Schedule 15 Special Character Schedule, Statements and Maps

15.1.1. Background

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

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

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

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

Historical Context

Physical and Visual Qualities

Built Form

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

Architectural Values

- Styles
- Materials and Construction

Urban Structure

- Subdivision
- Road pattern
- Streetscape

- Vegetation and landscape characteristics

15.1.2. Introduction

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

15.1.3. Historical context

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

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

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

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

The early houses were typically small wooden cottages, with their origins in English Georgian cottages, but adapted to timber construction similar to that found in colonial

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

Within twenty years the area of Auckland city had expanded considerably. The population had grown from around 3000 in 1842 to over 12,000 in 1864. To encourage European settlement, the Government provided for ethnically based Special Settlements in the early 1860s, such as the Bohemian settlement at Puhoi established in 1862. After the 1860s Land Wars, further Special Settlements were established on land confiscated from Māori in South Auckland at Otau (near Clevedon), Tuhimata, Bombay, Pukekohe, Patamahoe, Tuakau and Pollok.

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

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

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

The suburban development of Auckland depended on the availability of land, affordable transport and the desire to move out of the crowded inner city. The relatively compact extent of the pedestrian inner city expanded to a much wider area of suburbs with the introduction of the rail and tram networks. The population of Auckland had increased by around 25 per cent from 1874 to 1881, and the Auckland Borough

doubled in size from 1881 to reach 33,161 people in 1886. This rapid population growth put pressure on areas close to the city as people tried to escape overcrowding. Demand encouraged those owning land close to the city to subdivide property for residential use. In the mid-1880s, small farm allotments were transformed into Auckland's inner suburbs.

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

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

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

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

From the 1890s to the 1910s, expansion occurred along the main routes into the country, following tram lines which linked the inner city to its smaller suburban centres. Areas such as Mt Eden, Grey Lynn and Herne Bay exploded with a boom of house building, in the villa style. These houses occupied larger sections, and some were very grand, with sunny aspects and often splendid sea views. Streets were wider with

grassy berms and, over time, pleasant deciduous trees. Between 1881 and 1921, 90 per cent of the houses in Auckland city were built of timber.

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

The First World War (1914 - 1918) coincided with increased interest in the Town Planning movement overseas, and the adoption of the Garden Suburb and its emphasis on the health benefits of space, sunlight, and vegetation. At the same time, it did not escape the attention of politicians and policy makers in New Zealand that many young men from the working classes were found to be in poor health when examined for their fitness to fight. Added to this concern was the devastating effect of the influenza pandemic of late 1918, when returning service personnel introduced the 'Spanish Flu' to New Zealand, resulting in loss of lives equal to almost half of New Zealand's total war dead. Following these tragic events, overcrowding was regarded as a particular problem to be addressed.

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

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

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

With the Garden Suburb came a new form of house, the bungalow. Bungalows were built here from around the turn of the 20th century, contemporary with villa type housing, as an

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

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

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

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

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

development of the late 19th and early 20th century is recognised as one of the distinctive aspects of Auckland.

15.1.4. Character of traditional town centres

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

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

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

15.1.4.1. Architectural Style

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

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

15.1.4.2. Building types

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

Shops with dwellings above are a building type evident in many of Auckland's suburban town centres, dating from the late 19th and early 20th century. The 1910s and 1920s was a period of considerable development of this building type in many

centres, on main public transport routes. These buildings were mixed-use developments comprising retail with residential apartments or offices at the upper level. From around the 1950s upper floors were more commonly designed as offices. Single level purpose-designed shops with dwellings to the rear, or houses extended to provide a shop at the front are other types commonly evident, from the late 19th and early 20th centuries.

15.1.4.3. Street Definition

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

15.1.4.4. Site frontages

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

15.1.4.5. Active Frontages

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

15.1.4.6. Building Heights

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

15.1.4.7. Street Corners and Intersections

Street corners are important strategic places, defining activity nodes at intersections, where a sense of place and a feeling of arrival are experienced. Formerly, corner locations were highly prized and owners recognised the landmark qualities of a

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

15.1.4.8. Verandahs

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

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

15.1.4.9. Parapets and Cornices

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

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

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

15.1.4.10. Façade Modulation

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

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

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

15.1.4.11. Walls

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

15.1.4.12. Windows

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

15.1.4.13. Shop Fronts

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

15.1.4.14. Materials

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

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

15.1.4.15. Decoration

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

15.1.4.16. Colour

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

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

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

15.1.4.17. Signs

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

15.1.5. Residential areas

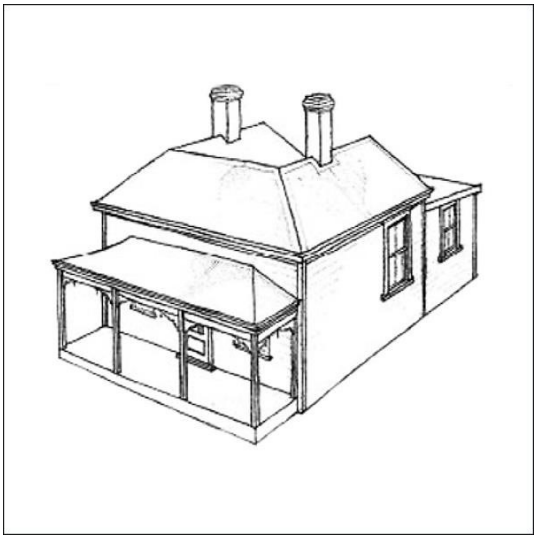
The residential areas within the Special Character Areas Overlay contain a significant collection of housing types and styles including early cottages and villas (1850 - 1890), Late Victorian villas (1890 - 1905), Edwardian and Transitional villas (1905 - 1920), and

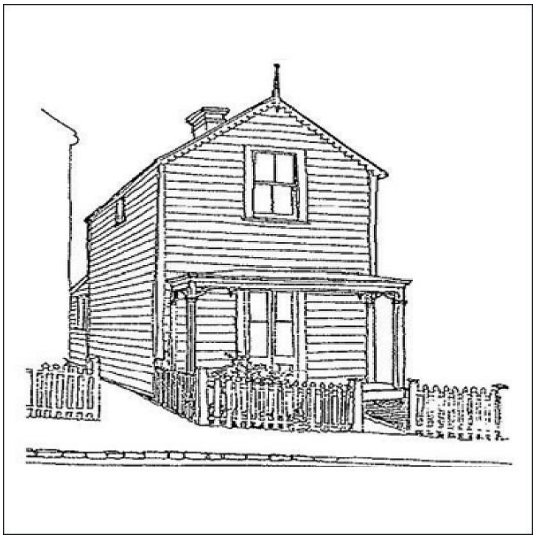
Californian Bungalows (1920s - 1930s). Although these are the predominant housing styles, the Special Character Areas Overlay also contain other distinctive historic housing styles. These include early Arts and Crafts or English Cottage styles from the late 19th and early 20th century, Art Deco and Moderne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

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

15.1.5.1. Guide to residential types and styles

15.1.5.1.1. Cottages and early villas before 1890





Illustrated at left is a small early villa, with a lean-to which would have contained the original kitchen. At right is an example of an early two-storey cottage on a narrow site.

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

Cottages

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

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

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

Early Villas

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

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

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

15.1.5.1.2. The late victorian villa – 1890 - 1905

Left: Example of a Victorian Bay Villa. The bull-nosed verandah was a common form, and the bay window below the gable end and level of decoration shown is typical of the period. Right: An example of a Bay Villa with a traditional roof extension, based on the architectural style and ornamentation of the original house.

The larger late-Victorian villa has come to be the most sought-after of older houses in Auckland. These were built in very large numbers at a time when the

kauri milling industry was at its peak, and timber factories were producing vast quantities of mouldings, decorations, doors, windows and weatherboards, all formed by steam-powered machinery. In addition, very colourful imported glasses were available; some etched or engraved in elaborate patterns.

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

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

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

Generally, the villa roof was a uniform height all round, this being determined by the width of the bay and the roof pitch - commonly 30 degrees. On a large house, the front roof concealed a gutter in the centre of the roof which drained to the rear, or sometimes a long shallow roof which avoided the need for a centre gutter. All this was dictated by the preferred architectural character of the house which, as the name implies, sought to emulate the style of the classical Roman villa (but with Gothic decorations). Verandah roofs were commonly straight, but a very popular alternative was the rolled edge or 'bull-nosed' verandah roof.

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

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

15.1.5.1.3. Edwardian and transitional villas – 1905 - 1920

The Edwardian Villa

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

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

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

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

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

Transitional Villas

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

At about the time of the First World War (1914 - 1918), the villa underwent its final transformation. During and after the war, partly as a result of increasing austerity and partly again because of changing taste, the style began to adopt characteristics of the American bungalow style, as well as reflecting the Australian Federation style (this also influenced by the Queen Anne style). Transitional villas often featured a shallower roof pitch with exposed rafters, the verandah beneath the main roof form, and the move towards 'Arts and Crafts' detailing (such as the eaves brackets). A main bay window was typically below the front gable end, but a bay window projecting to the side was sometimes cantilevered in the manner of the later bungalow style. Room heights reduced, so that these houses now had a distinctively lower profile. Interior planning did not change to the same extent and inside the transitional house remained essentially a villa. Decoration changed from fretwork and turnery to plain boards with simple patterns cut into the edges, often in a style reminiscent of Art Nouveau. Posts in verandahs now tapered to the top and balustrades were made of plain boards with elegant floral motifs cut out like a stencil.

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

15.1.5.1.4. Early State Houses

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

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

These early State houses were, however, still beyond the reach of many, and relatively few were built (about 650 between 1905 and 1919). 118 of these were erected in Auckland City, notably in the Lawry settlement at Ellerslie where many of them still remain intact as an important piece of Auckland's socio- political heritage.

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

15.1.5.1.5. The Californian Bungalow

An example of a Californian Bungalow.

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

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

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

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

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

15.1.5.1.6. English Cottage

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

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

Part of the inspiration behind these new ideas came from the Arts and Crafts movement of 19th century Britain. Following the work and teaching of such noted designers and architects as William Morris and C. F.

