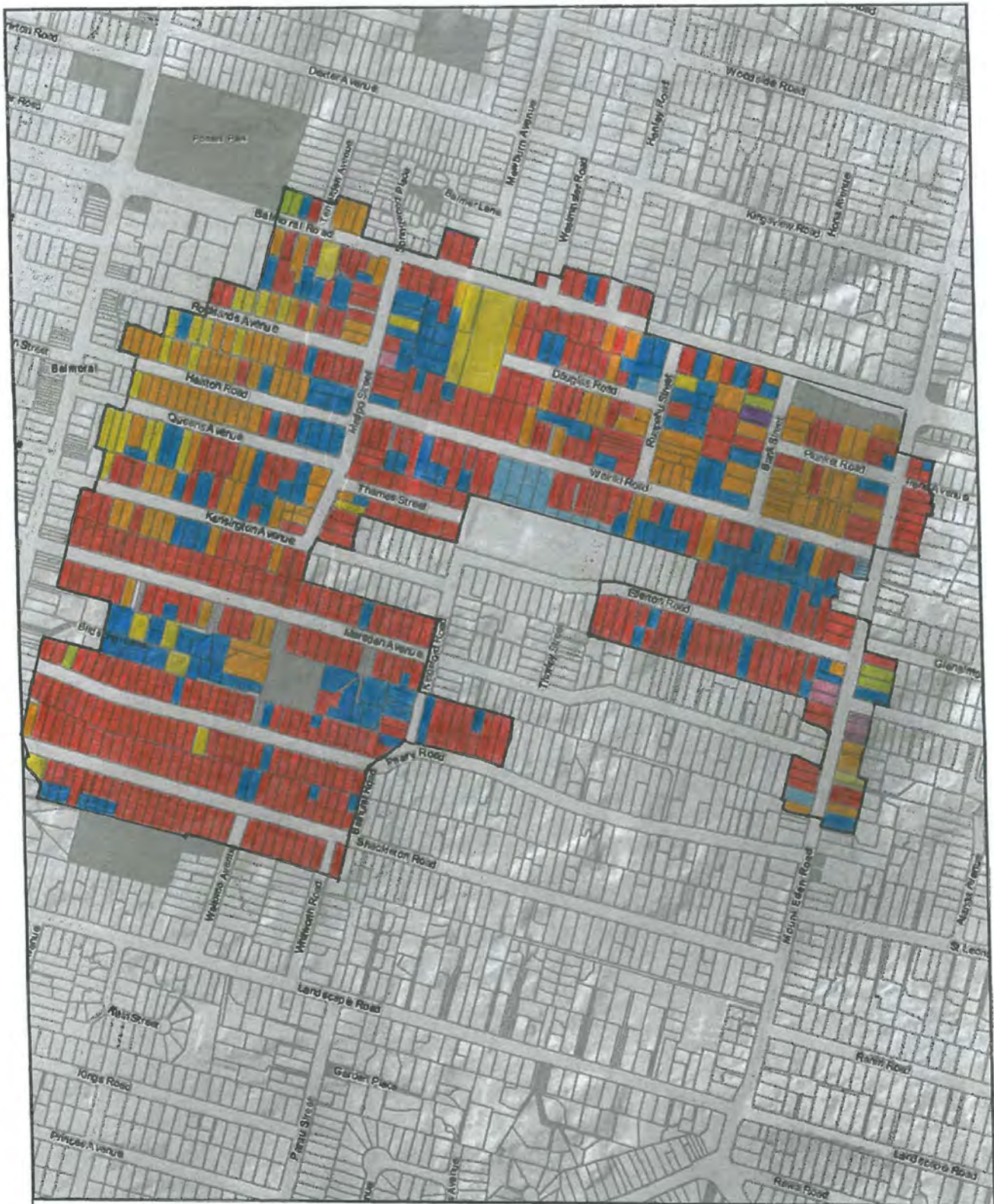
- | | | | |
|---|---------------|---|--|
|  | BUNGALDW |  | ENGLISH COTTAGE/ART DECO/
SPANISH MISSION |
|  | COTTAGE |  | POST 1940/RELOCATED |
|  | VILLA |  | MISCELLANEOUS |
|  | TRANSITIONAL | | Scale @ A3 1:5000 |
|  | ARTS & CRAFTS | | |



Auckland Council
Te Kaitiaki o Te Whānau o Aotearoa

(E.g. Commercial, Hall, School etc.)

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Balmoral SCA - EAST

- BUNGALOW
- ENGLISH COTTAGE / ART DECO / SPANISH MISSION
- POST-1940 / RELOCATED
- MISCELLANEOUS (Eg. Commercial, Hall, School, etc.)
- COTTAGE
- TRANSITIONAL
- ARTS & CRAFTS