A. Voysey, an increased appreciation of the value of hand-crafted construction, furniture and implements led to a revival of interest in traditional building forms, especially those of rural England. At the same time, new theories of town planning led to the development of the English Garden Suburb movement, with an emphasis on picturesque siting of such buildings in tree-lined streets, close to public amenities. In New Zealand, these ideas took root, sometimes in diluted

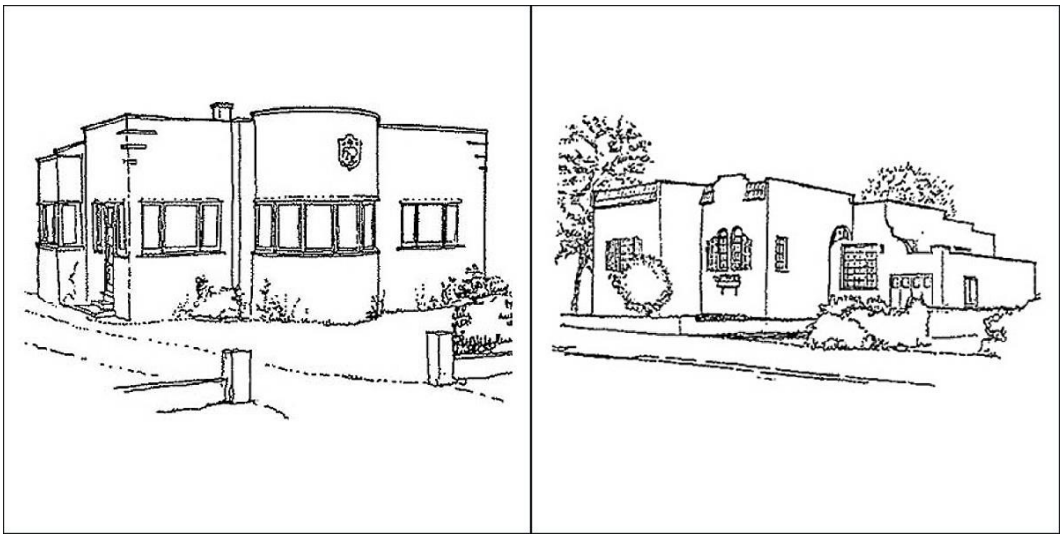
form, in what is now known as English Cottage style, or sometimes 'English Domestic revival'. These houses were characterised by steep pitched asymmetrical roofs over mostly two-storeyed plans. Many of the materials were those found on the bungalow, but there was greater use of picturesque features such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

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

15.1.5.1.7. Bungalow Cottage/ English Bungalow

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

15.1.5.1.8. Art Deco-Style Moderne and Spanish



Left: An example of 'Moderne' house, showing plastered walls and flat parapets which step down towards the rear (concealing a sloping roof behind), bands of

windows alluding to the 'International Style', and minimal ornament, but including a medallion with a locally-derived motif.

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

Art Deco/ Style Moderne

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

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

Spanish Mission Style

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

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

15.1.5.1.9. 1930s - 1940s State Housing

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

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

Over the ensuing years, the driving ambition was to 'decently house all New Zealanders', either in rental homes or by the provision of low-interest loans to build one's first home. Loan applicants were encouraged to use architect-drawn designs and specifications issued by the State Advances Corporation. These 'Design Books' contained a large number of design variations and in the 1938 edition the emphasis was on a simplified form of English Cottage, invariably with an exposed brick chimney and multi-paned casements. The 'Moderne' style was also offered as an option.

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

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

15.1.5.1.10. Post-War Modern Movement Houses (1950s - 1960s)

An example of a Post-War Modern House.

Post-War Modern Architecture had its roots in the Modern Movement, a school of architecture that emerged in the late 1920s, in parallel with Modern Art movements and the search for primary forms without cultural references. In New Zealand, it was to be a further decade before the ideas embodied in the Modern Movement began to influence domestic architecture. Even by the late 1930s and early 1940s, Modern architecture in New Zealand was only practised by a few architects, who had the opportunity to study overseas or by some who had fled the political climate of Europe, and who designed for relatively wealthy or culturally sophisticated clients. Those clients that did build as the Great Depression lifted tended not to be adventurous in matters of style, preferring a precautionary approach to investment in buildings. The intervention of World War II and the associated restrictions on building resulted in limited building activity, and a focus on austerity rather than conspicuous consumption. While some other architects adopted aspects of modern design in a more outward form, the result was more an imposition of a modern external appearance to houses, often with traditional internal planning and limited relationship to the site. During the 1940s, the staff and students at the School of Architecture of the (then) Auckland University College explored the theory and practice of Modern Architecture, and its application to the New Zealand context. This coincided with popular dissemination of the same ideas through publications and newsreels, as well as

the direct contact with Europe available to military service personnel and ex-personnel.

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

A key characteristic of Modern architecture is the strong response to the orientation of the site, and an often immediate connection between the inside and the outside. Domestic architecture in New Zealand prior to World War II followed changes in fashion, and generally ignored factors such as orientation to the sun, views and outdoor living areas, in favour of formal relationships with the street. Internal planning of the houses was generally dictated by perceptions of public, semi-public and private space, as demonstrated in the hierarchy of spaces in the villa. Conversely, well-designed modern houses used extensive (sometimes full height) glazing providing visual and physical access between internal and external living areas, captured wide or even glimpse views with strategic window placement, and placed outdoor living areas according to access to the sun or aspects of microclimate including prevailing wind, and provided screening or landscaping to assist privacy within rather than the view from the street. Frequently, the planning of the house is used to create outdoor living opportunities within the site, sometimes using additional screening or landscaping to ensure a private outdoor living area, not viewed by neighbours or passers-by.

15.1.5.1.11. Traditional Fences and Boundary Treatments

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

With the Edwardian villa came the crinkle wire fence, worked into often complex patterns within a metal frame, as well as on gates. Following the First World War, it became increasingly common to find post and 3-wire fences, with a top rail of 100x100 wood set on the diagonal. In volcanic areas dry stone walls were common, as well as stones set in mortar. Fences for bungalows were of various materials including brickwork (sometimes plastered), natural stone, post and wire and 'Cyclone' crinkly wire. Concrete blocks imitating stone were also popular.

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

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

15.1.5.1.12. Traditional Outbuildings / Ancillary Buildings

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

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

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

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

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

15.1.6.1. Special Character Areas Overlay – Business : Howick

15.1.6.1.1. Extent of area

The extent of the Special Character Areas Overlay – Business : Howick can be found in the planning maps.

15.1.6.1.2. Summary of special character values

No special character statement has been prepared for Howick.

15.1.6.2. Special Character Area Overlay – Business : Balmoral Shopping Centre

15.1.6.2.1. Extent of area

Special Character Area Map:

Description:

The Special Character Area associated with the Balmoral Shopping Centre is located on Dominion Road, extending from the intersection with Balmoral Road southwards to just beyond Rocklands Road. The extent includes the first blocks of the business area along with two pocket parks either side of Dominion Road at the Balmoral Road intersection. It incorporates a largely continuous and intact group of commercial buildings representing the area's first period of development in the early decades of the twentieth century.

The Balmoral Shopping Centre sits towards a low point of the Dominion Road corridor within a larger area of reasonably level or gently undulating land that rises gradually to the east towards Mt Eden and Three Kings to the south.

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

The Special Character Areas Overlay – Business : Balmoral Shopping Centre is located close to the Special Character Areas Overlay – Residential : Balmoral Tram Suburb, West special character area.

15.1.6.2.2. Summary of special character values

Historical*:*

The Special Character Areas Overlay – Business : Balmoral Shopping Centre collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

The Special Character Areas Overlay – Business : Balmoral Shopping Centre is significant as an example of a traditional commercial area formed as the town centre of an early 20th century residential tram suburb. It retains a group of buildings that collectively demonstrates a significant period of development from the early 1900s, as land around it was subdivided for housing. Extension of the electric tram service facilitated the surrounding the suburban expansion.

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

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

1920s. The role of Dominion Road as the ‘mainstreet’ and main public transport route has always been an important part of its function. Its significance as such was recognised in its renaming from Mt Roskill Road in 1907, as the former colony of New Zealand celebrated its new status as a self-governing Dominion within the British Empire.

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

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

Physical and visual qualities:

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

The Special Character Areas Overlay – Business : Balmoral Shopping Centre is significant for its physical and visual qualities because its remaining built fabric exemplifies a town centre that developed to service an expanding residential tram suburb. It retains a significant grouping of early 20th century buildings, which demonstrate the centre’s consolidation and development from the 19th century through to the 1920s and 1930s. This includes a range of building types including shops with dwellings above and the Capitol Cinema designed in the architectural styles of the period.

15.1.6.2.3. Description of physical and visual qualities

Built Form

Period of development

Much of the special character of Balmoral Shopping Centre was established by the succession of buildings constructed during the 1920s, although the earliest remaining building dates from 1917 (594-596 Dominion Road). The period of development in the Balmoral Shopping Centre is slightly later than the Eden Valley area (further north on Dominion Road), and is a direct reflection of the extension of the tram lines. The centre is significant for its physical and visual qualities which exemplify the typical architectural features of this period of development. The fabric includes buildings, street layouts, and urban form.

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

Scale of development

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

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

Form and relationship to the street

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

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

Major features and buildings

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

The corner buildings located at street intersections:

- 594-596 Dominion Road;
- 610-612 Dominion Road – The Capitol Cinema (scheduled as a Category B Historic Place);
- 622-628 Dominion Road – Ngaire Chambers;
- 638-644 Dominion Road – Rocklands Buildings;
- 555-563 Dominion Road – E.F. Nelson's Building; and
- 573-575 Dominion Road – the Progress Stores designed by A. Sinclair O'Connor for R.J. Gates.

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

Density / pattern of development

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

Types

The Special Character Areas Overlay – Business : Balmoral Shopping Centre is defined by the survival of a relatively uniform and unified collection of commercial buildings, primarily shops, some constructed with residential accommodation at the upper level. The area also includes the Capitol Cinema.

Visual coherence

The Special Character Areas Overlay – Business : Balmoral Shopping Centre retains an intact and consistent group of mainstreet commercial buildings on Dominion Road. It presents a strongly continuous visual character with regard to building type, scale and style, constructed in the early 20th century.

15.1.6.2.4. Architectural values

Styles

The buildings that form the Special Character Areas Overlay – Business : Balmoral Shopping Centre present a clear picture of Auckland's mainstreet commercial architecture of the 1920s period, and are good examples of the type of being built throughout New Zealand around this time. The buildings are mostly two storeys, designed in the Stripped Classical style. This developed as a transition between the ornate detailing of 19th century buildings and mid-century modernism. The classically derived architectural conventions of the time were followed, with architectural articulation and decorative detail subdued.

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

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

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

Materials and Construction – Built Fabric

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

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

15.1.6.2.5. Urban Structure

Subdivision

The subdivision pattern of the Special Character Areas Overlay – Business : Balmoral Shopping Centre reflects the period of development of the area, as large farm blocks were subdivided for commercial and residential purposes in the early 20th century. The lot sizes within the special character area are generally narrower than the surrounding residential lots. The relatively narrow lot widths, serviced by rear laneways, create a fine-grained urban character to the centre.

Road pattern

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

Streetscape

The form of commercial development within the special character area is that of a traditional suburban retail strip located on a regional arterial route, between residential areas and low intensity service uses. The continuous retail frontages

contribute to the streetscape quality, providing active building frontages with a mix of uses. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath.

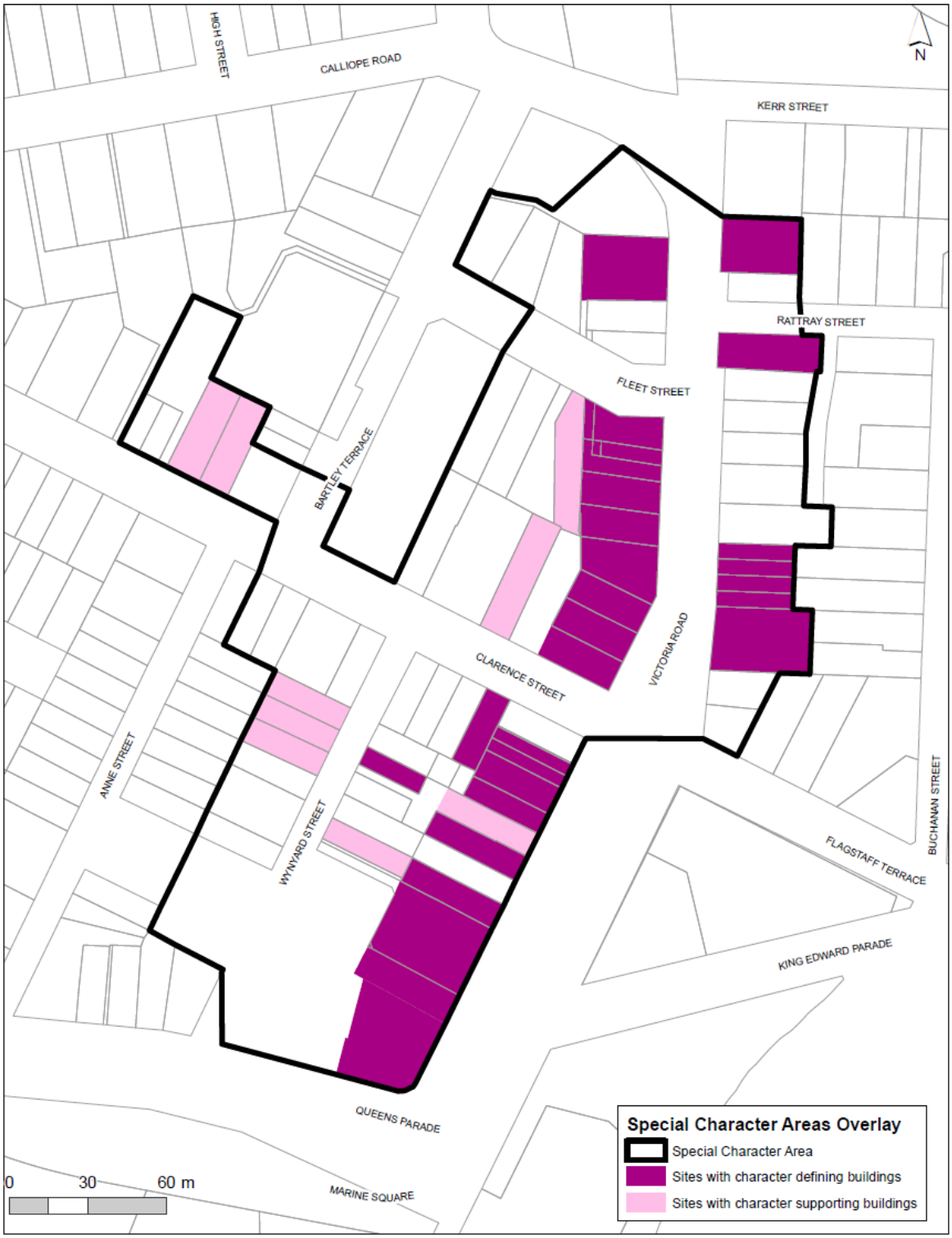
Vegetation and Landscape Characteristics

There is very little vegetation along the length of the Special Character Areas Overlay – Business : Balmoral Shopping Centre. The strong built character of the mainstreet contrasts with the adjoining residential streets where vegetation has a greater presence. The two pocket parks at the northern end of the special character area contrast with its traditional built pattern, although their maturing planting creates an attractive appearance on the edge of this major arterial intersection.

15.1.6.3. Special Character Areas Overlay – Business : Devonport

15.1.6.3.1. Extent of area

Special Character Area Map:



Description:

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

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

15.1.6.3.2. Summary of special character values

Historical:

The Special Character Areas Overlay – Business : Devonport collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

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

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

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

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

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

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

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

Physical and visual qualities:

The Special Character Areas Overlay – Business : Devonport collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape and streetscape qualities.

The Special Character Areas Overlay – Business : Devonport is of significance for its physical and visual qualities as it demonstrates in its built form the commercial area associated with one of Auckland's earliest marine suburbs. It contains a significant grouping of late 19th and early 20th century buildings, constructed as the town centre progressively developed and consolidated from the 1880s through to the 1930s. This includes a range of building types including commercial buildings as well as the hotels, banks, and public buildings in a range

of architectural styles consistent with the evolving architectural tastes of the period.

15.1.6.3.3. Description of physical and visual qualities

Built Form

Period of development

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

Scale of development

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

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

Form and relationship to the street

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

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

width of the site. The generally continuous built forms, combined with the relative narrowness and lower traffic volume of these streets mean that they have some enclosure and pedestrian-centred character.

Major features and buildings

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

- 1 Victoria Road – the Esplanade Hotel (1901);
- 5-19 Victoria Road – the Oliver Mays building ('the Arcade', c.1880s to 1890);
- 12 Clarence Street (49 Victoria Road) – the former Johnston and Noble building (early 1900s);
- 61-67 Victoria Road – the Devonia Building (1926);
- 73-79 Victoria Road – Alison's Buildings (1906);
- 95-103 Victoria Road – the Princess Buildings (1912);
- 10 Victoria Road – the former Devonport Post Office (late 1930s);
- 14 Victoria Road – the former Bank of New Zealand Building (mid 1920s);
- 16-18 Victoria Road – two-storey retail/residential block (mid-1920s);
- 48-56 Victoria Road – the Victoria Theatre (1912, remodelled 1929); and
- 5 Clarence Street – the former telephone exchange (1902).

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

Density / pattern of development

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

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

The higher density pattern of commercial development ends very clearly at the area's edges. There are two large residential apartment complexes at the north

and south ends (105 Victoria Road and 2 Queens Parade) that complement the form and density of the commercial hub, but immediately beyond these blocks the area is surrounded by predominantly standalone, single storey dwellings with street setbacks and gardens. These sharp terminations provide a strong legibility to the town centre.

Types

The Special Character Areas Overlay – Business : Devonport is strongly defined by the survival of an especially intact mainstreet that predominantly consists of commercial buildings from the late 19th and early 20th centuries. As such, building types along Victoria Road are reasonably consistent and typify the architecture of Auckland's early prosperous suburban town centres. The area's side streets are more varied, and include light industrial buildings and recently constructed apartments.

Visual coherence

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

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

15.1.6.3.4. Architectural values

Styles

Buildings in the Special Character Areas Overlay – Business : Devonport present exemplars of Victorian, Edwardian and early 20th century architectural styles typically found in traditional town centres. The Free Classical style is dominant in late 19th and turn of the century buildings. These have highly modulated and decorated facades which variously feature ashlar linework, quoins, moulded pilasters and window architraves, articulated parapets with elaborately detailed pediments and balustrading, rolled or dentiled cornices, moulded string courses and other decorative detailing such as keystones, scrollwork and corbels. The Oliver Mays building is a good example, as is the Esplanade Hotel, which combines aspects of the Edwardian Baroque style and has particularly notable corner cupolas and Dutch gables.

Buildings from the interwar era are generally designed in the Stripped Classical style. These facades are generally modulated vertically and horizontally with simplified classical detailing such as pilasters, string courses, cornice lines and

parapets concealing roof forms. Detailing is more restrained. An unusual example is the Devonia Building which has some Vienna Secession style influence. There are also buildings designed in the Art Deco style, the former post offices at 3 and 10 Victoria Road being good examples. The mixed use retail and residential building at 18 Victoria Road demonstrates the English Domestic style with Arts & Crafts influence.

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

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

Materials and Construction – Built Fabric

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

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

15.1.6.3.5. Urban Structure

Subdivision

The lowest section of Victoria Road was subdivided in 1863, its relatively narrow lot widths creating a fine- grained urban character to the mainstreet. Side streets were also largely subdivided in the late 19th century, originally for housing, and therefore reflect the surrounding residential subdivision pattern and lot sizes. While 19th century cottages were later replaced by light industrial, manufacturing and commercial buildings, the pattern of the original subdivision largely remains.

Road pattern

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

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

Streetscape

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

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

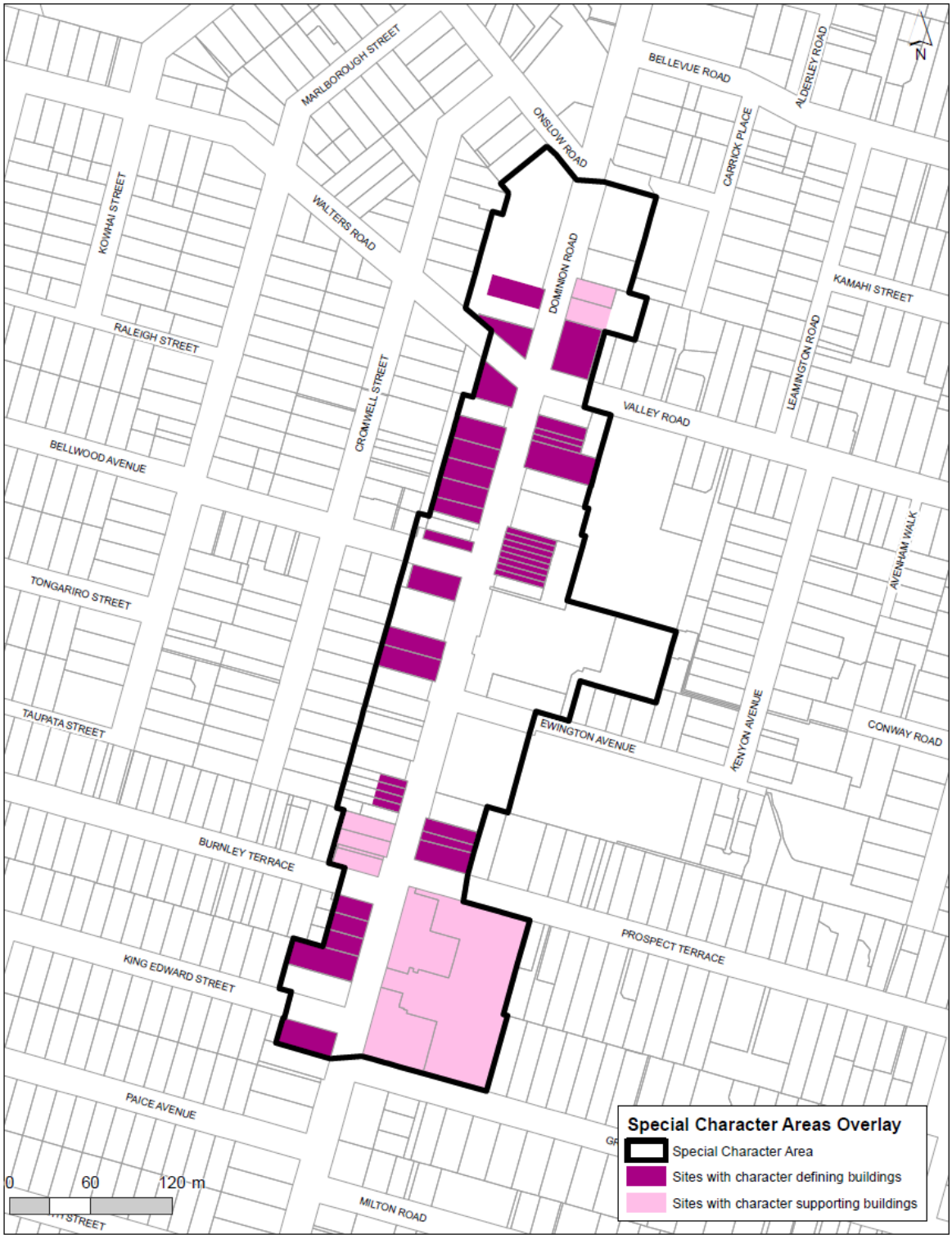
Vegetation and Landscape Characteristics

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

15.1.6.4. Special Character Areas Overlay – Business : Eden Valley

15.1.6.4.1. Extent of area

Special Character Area Map:



Description:

The Special Character Areas Overlay – Business : Eden Valley is located on Dominion Road, between Onslow Road and Grange Road. The extent of the area is shown on the special character map above. The area contains significant groupings of early 20th century commercial buildings.