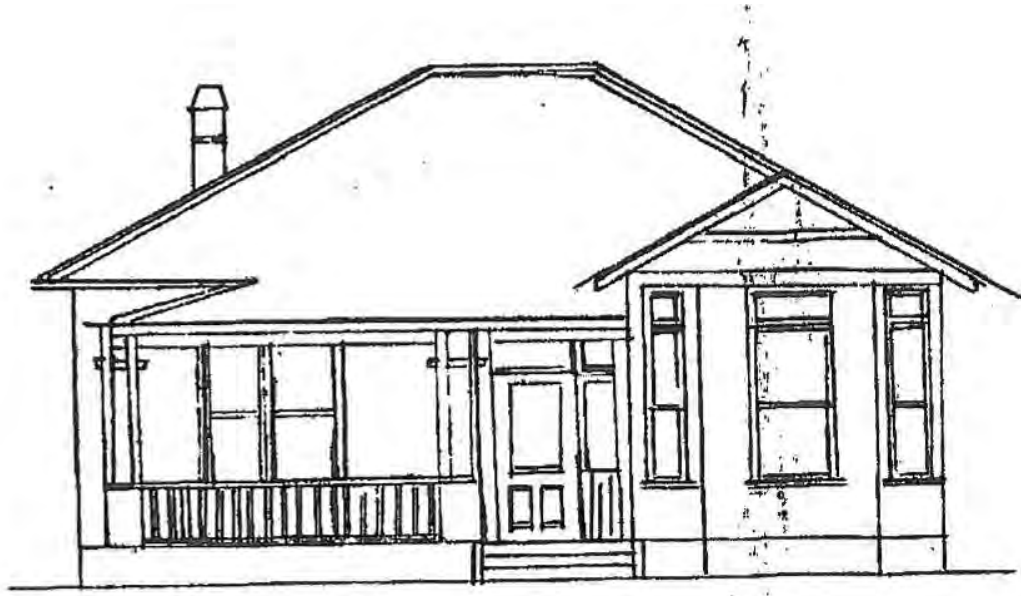


Auckland Council
 Scale @ A3 1:5000
76 Kaurahoro © 2010 Auckland Council

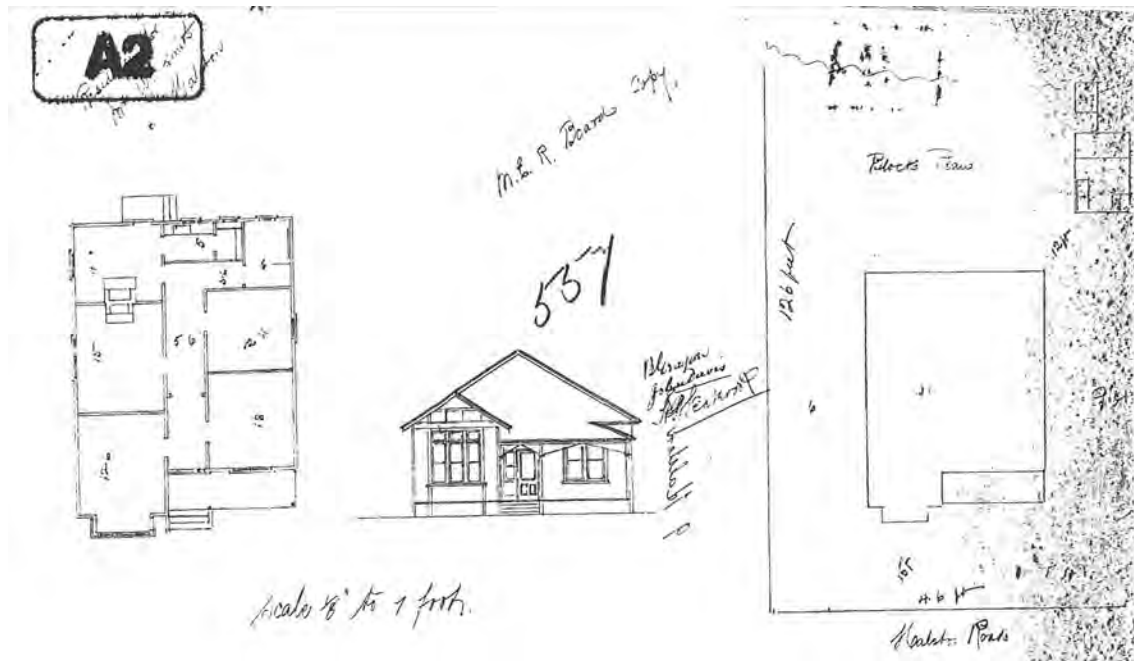
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Historic Drawings