Dominion Road has a general north-south alignment. The underlying landform is relatively level within the Special Character Areas Overlay – Business : Eden Valley, rising gently to the northern end. To the east of Dominion Road the landform rises towards Maungawhau-Mt Eden, with views to the mountain along Valley Road.

The Special Character Areas Overlay – Business : Eden Valley is closely associated with the surrounding Special Character Areas Overlay – Residential : Isthmus A special character area.

15.1.6.4.2. Summary of special character values

***Historical*:**

The Special Character Areas Overlay – Business : Eden Valley collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

The Special Character Areas Overlay – Business : Eden Valley is of significance as an example of a suburban commercial area that developed in the early decades of the 20th century in conjunction with expansion of the surrounding residential area and development of the tram line along Dominion Road.

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

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

Two-storeyed Edwardian style buildings were built on three corners of the intersection of Dominion Road and Valley Road around the time that the tram line was extended down Dominion Road to Herbert Road (north of Balmoral Road) in 1908. These included the 1907 Auckland Meat Company Building on the north corner of Walters Road, the 1909 Worota Building on the south corner of Walters Road and the similar 1912 Bridgman Building on the north corner of Valley Road. Numerous blocks of one and two storeyed masonry shops were built in Eden Valley in the 1920s, as the local residential population expanded. Eden Valley

demonstrates the progressive development of a suburban centre from establishment in the late 19th century through to a peak of development in the 1920s. Around this time the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Physical and visual qualities:

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

The Special Character Areas Overlay – Business : Eden Valley is significant for its physical and visual qualities because it retains a high concentration of early 20th century commercial buildings, particularly dating from the early 1900s and 1920s. The area includes a range of buildings types in a mix of architectural styles consistent with the evolving architectural tastes of the period. The area's built form and urban patterns provide evidence of its development and associations.

15.1.6.4.3. Description of physical and visual qualities

Built Form

Period of development

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

Scale of development

The special character buildings in the Special Character Areas Overlay – Business : Eden Valley are typically two storeyed, with some single level buildings. Commercial buildings in the area generally have parapet walls facing the street increasing their apparent scale. Street corners are defined by more substantial corner buildings, some featuring angled entrances.

Form and relationship to the street

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

Major features and buildings

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

- Worota Building, Bridgman Building and former Auckland Meat Company building on corner of the intersection of Dominion Road with Valley Road and Walters Road; and
- Examples of 1910s to 1920s commercial main street buildings.

Density / Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. The division of some building facades into structural bays of around 5 to 6 metres further reinforces the fine grained rhythm of the remaining early 20th century commercial building frontages. Buildings built up to the street edge create a strong sense of street enclosure. More recent development has been set back from the road boundary or has created breaks in the continuous street frontage, for example where car parking in the Eden Quarter Development extends to the east side of Dominion Road.

Types

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

Visual coherence

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

15.1.6.4.4. Architectural values

Styles

Buildings in the Special Character Areas Overlay – Business : Eden Valley demonstrate a range of Edwardian and early 20th century architectural styles typically found in traditional commercial areas. Buildings dating from around 1910 are typically designed in Edwardian Classical or Italianate style, using classical composition, detailing and decorative elements. Buildings dating from the 1920s in the area are typically designed in Stripped Classical style popular during the inter-war period. The facades are generally modulated vertically and horizontally

with simplified classical detailing such as pilasters, string courses, cornice lines and parapets concealing roof forms. Detailing is more restrained. Examples of other styles from a similar period in the Eden Valley area include Spanish Mission and Moderne styles.

Materials and Construction – Built Fabric

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

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

15.1.6.4.5. Urban Structure

Subdivision

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

Road pattern

Dominion Road runs in a straight line for approximately 7 kilometres from New North Road to Mt Roskill and is one of the earliest roads to have been formed in the Mt Eden district. The street layout is generally orthogonal with the residential streets arranged perpendicular to Dominion Road located at varied block lengths. Walters Road and Onslow Road meet Dominion Road at an angle creating corner sites of varied shape.

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

Streetscape

The form of commercial development within the Special Character Areas Overlay – Business : Eden Valley is that of a traditional suburban retail strip located on a regional arterial route. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses. A strong sense of enclosure is created where continuous building frontages are located along the street boundary and verandahs are provided over the footpath. There is a generally consistent streetscape rhythm marked by individual buildings and repetitive shopfronts on sections of approximately 15 to 20 metres wide. The streetscape character varies where more substantial post-1960s development has occurred.

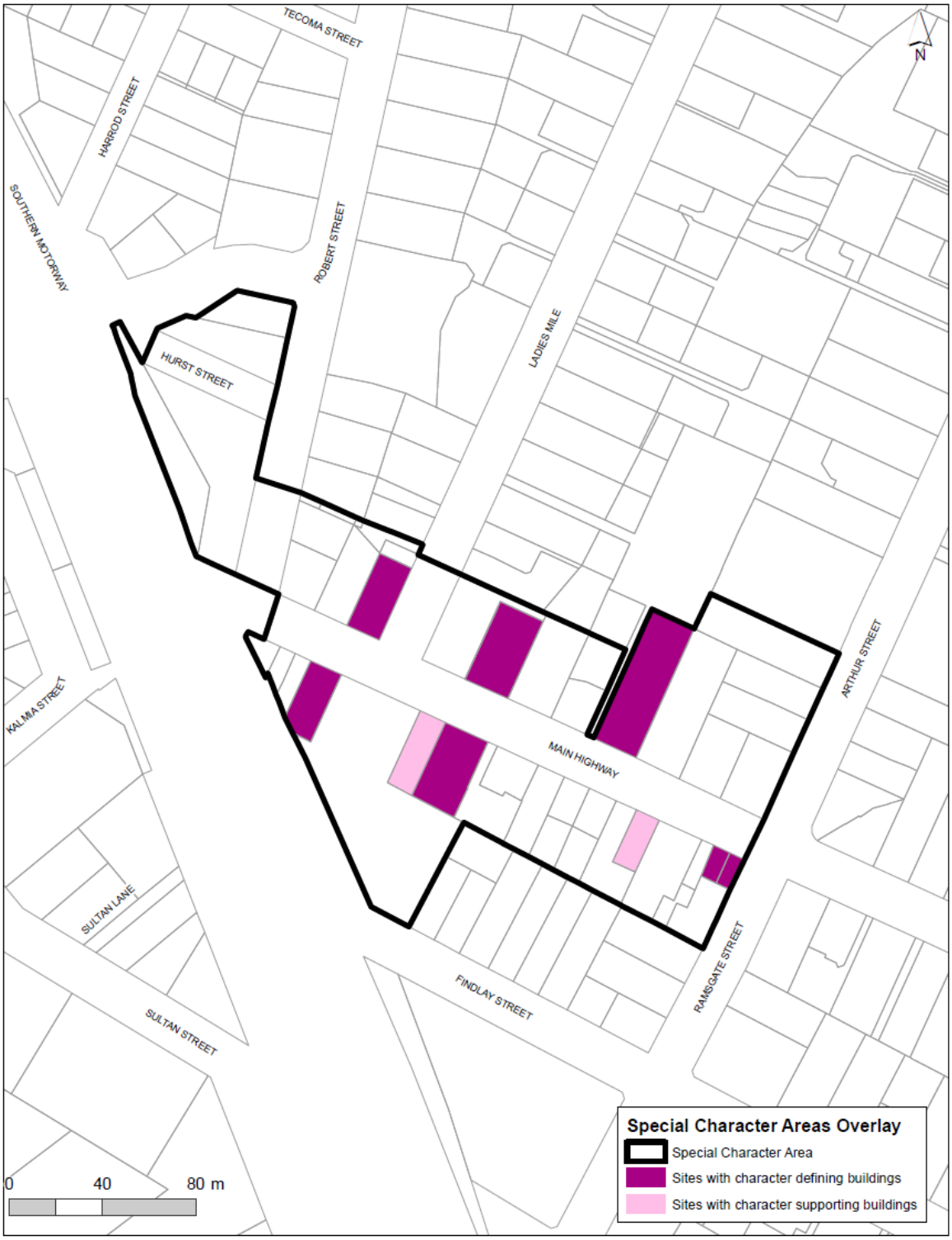
Vegetation and landscape characteristics

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

15.1.6.5. Special Character Areas Overlay – Business : Ellerslie

15.1.6.5.1. Extent of area

Special Character Area Map:



Description:

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

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

The railway line is located on the western side of the Southern Motorway. The relationship to the railway has always been an important characteristic of this centre, and the direct pedestrian access to the station over the motorway forms the central corner of the Special Character Areas Overlay – Business : Ellerslie.

15.1.6.5.2. Summary of special character values

Historical:

The Special Character Areas Overlay – Business : Ellerslie area collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

The Special Character Areas Overlay – Business : Ellerslie possess significance as an example of an outlying rural village established in the late 19th century that became an important residential and commercial centre focused around one of the earliest roads in the area. It demonstrates sustained development over an extended period of time.

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

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

similar time. The Lawry Settlement, an area of housing developed under the Government's Worker Dwelling Act of 1910, saw the subdivision of land and construction of the first state houses close to the town centre.

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

Ellerslie was fundamentally changed by the construction of the first stage of the Southern Motorway in the 1950s, which split the borough and its commercial centre along Main Highway. The Special Character Areas Overlay – Business : Ellerslie is located to the east of the railway and remained the commercial hub of Ellerslie.

Physical and visual qualities:

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

The Special Character Areas Overlay – Business : Ellerslie is of significance for its physical and visual qualities as it demonstrates in its built fabric a grouping of early 20th century commercial buildings along Main Highway that demonstrate progressive development in Ellerslie. This ranges from Ellerslie's establishment in the Victorian and Edwardian eras close to the railway station, through to a peak of commercial expansion in the 1920s and 1930s.

15.1.6.5.3. Description of physical and visual qualities

Built Form

Period of development

The Special Character Areas Overlay – Business : Ellerslie demonstrates in its built fabric a significant period of commercial development that occurred in the area between the 1900s and 1930s. More recent development has occurred in Ellerslie, but the early 20th century character is still dominant. The built fabric includes the buildings, street layouts and urban form.

Scale of development

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

Form and relationship to the street

The Special Character Areas Overlay – Business : Ellerslie has developed as a traditional mainstreet. Commercial buildings lining Main Highway and Robert Street have a strong relationship to the street, being constructed to the front boundary line and generally occupying the full width of the site facing the street. Narrow lanes connect to service and parking areas at the rear.