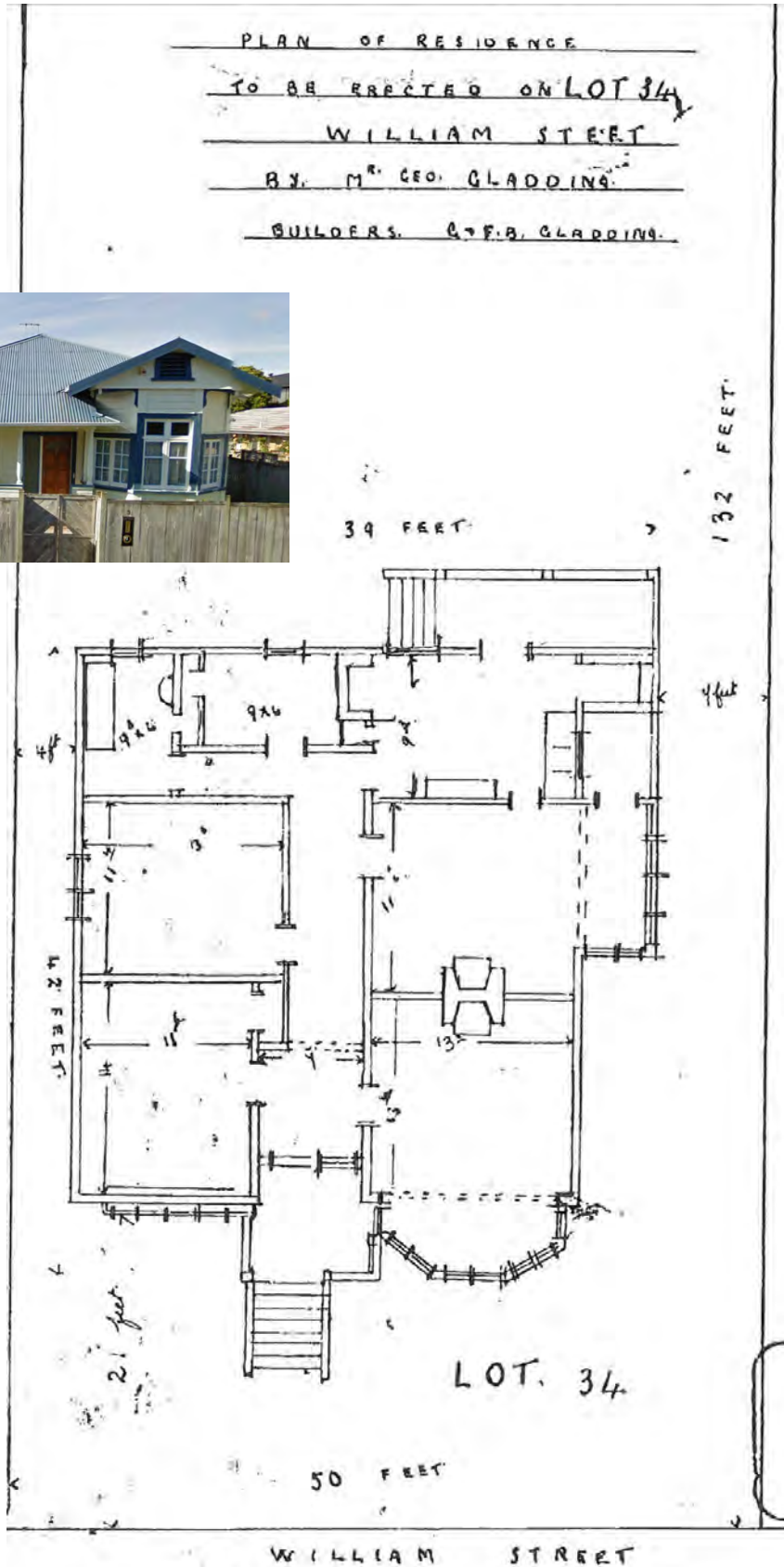
The following drawings indicate the types of transitional villas and bungalows constructed in the 1910s and 1920s. Many were drafted by builders or construction companies, not formally-trained architects.



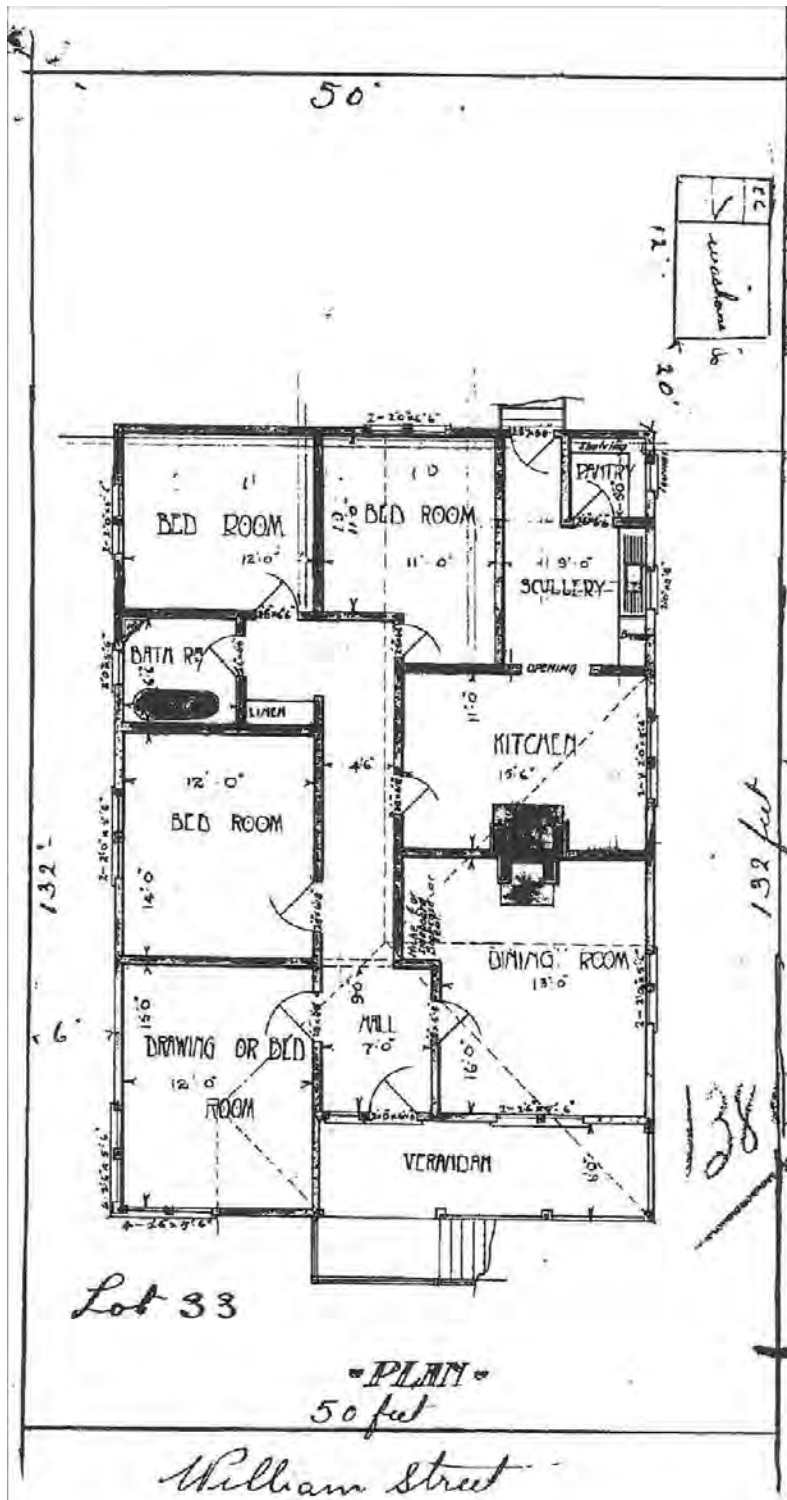
Transitional villa at 7 Halston, circa 1910.
Auckland Council Building Records, 331950



Transitional villa at 9 Halston, circa 1910. Note the “hall-and-parlour” layout of the interior, and the bungalow-style details on the primary façade.
Auckland Council Building Records, B/1900/2204451



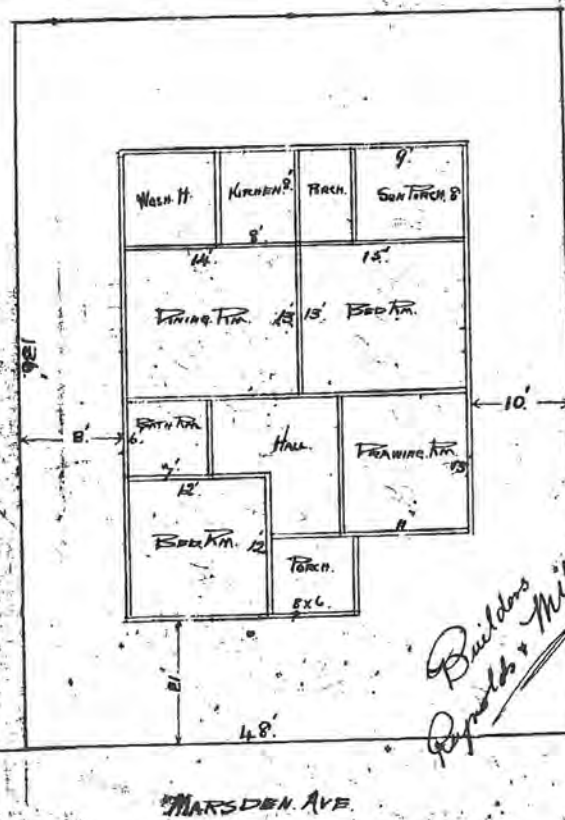
Transitional villa at 9 Wiremu, 1913. This plan was drawn by builder George Gladding, and still features the “hall-and-parlour” layout typical of villas.
Auckland Council Building Records, B/1913/431



Transitional villa at 11 Wiremu, 1913. Note the siting on the lot, and how the interior is beginning to morph into a more informal configuration.
 Auckland Council Building Records, B/1913/632

A2

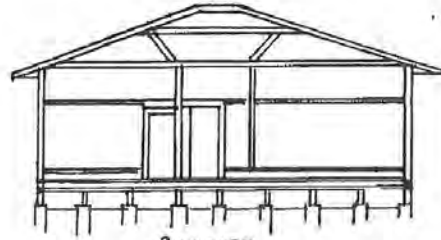
Proposed House for
Robert. Menson Esq.
71. 54. Marsden Ave
Mt. Eden.



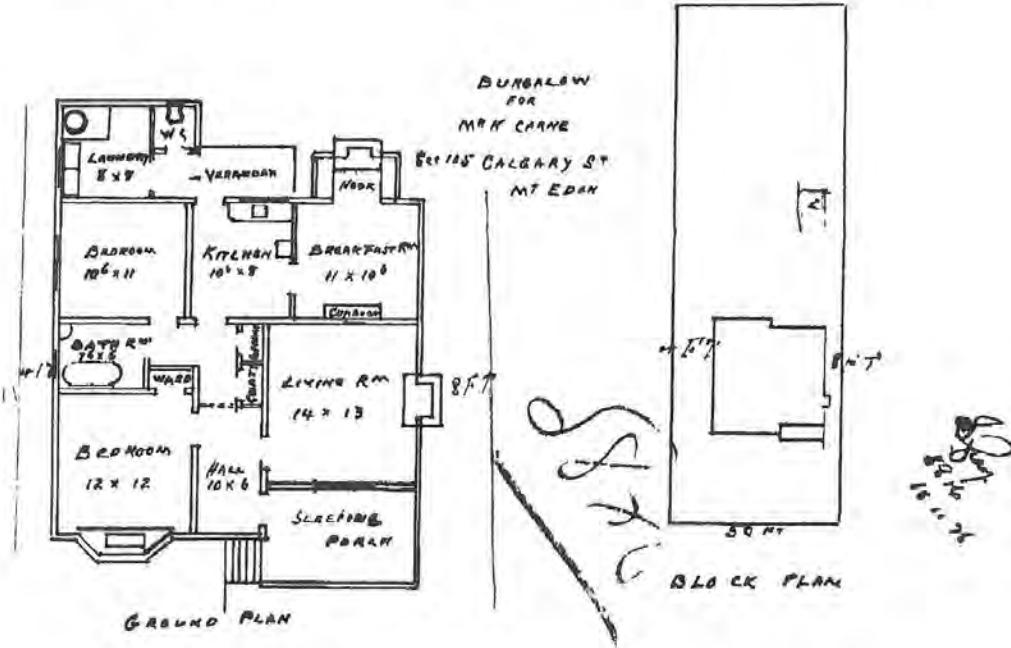
Bungalow at 54 Marsden Avenue, 1924.
Auckland Council Building Records, B/1924/777