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

Major features and buildings

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

- 114-118 Main Highway (corner Ladies Mile) – Mackenzie's Buildings (1930s);
- 87-93 Main Highway – the former Southern Cross building (1920s);
- 124 Main Highway – the former Ellerslie post office (1930s);
- 111-121 Main Highway – unnamed building (1930s);
- 137-141 Main Highway – the former Borough Council Chambers (1920s); and
- 126 Main Highway – Four Square (1964).

Density / pattern of development

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

Types

The Special Character Areas Overlay – Business : Ellerslie is defined by the survival of a variety of building types from different eras that include retail shops, the former Post Office, and cinema.

Visual coherence

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

15.1.6.5.4. Architectural Values

Styles

The Special Character Areas Overlay – Business : Ellerslie retains a range of architectural styles representing commercial design from different phases of development through the 20th century.

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

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

Materials and Construction – Built Fabric

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

15.1.6.5.5. Urban Structure

Subdivision

The Special Character Areas Overlay – Business : Ellerslie subdivision pattern reflects the surrounding residential subdivision pattern largely established in the latter part of the 19th century, and the subsequent subdivision and development of the commercial area. Sites are relatively narrow in width and a fine-grained urban character is evident.

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

Road pattern

Main Highway is the main road through the commercial area. This originally diverged from Great South Road south of Greenlane and was the main transport route through Ellerslie. Secondary roads run perpendicular to Main Highway including Ladies Mile, Arthur and Amy Streets formed as part of the 1882 residential subdivision. Construction of the railway in the 1870s and the motorway have modified the road pattern. The Main Highway is based on a standard 1

chain or 20 meters width used for most of the street network, with a dual carriageway and car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

Streetscape

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

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

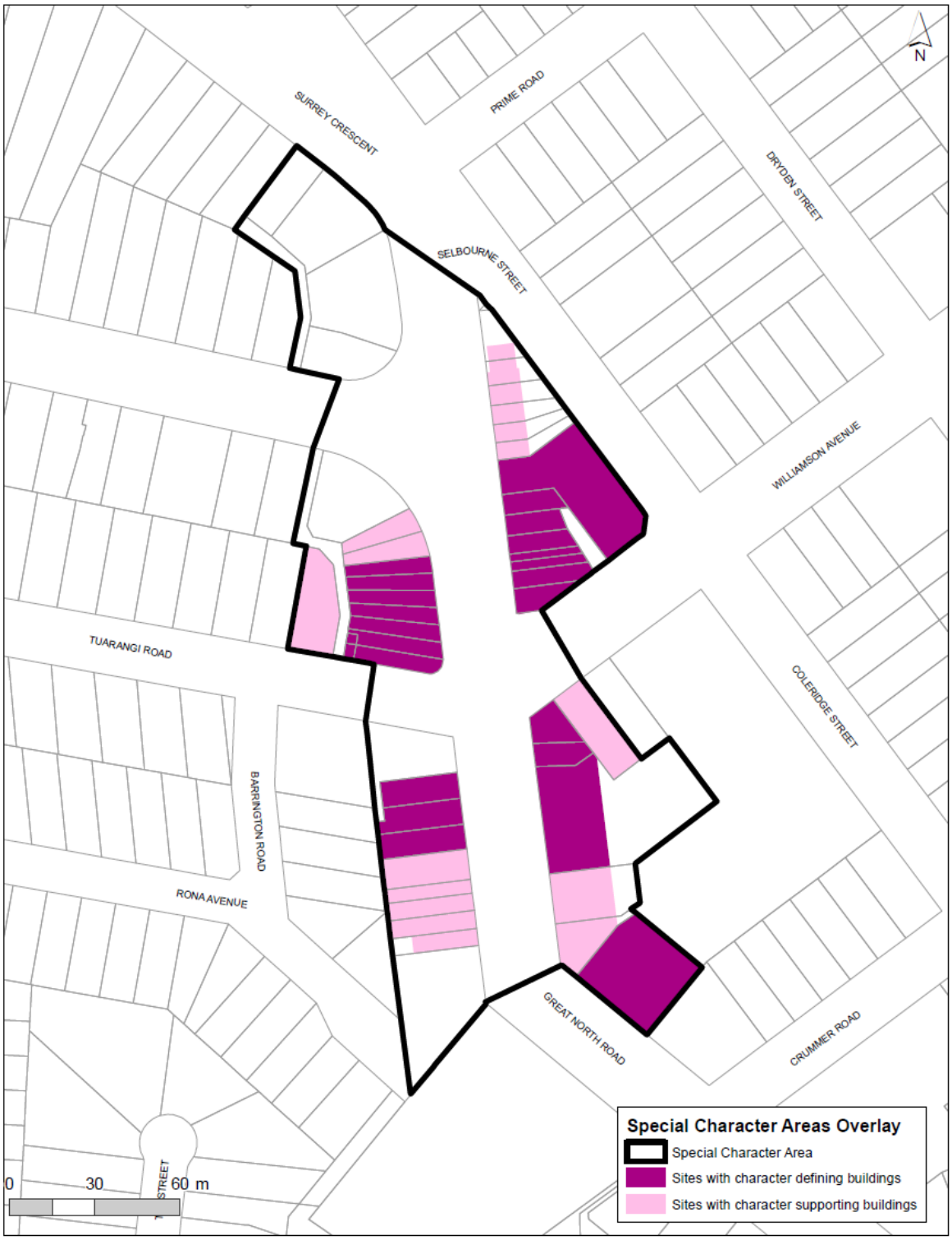
Vegetation and Landscape Characteristics

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

15.1.6.6. Special Character Areas Overlay – Business : Grey Lynn

15.1.6.6.1. Extent of area

Special Character Area Map:



Description:

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

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

15.1.6.6.2. Summary of special character values

Historical:

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

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

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

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

The most significant phase of community and commercial development occurred through the 1920s and 1930s, with the first sites of development being between Williamson Avenue and Crummer Road. During this time the centre served most of the everyday services, supplies, social and religious needs of the surrounding suburb. The centre's recognition as the area's commercial and community nucleus was reinforced by construction of the Grey Lynn Public Library, St Joseph's Catholic Church, St Joseph's Convent and School, and Grey Lynn Primary School just outside the Special Character Areas Overlay – Business : Grey Lynn in the 1920s.

Physical and visual qualities:

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

The Special Character Areas Overlay – Business : Grey Lynn is significant for its physical and visual qualities, as it retains largely intact blocks of commercial mainstreet buildings dating from the 1880s through to the 1930s. The area demonstrates in its structure and built fabric the progressive development of the town centre to service the surrounding residential suburb from the late 19th century to the present day.

15.1.6.6.3. Description of physical and visual qualities

Built Form

Period of development

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

Scale of development

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

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

Form and relationship to the street

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

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

Major features and buildings

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

- Buildings at the corners of the intersection of Great North Road with Tuarangi Road and Williamson Avenue;
- The blocks of shops at 563-567 Great North Road, 596-602 Great North Road, 533 Great North Road and 521-531 Great North Road; and
- The five terrace houses at 495-503 Great North Road.

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

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

Density / Pattern of development

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

Types

The Special Character Areas Overlay – Business : Grey Lynn includes shops, banks, the former St Columba Church Hall, the former cinema, the former Post Office, and residences.

Visual coherence

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

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

15.1.6.6.4. Architectural Values

Styles

The Special Character Areas Overlay – Business : Grey Lynn presents a range of architectural styles typically found in commercial centres from the interwar period. Buildings are predominantly designed in Edwardian architectural styles with later buildings in Stripped Classical style (ASB Building, 592 Great North Road), and Moderne style (former post office building 537 Great North Road). Facades are generally modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms and enhance perceived scale and formal proportionality. Timber upper windows are standard, and verandahs are suspended from the facades.

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

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

Materials and Construction- Built Fabric

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

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

15.1.6.6.5. Urban Structure

Subdivision

Built development within the Special Character Areas Overlay – Business : Grey Lynn is in the form of a traditional suburban mainstreet. The original subdivision pattern of individual lots was consistent with the surrounding residential areas with section sizes being similar. Modulation of the built form reflects the relatively narrow lot widths of these early subdivisions.

Road pattern

Located along a ridgeline, Great North Road forms the spine of the Special Character Areas Overlay – Business : Grey Lynn. Bends in Great North Road's alignment define the north and south entry points to the town centre. The area's focal point is at the four-way intersection between Great North Road, Tuarangi Road and Williamson Avenue. Here the streetscape is characterised by a continuous built frontage with parking and service areas located to the rear. Great North Road and Williamson Avenue were laid out as wider arterial roads and are approximately 27 metres wide. Tuarangi Road is based on a standard 1 chain or 20 metres width used for most of the street network. Footpaths are relatively narrow with bluestone kerbs.

Streetscape

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

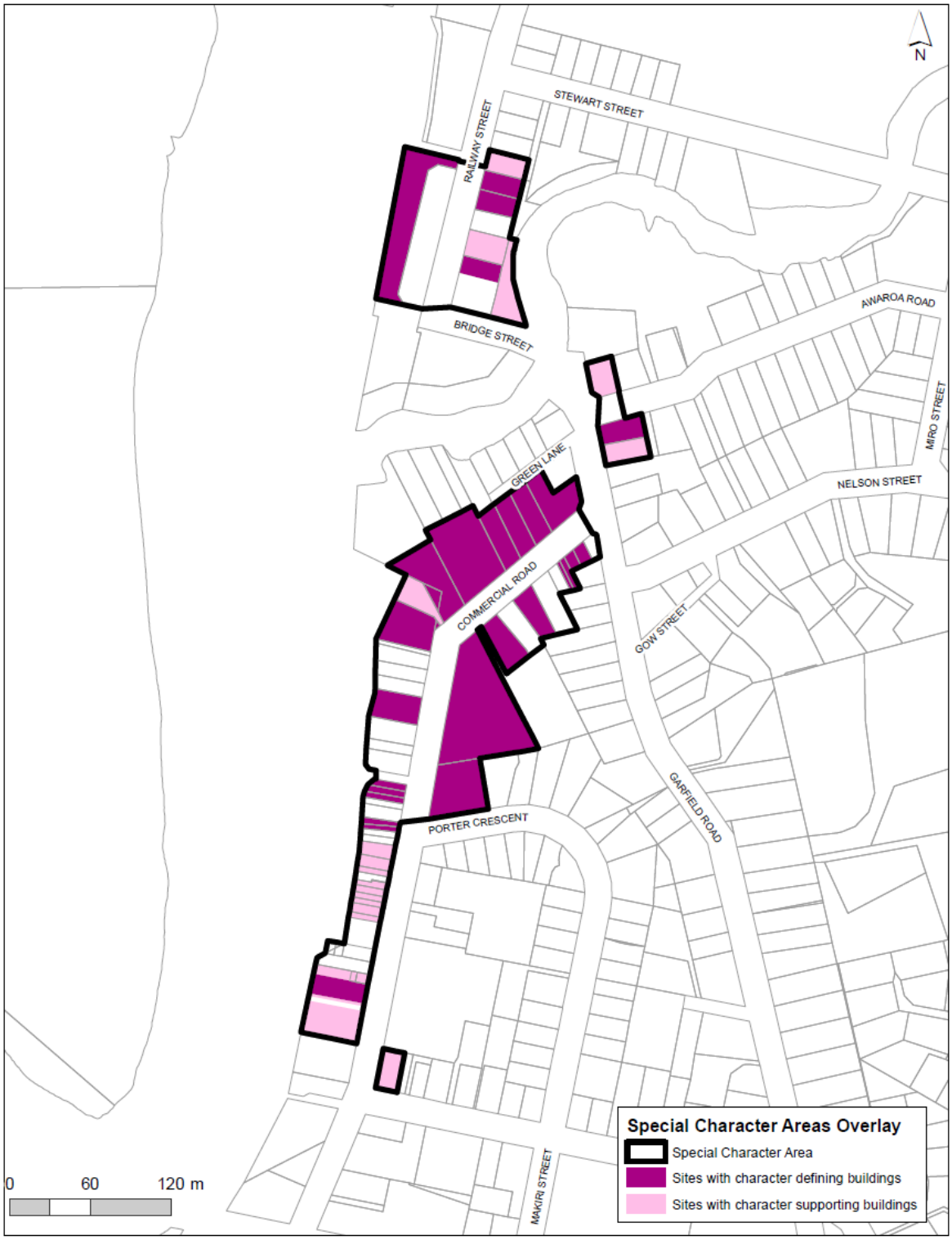
Vegetation and Landscape Characteristics

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

15.1.6.7. Special Character Areas Overlay – Business : Helensville Central

15.1.6.7.1. Extent of area

Special Character Area Map:



Description:

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

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

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

15.1.6.7.2. Summary of special character values

Historical:

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

The Special Character Areas Overlay – Business : Helensville Central is of significance as an example of an early rural settlement in the Kaipara region that developed between the late 19th and mid-20th centuries. It retains a collection of late 19th and early 20th century commercial and community buildings.