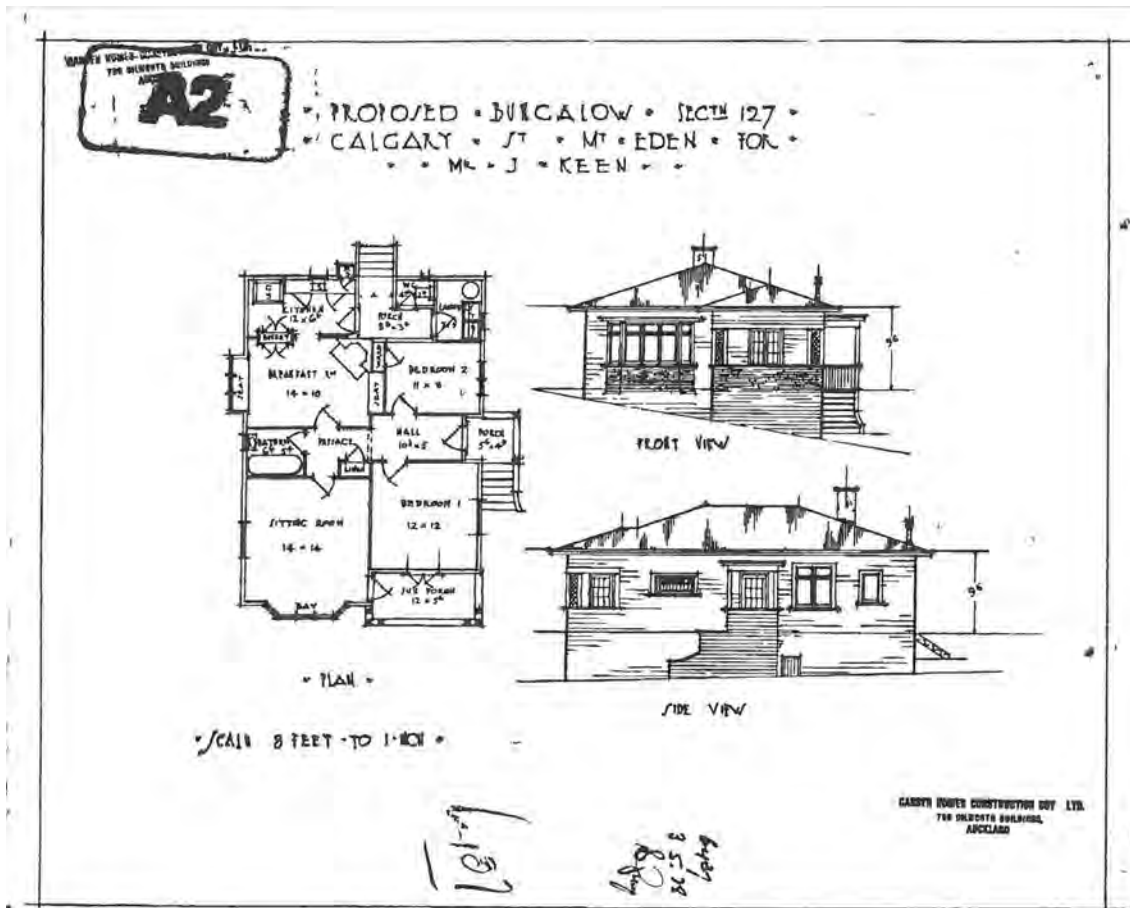
FRONT ELEVATION



SECTION



Bungalow at 41 Calgary Street, 1926. These elevations, sections, and floor plans are typical of the drawings produced for bungalows in Balmoral.
Auckland Council Building Records, B/1926/934



Bungalow at 81 Calgary Street, 1928. Note the informal interior configuration, and classic bungalow features such as a side entrance, bowed bay window, and sun porch. This plan was drawn by "Garden Homes Construction Company Ltd.," typical of the trend towards builder-designed homes.
Auckland Council Building Records, B/1928/687