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

From 1870 there was a boat service from Riverhead to Auckland central. The Northern Union Steamboat Company and Kaipara Steamship Company were utilising the river from around 1879 and the early 20th century, respectively. Transport was first provided by horse-bus until the opening of the Riverhead-Helensville railway line in 1875, followed by an Auckland direct line in 1881.

Helensville was a relatively small settlement prior to the opening of the Riverhead to Helensville Railway, which marked a significant period of development and expansion.

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

There is an important relationship between the The Special Character Areas Overlay – Business : Helensville Central along Commercial Road and the adjacent Special Character Areas Overlay – Residenital : Helensville..

Physical and visual qualities:

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

The Special Character Areas Overlay – Business : Helensville Central is of significance for its physical and visual qualities as it retains a grouping of late 19th and early 20th century buildings that collectively reflect the area's settlement and subsequent development as the town centre grew. Its location on the Kaipara River dominated the urban form with the mainstreet and building development located along its eastern edge. The mixture and combination of uses in the Helensville central area is also notable, and is characteristic of rural settlements from this era.

15.1.6.7.3. Description of physical and visual qualities

Built Form

Period of development

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

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

Scale of development

While building types and forms vary considerably throughout the Special Character Areas Overlay – Business : Helensville Central, the scale of development is generally single storeyed. Various landmark buildings are two storeyed, including the Grand Hotel (1 Railway Street) in the northern block; the former Regent Theatre (14 Garfield Road) defining the curve from Garfield Street into Bridge Street; and the former post office (102 Commercial Road), highlighting the bend in Commercial Road. The centre's early churches (118-122 and 124 Commercial Road) with their steeply pitched roof forms, and the former Post Office (100-104 Commercial Road) with its elaborate parapet also present a more substantial scale to the street.

Form and relationship to the street

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

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

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

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

Major features and buildings

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

- 1 Railway Street – the Grand Hotel (1931);
- 2 Railway Street – the former railway station (1881);

- 14 Garfield Road – the former Regent Theatre (1940-41);
- 102 Commercial Road – the former post office (1911);
- 108 Commercial Road – the Bank of New Zealand building (1924);
- 110 Commercial Road – Malolo House (c.1904, 1920s); and
- The centre's churches, medical centre, various railway cottages and villas.

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

Density / pattern of development

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

Types

The Special Character Areas Overlay – Business : Helensville Central is strongly defined by the survival of a variety of building types including shops and service outlets, offices, municipal buildings, medical centre and churches, as well as examples of Victorian and Edwardian period houses.

Visual coherence

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

15.1.6.7.4. Architectural Values

Styles

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

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

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

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

Materials and Construction – Built Fabric

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

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

15.1.6.7.5. Urban Structure

Subdivision

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

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

Road pattern

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

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

Streetscape

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

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

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

Vegetation and Landscape Characteristics

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

15.1.6.8. Special Character Areas Overlay – Business : Kingsland

15.1.6.8.1. Extent of area

Special Character Area Map:

Description

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

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

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

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

15.1.6.8.2. Summary of special character values

Historical:

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

The Special Character Areas Overlay – Business : Kingsland is an example of an early commercial centre established in the early 1880s following the opening of the Auckland to Helensville Railway. It expanded and grew following the early subdivisions of rural allotments for surrounding residential development. There was a significant period of development around the turn of the 20th century and into the 1910s and 1920s. It retains a significant group of buildings and urban form that collectively demonstrate these periods of development.

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

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

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

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

Physical and visual qualities:

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

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

15.1.6.8.3. Description of physical and visual qualities

Built Form

Period of development

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

Scale of development

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

Form and relationship to the street

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

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

Major features and buildings

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

- Buildings located at corners of the road intersections;
- The Methodist Church and Hall;
- Pages Building, and the adjacent former Pages Forage and Grain Store;
- Portland Buildings;
- Former Post Office;
- Former Cinema (Royal Theatre); and
- 434-448 New North Road.

Density / Pattern of development

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

Types

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

Visual coherence

The Special Character Areas Overlay – Business : Kingsland retains a varied range of building types, scales and styles, constructed between the late 19th century and 1930s. The combination of these attributes contributes to the visual coherence of special character.

15.1.6.8.4. Architectural values

Styles

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

Materials and construction – Built fabric

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

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

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

15.1.6.8.5. Urban structure

Subdivision

Subdivision of lots on the north side of New North Road were part of the 1882 residential subdivision of the Kingsland Avenues, and are similar in size and width to the residential lots. This subdivision pattern is evident in the relatively narrow lot widths and fine-grained urban character present. This gradually transitions to a residential character to the west. Section sizes on the south side of New North Road are similar in width, but are restricted by the adjacent railway corridor and are therefore shallower.

Road pattern

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

Streetscape

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

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

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

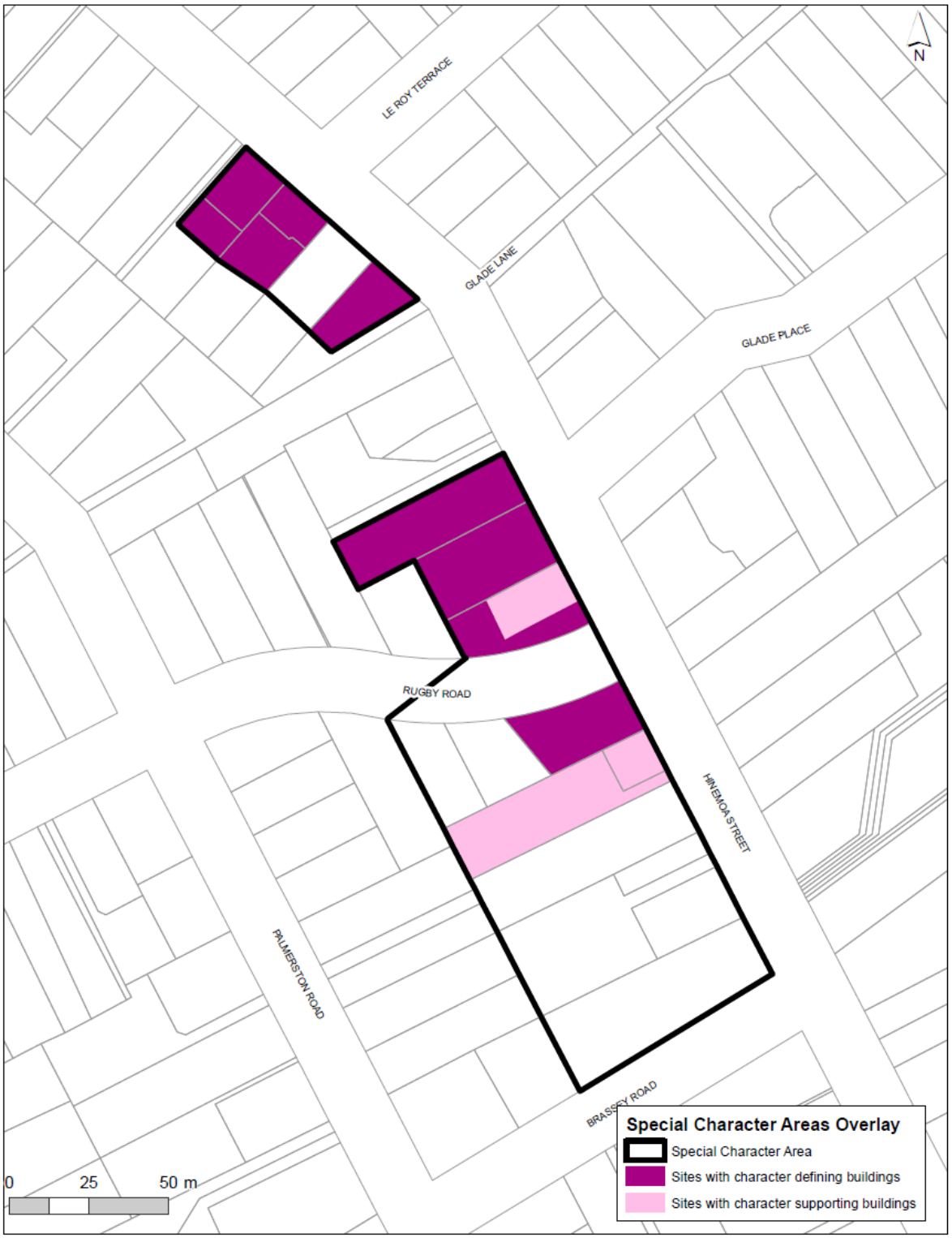
At the intersection of New North Road and Central Road the continuous building frontages along the street edge contribute to the sense of enclosure of the street. Generally this is reinforced with continuous verandahs over the footpath. The street has an urban built character with little vegetation along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

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

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

15.1.6.9.1. Extent of area

Special Character Area Map:



Description:

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

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

15.1.6.9.2. Summary of special character values

Historical:

The Special Character Areas Overlay – Business : Lower Hinemoa Street collectively reflects an important aspect, or is representative of, a significant period and pattern of community development within the region or locality.

The Special Character Areas Overlay – Business : Lower Hinemoa Street is of significance because it is the commercial centre associated with the residential development of Birkenhead that occurred from the 1860s. The area was the main shopping centre from around the 1890s until after the First World War when commercial activities were relocated further north to Highbury.

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

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

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

Physical and visual qualities:

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

The Special Character Areas Overlay – Business : Lower Hinemoa Street is significant for its physical and visual qualities as it retains a group of commercial buildings from the 1890s through to the 1920s. The buildings collectively demonstrate a range of architectural styles and types from the late 19th and early 20th century period of development and illustrate the urban pattern of development of the North Shore and of Birkenhead.