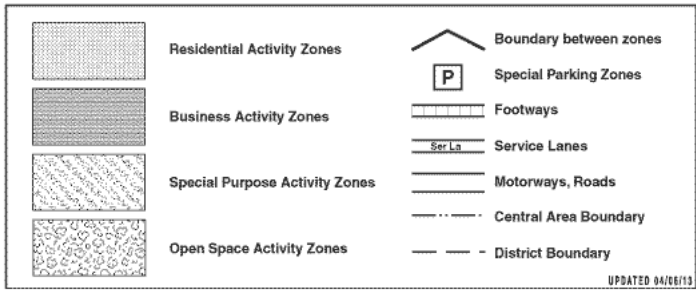
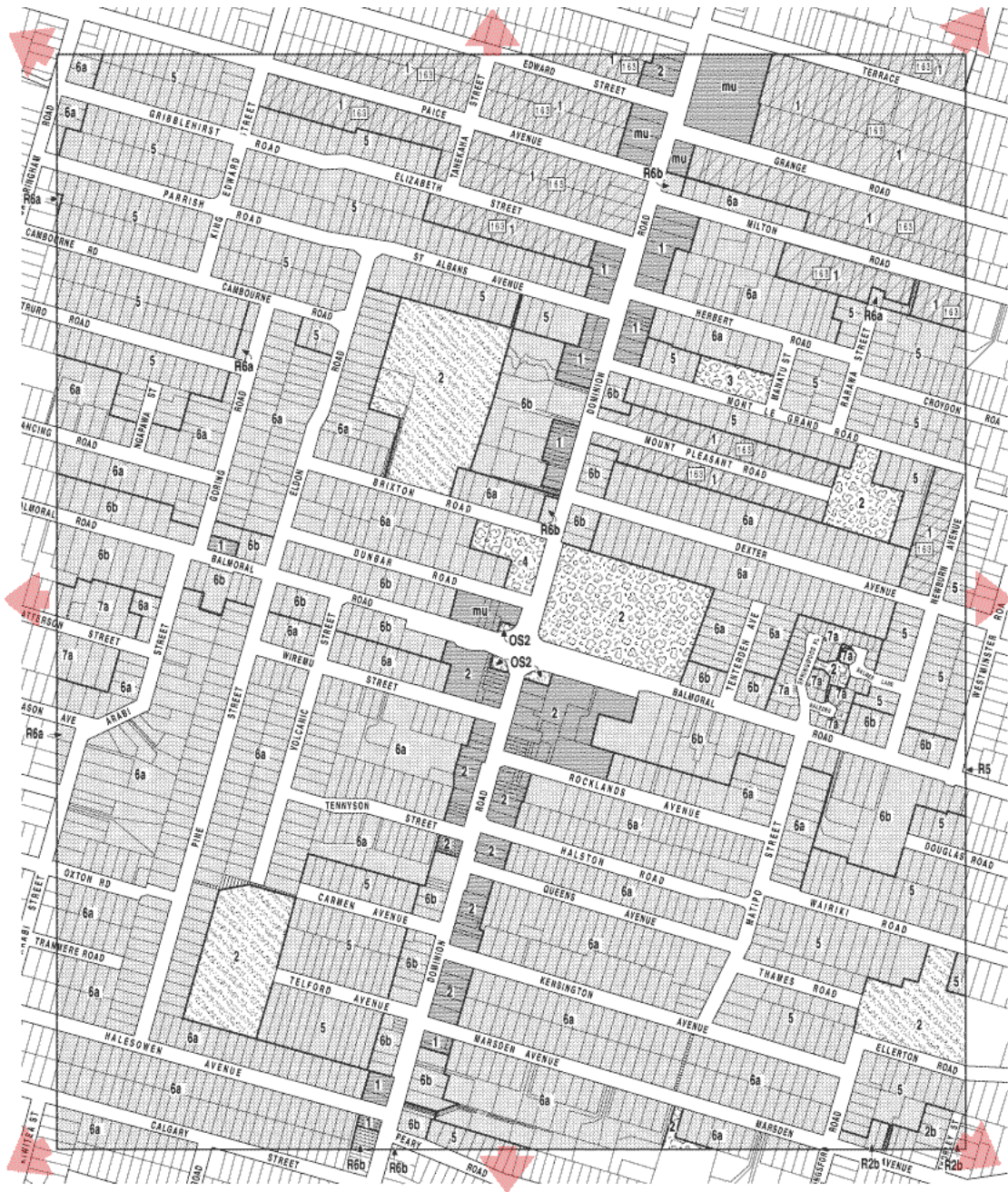
Construction date map



Current zoning maps

Auckland Council District Plan Operative Auckland City - Isthmus Section 1999







E08

D07	D08	D09
E07	E09	
F07	F08	F09

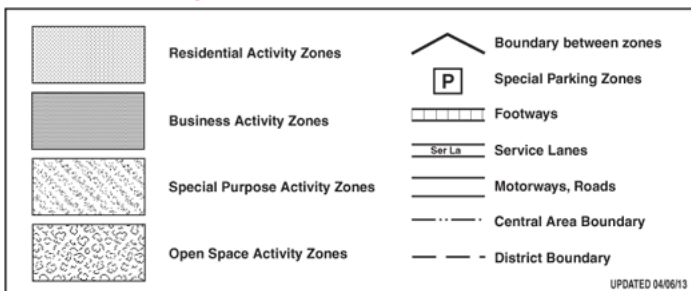
**PLANNING MAP No 1
ZONING**



0 1:7000 200m



**CITY OF AUCKLAND
DISTRICT PLAN
ISTHMUS SECTION
- OPERATIVE 1999**





F07

E06	E07	E08
F06	F08	
G06	G07	G08

PLANNING MAP No 1 ZONING

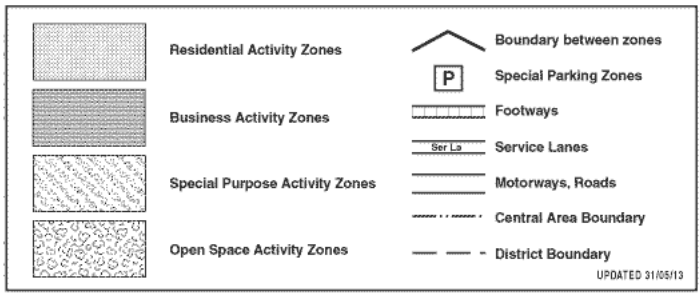


0 1:7000 200m



	Residential Activity Zones		Boundary between zones
	Business Activity Zones		Special Parking Zones
	Special Purpose Activity Zones		Footways
	Open Space Activity Zones		Service Lanes
			Motorways, Roads
			Central Area Boundary
			District Boundary