15.1.6.9.3. Description of physical and visual qualities

Built Form

Period of development

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

Scale of development

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

Form and relationship to the street

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

The group of buildings located opposite Le Roy Terrace include gabled timber buildings as well as modest plastered brick buildings with simple parapets. They are generally located as separate building forms within their own lots, with

modest side yards. Verandahs, where evident in the group of buildings opposite Le Roy Terrace, are generally supported on posts.

Major features and buildings

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

- Buildings located at corners of the road intersections including the former Hellaby's Butchers (1912) and 1910 building opposite;
- Former Stott's Butchers Building and Fishers Building; and
- Gumdigger's Building

Density / Pattern of development

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

Types

The Special Character Areas Overlay – Business : Lower Hinemoa Street incorporates a range of early commercial buildings including two storeyed shops with dwellings or offices above, as well as modest single level shops, or houses with shops attached. Over time these buildings housed a range of local businesses that have served the surrounding residential population.

Visual coherence

Clusters of early commercial buildings in lower Hinemoa Street are located in close proximity to the surrounding special character residential development and contribute to the collective visual coherence of the area.

15.1.6.9.4. Architectural values

Styles

Early commercial buildings reflect a range of architectural styles typical of the late Victorian and Edwardian era and early 20th century. This includes two storey italianate buildings on the corner of Rugby Road. There are early 20th century stripped classical styled buildings and simple late Victorian or Edwardian vernacular styles evident in the modest timber shops in the area.

Materials and Construction – Built Fabric

Early commercial buildings within the Special Character Areas Overlay – Business : Lower Hinemoa Street include examples of timber and masonry construction. The facades of the more substantial early commercial buildings on

the corners of Rugby Road are modulated vertically and horizontally with pilasters and the use of detail such as string courses, cornice lines and parapets to conceal roof forms. Walls are plastered brick, now most commonly paint finished. Window joinery is typically timber framed and windows are generally set within a solid facade. On the modest and less ornate buildings the architectural detailing is plainer, in either plastered brick or timber.

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

15.1.6.9.5. Urban structure

Subdivision

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

Road pattern

Hinemoa Street is the earliest road on Birkenhead Point. Roads in the surrounding area reflect a modified grid, relating to the contours on Birkenhead Point, with Hinemoa Street located on the central ridgeline and Palmerston Road located parallel to the west. Cross roads are generally perpendicular and their positions relate to ridges and gullies to either side. Hinemoa Street is a standard 1 chain or 20 metres wide, with a dual carriageway and car parking on either side. The road carriageway is wider in Hinemoa Street than in nearby residential streets, which incorporate grassed berms. Hinemoa Street has a central median strip and footpaths to each side, without grass berms.

Streetscape

The form of commercial development within the Special Character Areas Overlay – Business : Lower Hinemoa Street is that of a traditional suburban retail strip located on one side of the main road. Early commercial buildings in the area contribute to a distinctive streetscape character where buildings are built up to the road boundaries, in contrast to the interspersed and surrounding residential character. A strong relationship and association with this surrounding residential development is an important aspect of the area’s character. Some of the commercial buildings incorporate verandahs. The active building frontages and a mix of uses encourage interaction with the street.

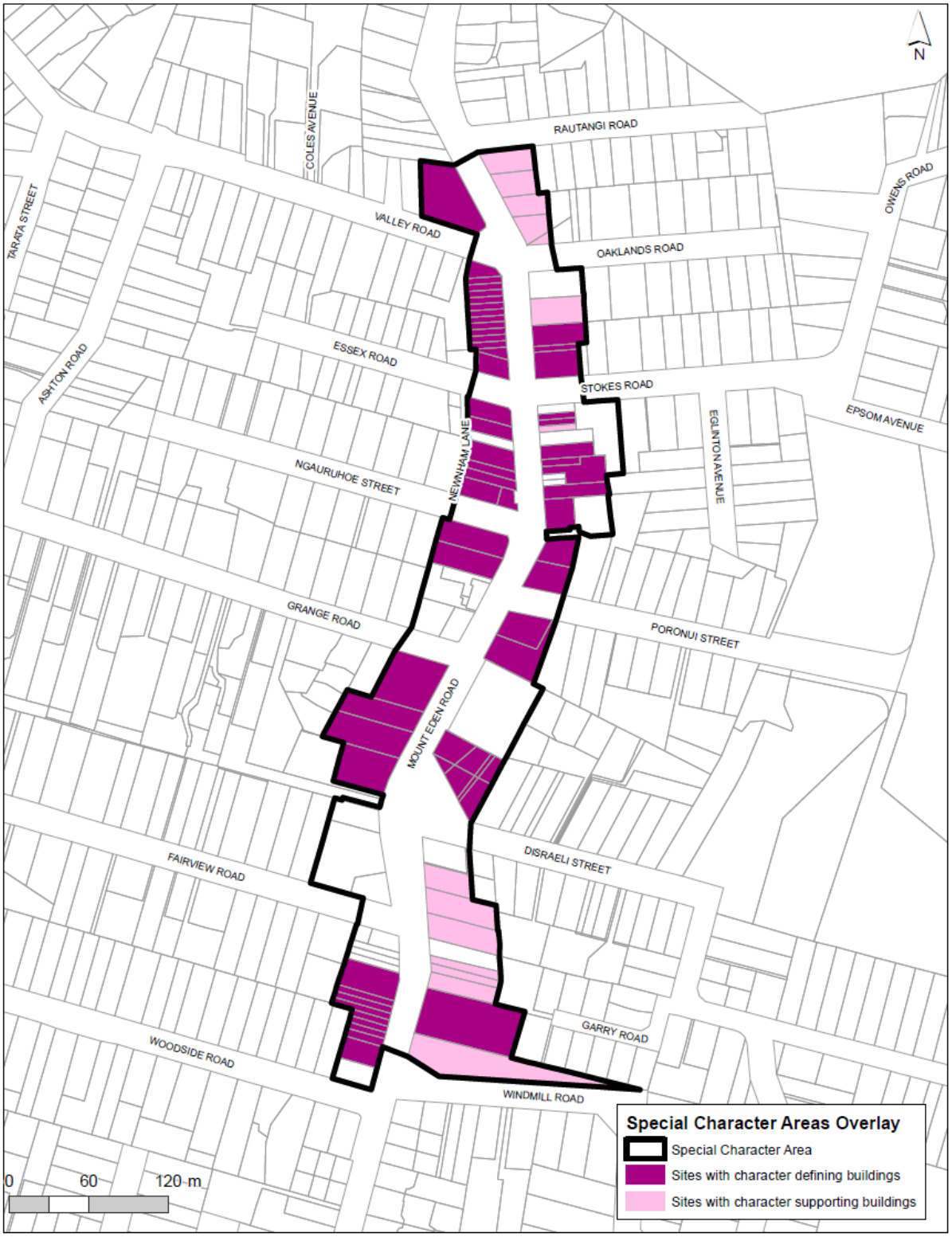
Vegetation and landscape characteristics

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

15.1.6.10. Special Character Areas Overlay – Business : Mt Eden Village

15.1.6.10.1. Extent of area

Special Character Areas Map:



Description:

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

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

15.1.6.10.2. Summary of special character values

Historical:

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

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

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

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

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

Physical and visual qualities:

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

The Special Character Areas Overlay – Business : Mt Eden Village is significant for its physical and visual qualities as it demonstrates in its built fabric the 19th and early 20th century development of an outlying rural village to a consolidated suburban commercial area. The village retains buildings from the period of considerable expansion and growth that occurred from the late 19th century through the 1920s and 1930s. It retains a distinctive mix of building types including shops, civic buildings, churches and housing.

15.1.6.10.3. Description of physical and visual qualities

Built Form

Period of development

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

The Special Character Areas Overlay – Business : Mt Eden Village is surrounded by single house lots largely from the same period, with many late 19th and early 20th century villas retained.

Scale of development

While building types and forms vary throughout the Special Character Areas Overlay – Business : Mt Eden Village, the scale of development is generally single or two storeyed on small lots typical of the late 19th and early 20th century period of development. Two storey commercial buildings are prevalent between Valley Road and Poronui Street in the northern block and between Woodside and

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

Form and relationship to the street

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

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

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

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

Major features and buildings

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

- 391-393 Mt Eden Road – the former Free Methodist Church (c.1900);
- 420-426 Mt Eden Road – block of three shops (c.1920s);
- 428-434 Mt Eden Road – Cucksey's Buildings (1905);
- 421-425 Mt Eden Road – corner building (pre 1913);
- 427-429 Mt Eden Road – Till & Sons Building (pre 1905);

- 438-440 Mt Eden Road – Nichols Buildings (1903);
- 447 Mt Eden Road – Circus Circus café (pre 1905);
- 466 Mt Eden Road – the former post office (1913-1928);
- 449 Mt Eden Road – Methodist Church of NZ (c.1900);
- 488 Mt Eden Road – Poronui Flats (post 1928);
- 457-465 Mt Eden Road – villas (c.1910);
- 537 Mt Eden Road – Crystal Palace Picture Theatre (1929);
- 541-545 Mt Eden Road – block of shops (c.1920s); and
- 546 Mt Eden Road – Greyfriar's Presbyterian Church (1916).

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

Density / pattern of development

The nature of the Special Character Areas Overlay – Business : Mt Eden Village as a combination of residential, commercial and community functions means that it has a varied pattern of development. It has a generally medium density which was typical of Auckland's early suburban centres.

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

Types

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

Visual coherence

The Special Character Areas Overlay – Business : Mt Eden Village is significant for its diversity of late 19th and early 20th century building types evident along Mt Eden Road, including commercial, residential and community buildings. A range of Victorian, Edwardian and early 20th century architectural styles associated with

this period of development are evident, which create a coherent though physically diverse character.

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

15.1.6.10.4. Architectural Values

Styles

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

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

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

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

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

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

Materials and Construction – Built fabric

The Special Character Areas Overlay – Business : Mt Eden Village early commercial buildings are mostly two storeyed; with parapets and façade modulation used to visually amplify their height. Typical of early to mid-20th century vernacular, commercial buildings are generally constructed in brick and/or concrete masonry, and usually have a plastered and painted finish, although some feature areas of exposed brickwork or pebbledash. There are a few earlier commercial buildings constructed of, or partially of, timber. Roofs are mainly clad in corrugated steel.

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

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

15.1.6.10.5. Urban Structure

Subdivision

The Special Character Areas Overlay – Business : Mt Eden Village subdivision pattern reflects the surrounding residential subdivision pattern largely established in the latter part of the 19th century, and the subsequent subdivision and development of the commercial core. Narrow lot widths and a fine-grained urban character is particularly evident in the northern block and more variegated in the south, with the intervening residential sites following the pattern of the surrounding traditional development. The staged process of subdivision around the curves of Mt Eden Road also contributes to the shape and size of sections.

Road pattern

Bends in Mt Eden Road within the Special Character Areas Overlay – Business : Mt Eden Village contain and define the discrete northern and southern commercial areas and reflect the fine-grained pattern of subdivision. The street structure of the area is based on an informal grid associated with incremental processes of subdivision around Mt Eden Road and is defined by short blocks.

Streetscape

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

Vegetation and Landscape Characteristics

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

15.1.6.11. Special Character Areas Overlay – Business : Newmarket

15.1.6.11.1. Extent of area

Special Character Areas Map:

Description:

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

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

15.1.6.11.2. Summary of special character values

Historical:

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

The Special Character Areas Overlay – Business : Newmarket is of significance as one of Auckland's earliest established town centres. It is an area of sustained commercial and residential use and development over a long period.