UPDATED 04/06/13



Appendix 3: Photographs

Typical Streetscapes



Rocklands Avenue



Ellerton Road



Calgary Street



Peary Road



Thames Street, cul-de-sac



Queens Avenue, street plantings

Representative Architectural Styles



Single bay villa, Balmoral Road



Square-front villa, Dominion Road



Single bay villa, Pine Street



Corner bay villa, Wiremu Street



Transitional villa, Rocklands Avenue



Transitional villa, Halesowen Street



Transitional villa, Pine Street



Transitional villa, Halston Road



Transitional villa, Halston Road



Transitional villa, Mars Avenue



Transitional villa, Plunket Road



Transitional villa, Matipo Street



Bungalow, Pine Street



Bungalow, Arabi Street



Bungalow, Thames Street



Bungalow, Volcanic Street



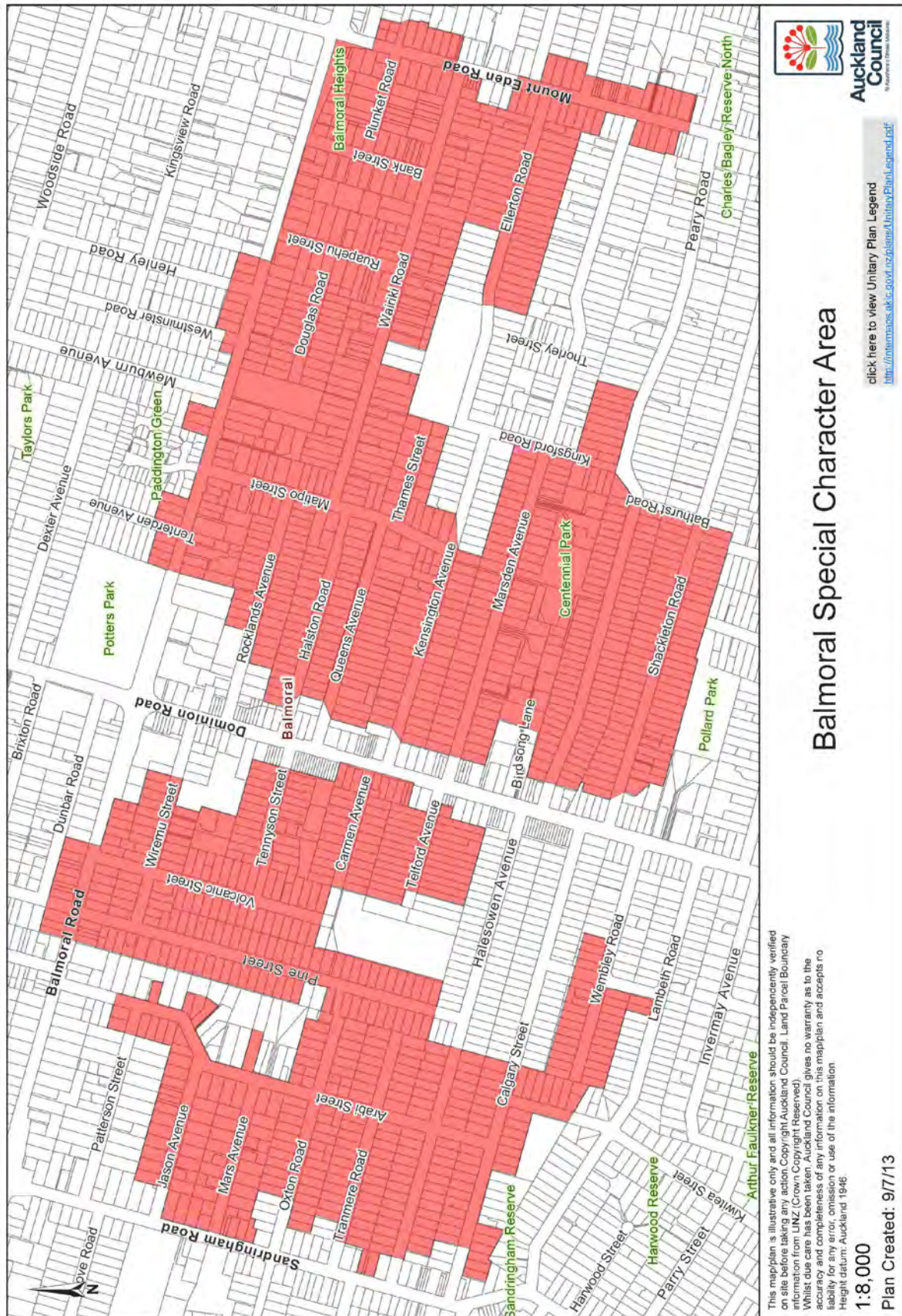
Bungalow, Shackleton Road



Bungalow, Wairiki Road

Appendix 4: SCA Additional Boundary Justification

SCA Boundary map





Map showing Character-Defining and Character-Supporting properties



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**Balmoral SCA
WEST**

-  = Character Defining
-  = Character Supporting



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Balmoral SCA EAST

- = Character Defining
- = Character Supporting



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Scale @ A3 1:5000

Definitions of Character-Defining and Character-Supporting properties

Of the 1290 buildings counted within the SCA, approximately 80% contribute to the character and significant themes of the Balmoral Tram Suburb SCA.

“Character Defining” places within the Balmoral Tram Suburb SCA are properties that were present during the period of significance and possess excellent historic integrity. Character-defining places may have minor alterations such as window replacement or small additions. There are 740 buildings within the SCA classified as Character Defining. Examples below:



“Character Supporting” places were also present during the period of significance, but either contribute less strongly to the area’s historical themes, or have undergone later alterations that diminish their integrity (original form and style must still be evident). Many character-supporting places have had their verandahs enclosed, have been re-clad, or have received larger rooftop or garage additions. There are 287 buildings within the SCA classified as Character Supporting. Examples below:



“Non-Contributing” places do not contribute to the significance of the area, and are defined as those buildings constructed after 1940 or dramatically altered. This also includes historic properties that were moved into the area after 1940. There are 263 buildings within the SCA classified as Non-Contributing, many of which are on rear lots. Examples below:



Balmoral Tram Suburb Special Character Area (Residential)

Summary of Significance

- a) **Historical:** The Balmoral Tram Suburb SCA is significant for its historical associations because it represents the “tram suburb” development pattern that defined early twentieth century Auckland. The area clearly illustrates the expansion of the electric tram network and the associated residential construction boom during the interwar period. 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 terminated in the Balmoral SCA by 1930 was unusual: few other neighbourhoods can boast this same level of connectivity or cohesion. In fact, the distribution of architectural styles within the SCA 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 SCA, 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 SCA corresponds with the extension of the tram lines on Sandringham Road in 1925 and Dominion and Mount Eden Roads in 1930.
- b) **Social:** The Balmoral Tram Suburb SCA is not significant under this criterion.
- c) **Physical Attributes:** The Balmoral Tram Suburb SCA is significant for its physical attributes because it contains a large grouping of late nineteenth and early twentieth century residential architectural styles (namely villas, transitional villas, and bungalows) that collectively reflect important trends in New Zealand residential architecture. The SCA is notable as a coherent group of architecture of a similar age and type, including an especially strong collection of residences from the interwar period. The variety and range of styles found in Balmoral 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.

Boundary justification

The boundary of the Balmoral Tram Suburb SCA was drawn on the basis of current physical characteristics and historic subdivision patterns. The entire Balmoral neighbourhood was influenced by the extension of the tram line, but these boundaries capture the area where the highest proportion of places are contributors—meaning at least two-thirds of the properties were constructed during the period of significance (1880 – 1940) and retain sufficient integrity to convey the “tram suburb” theme.

Character-defining in this area means: properties that were present during the period of significance and possess excellent historic integrity. Character-defining places may have minor alterations such as window replacement or small additions.

Character-supporting in this area means: properties that were also present during the period of significance, but either contribute less strongly to the area’s historical themes, or have undergone later alterations that diminish their integrity (original form and style must still be evident). Many character-supporting places have had their verandahs enclosed, have been re-clad, or have received larger rooftop or garage additions.

Other features present: The streetscape of the SCA reinforces the “garden suburb” concept commonly expressed during this period, and includes mature street trees, footpaths, generous grass berms, and relatively narrow carriageways. Most frontages remain visually open, with modest front and side yards and some early boundary treatments. The SCA’s street layout is not a perfect grid, but rather a patchwork of small subdivisions each with its own street pattern (as evidenced by the presence of few four-way intersections, short streets that end in cul-de-sacs, and long streets that have unusual angles or changes in alignment).

The information in this document provides a summary statement only. The full statement regarding this area is found in: *Balmoral Tram Suburb SCA Heritage Assessment* (July 2013)

Appendix 3e: Issues Mapping

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BALMORAL: LEVEL 3 ISSUES MAP

<p>Strength</p>	<ul style="list-style-type: none"> • There is a good amount of information available about Balmoral. Information is available through past planning projects and other studies and initiatives, including: <ul style="list-style-type: none"> ○ Character and Heritage Study: Balmoral • There are some existing regulatory controls to protect historic heritage and special character in this area. In particular, The Balmoral Business Special Character Area, and small sections of Residential 2 (Isthmus B) around Marsden Avenue and Lambeth Road. • Balmoral has small setbacks and small lots. This has prevented a lot of subdivision and unsympathetic garaging at the front of houses. • There has been very little demolition and new building. New builds generally occur on empty lots. Very few original places have been lost as a result. • There is some work toward interpretation, including the Balmoral/Sandringham Heritage Walk.
<p>Weakness</p>	<ul style="list-style-type: none"> • No legacy survey coverage in Balmoral (apart from the commercial centre). At present there are two small pockets of special character identified (around Marsden Avenue and Lambeth Road), but no historic heritage areas identified. There are currently only three scheduled places in Balmoral.
<p>Opportunity</p>	<ul style="list-style-type: none"> • There is an opportunity to extend protection to places that have been identified on the study list, but that have not been evaluated. They could be placed in the pre-1944 overlay or a similar precautionary overlay providing interim protection. A programme of work to further research and/or evaluate remaining places on the Level 3 study list should be prepared.
<p>Threat</p>	<ul style="list-style-type: none"> • This area is at risk because the community (and Council) assumes its “done”, now that this survey has been completed. • A study list was produced for this area, which was prioritised pragmatically. Not everything included in this list was evaluated. • Through the Unitary Plan, this whole area is proposed for upzoning – this will increase the economic incentive to redevelop. • Transport projects such as rail electrification, New Network (2014-2015) and City Rail Link may have an impact on Balmoral. Improved transport connections could lead to economic pressure to intensify and redevelop around transport corridors. In the Unitary Plan, there are proposed THAB zones around Dominion Road (including fringe areas behind the commercial strip), Balmoral Road and Sandringham Road. • Dominion Road Upgrade Project – 10-year vision include cycle lanes, introducing a grassed median, and improving capacity for buses through continuous bus lanes. • In some areas, THAB zoning is proposed adjacent to Residential 2 (Isthmus B), and this could result in negative edge effects. Some of these places include: Marsden Avenue, Kensington Avenue and Wairiki Street. • The Plan Change 163 decision casts uncertainty on the management of places in the Residential 2 zone (Isthmus B) around Lambeth Road. • New earthquake-prone building legislation could have an impact on Balmoral town centre and other significant commercial buildings along Dominion, Sandringham and Balmoral Roads.

BALMORAL: LEVEL 3 ISSUES MAP

Gaps	Management Recommendations
<ul style="list-style-type: none">Evaluations would have benefitted from more site-specific research.	<ul style="list-style-type: none">Non-regulatory controls (such as design guidelines) would be of benefit to Balmoral. The "traditional town centre" design guidelines in place over Balmoral town centre should be reviewed to ensure they are still applicable and enforceable within the new Unitary Plan framework.