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

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

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

Light industry was located close to the commercial centre with industrial expansion occurring between the mid-1920s and the 1960s mainly to the west of Broadway, replacing early workers cottages. Businesses included Cashmore's Timber Merchants and Hayes Metal Refineries Ltd. Development continued into the 1950s and 1960s with ongoing commercial development including construction of the Auckland Electric Power Board offices and workshops in Nuffield Street.

Physical and visual qualities:

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

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

15.1.6.11.3. Description of physical and visual qualities

Built Form

Period of development

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

Scale of development

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

Form and relationship to the street

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

The division of some building facades into structural bays of around 6 to 8 metres further reinforces the fine grained rhythm of the remaining late 19th and early 20th century commercial building frontages. Some have had additional floors subsequently added. Early commercial buildings are constructed with parapet walls to the road concealing roof forms. Verandahs evident along Broadway are suspended or supported from building façades.

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

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

Major features and buildings

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

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

Density / Pattern of development

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

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

Types

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

Visual coherence

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

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

15.1.6.11.4. Architectural values

Styles

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

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

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

Materials and Construction – Built Fabric

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

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

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

15.1.6.11.5. Urban Structure

Subdivision

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

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

Road pattern

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

Streetscape

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

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

Vegetation and landscape characteristics

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

15.1.6.12. Special Character Areas Overlay – Business : Parnell

15.1.6.12.1. Extent of area

Special Character Areas Map:

Description:

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

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

15.1.6.12.2. Summary of special character values

Historical:

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

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

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

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

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

Physical and visual qualities:

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

The Special Character Areas Overlay – Business : Parnell is of significance for its physical and visual qualities as it contains a significant grouping of 19th and early 20th century buildings, demonstrating a progressive and ongoing development from initial establishment in the 1840s.

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

15.1.6.12.3. Description of physical and visual qualities

Built Form

Period of development

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

Scale of development

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

Form and relationship to the street

There is diversity in building forms and the relationship of buildings to the street in the Special Character Areas Overlay – Business : Parnell due to the variety of building types, as well as the long period over which development has occurred. Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Groups of commercial buildings create a continuous and fine-grained building line facing the footpath, and reflect the early subdivision pattern and narrow lots. The division of buildings into structural bays of around 6 to 8 metres further reinforces the fine grained rhythm of commercial building frontages. Verandahs are typically suspended, with some examples that have post supports at the corner of the south end of Birdwood Crescent. Verandahs have generally been modified to enable road widening at some stage.

The gabled and hipped roof forms of residential buildings and St John the Baptist Church contribute to the diversity of forms evident and the varied but harmonious silhouette of pediments, parapets and sloping roofs. Residential buildings are set back from the road boundary, with variety in the depth of setbacks evident. Early residences on the north-east side of Parnell Road such as Hulme Court and Whitby Lodge have generous setbacks of approximately 10 to 20 metres. Houses on the south-west side, for example those forming part of Parnell Village, are closer to the road boundary with setbacks of around 3 to 6 metres. St John the Baptist Church and the adjacent former convent are also set back from the road boundary. Some buildings reflect early lot boundaries, set at an oblique angle to the road. Buildings including houses and the Parnell Library are generally built at an angle to the street. The church, library and early residential buildings are free-standing structures seen in the round with roof forms visible from the street.

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

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

Major features and buildings

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

- Commercial buildings located at corners of the road intersections and in continuous groups;
- St John the Baptist Church and former Convent;
- Early hotel buildings;
- Parnell Library; and
- Early residences including Hulme Court and Whitby Lodge.

Density / Pattern of development

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

Types

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

Visual coherence

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

15.1.6.12.4. Architectural values

Styles

Buildings in the Special Character Areas Overlay – Business : Parnell demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in traditional commercial and residential areas. This includes examples designed in Victorian and Edwardian Italianate styles, as well as interwar Classical and Stripped–Classical styles. St John the Baptist church is designed in a simple Gothic Revival style.

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

Materials and Construction – Built Fabric

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

Houses within the Special Character Areas Overlay – Business : Parnell include plastered masonry, stone as well as timber-framed and clad examples. Gabled or hipped roofs are clad in corrugated iron or slate and door and window joinery is in timber. Brick or plastered brick chimneys and verandahs are a prominent eature of many of these houses.

15.1.6.12.5. Urban structure

Subdivision

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

Road pattern

The earliest roads to be established in the Parnell area included Parnell Road, St Georges Bay Road and St Stephen's Road which all ran along ridges. Secondary roads and lanes are perpendicular to Parnell Road at variable spacing. They were formed as part of early subdivisions, with crescents and terraces located parallel to either side of the main road, taking the sloping topography into account. Parnell Road is 20 metres wide. The narrow width of roads and lanes to either side of Parnell Road demonstrates its early period of subdivision. A number of side streets are 10 metres wide, with some lanes of around 7 metres wide.

Streetscape

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

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

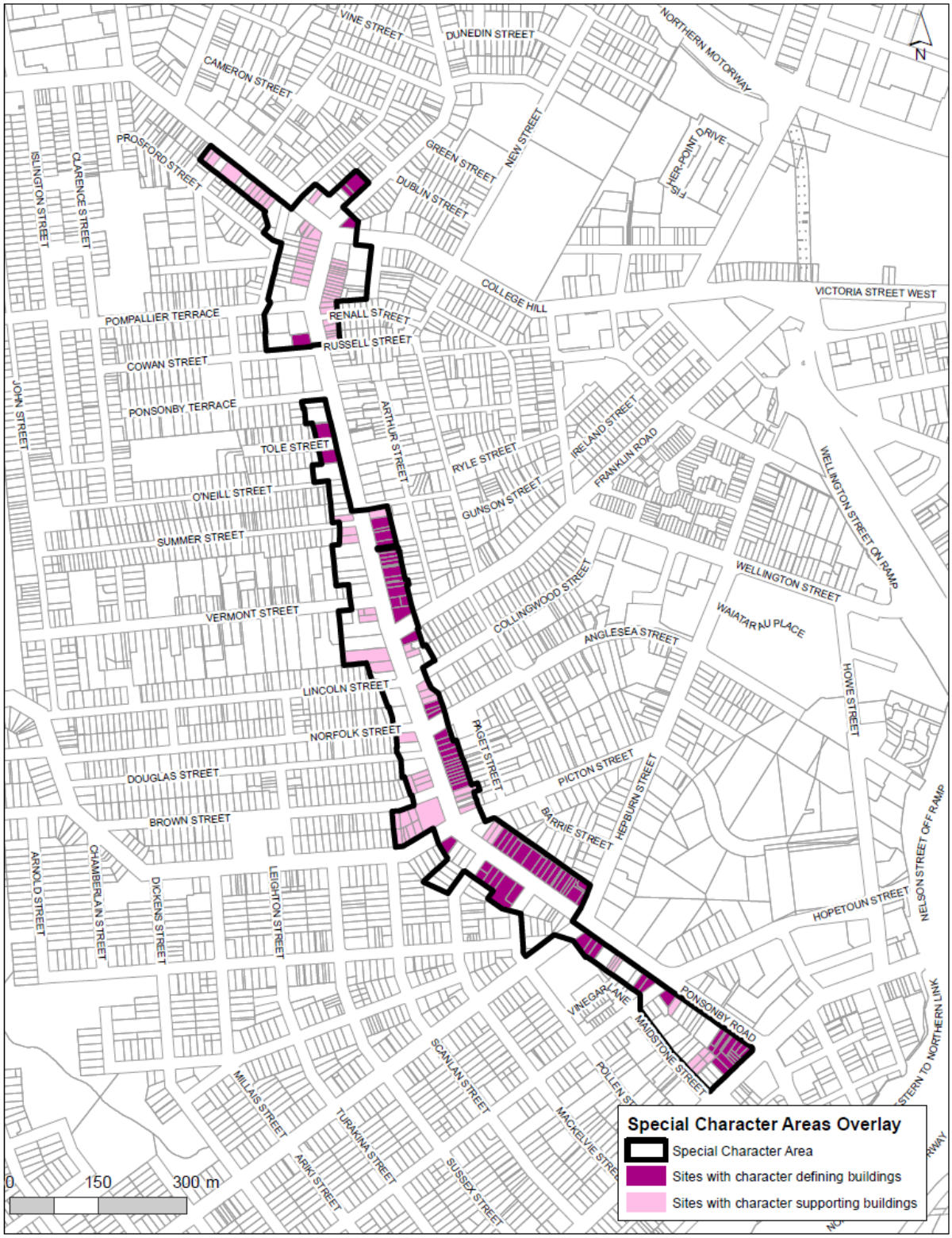
Vegetation and landscape characteristics

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

15.1.6.13. Special Character Areas Overlay – Business : Ponsonby Road

15.1.6.13.1. Extent of area

Special Character Area Map:



Description:

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

Ponsonby Road is located on a ridge, which has influenced the linear urban structure and provides elevated views of the city, harbour and Waitakere Ranges. The Special Character Areas Overlay – Business : Ponsonby Road incorporates significant groups of commercial, community and residential buildings from the late 19th and early 20th centuries.

15.1.6.13.2. Summary of special character values

Historical:

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

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

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

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

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

The Ponsonby Road ridge was the main commercial strip, with clusters of buildings for retail and services located along its length, particularly concentrated at the Three Lamps area at the northern end, which was an important public transport terminal.

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

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

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

Physical and visual qualities:

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

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

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

15.1.6.13.3. Description of physical and visual qualities

Built Form

Period of development

Ponsonby Road demonstrates in its built fabric a significant period of development that occurred in the area between the 1880s and 1930s. The built fabric includes the buildings, street layouts and urban form. The business area on Ponsonby Road is adjacent to parts of the Special Character Areas Overlay – Residential : Isthmus A area, which developed during the same period.

Scale of development

The buildings in the area are predominantly one and two storeyed. Examples of 19th and early 20th century commercial buildings generally have parapet walls facing the street increasing their apparent scale. Residential buildings are one and two storeyed. Buildings reflect the narrow lot widths that occurred as part of Victorian era subdivision. More recent infill construction has occurred on Ponsonby Road, with mixed-use buildings up to four stories tall; while this represents an increase in scale, most of these buildings have been designed in a manner that reinforces the scale of the area.

Form and relationship to the street

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Many late 19th and early 20th century commercial buildings are constructed with parapet walls facing the road, concealing roof forms. Corner sites are often defined by two storey commercial buildings, many of which were designed to address the corner.

Most commercial buildings have suspended verandahs, although there are some examples remaining of verandahs supported on posts. There is variation along Ponsonby Road where commercial buildings are interspersed with houses and churches, which are set back from the road boundary, and often with fenced and landscaped front yards. The remaining residential buildings, churches, and the former Newton Borough Council Chambers and Fire Station, and Newton Police Station are all freestanding structures, seen in the round with hipped or gabled roof forms visible from the street, contributing to the diversity in the established character of the area.

Major features and buildings

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

- Commercial buildings grouped in rows and located at corners of a number of the road intersections;
- Leys Institute and Library;
- Ponsonby Post Office; and

- Allendale House.

A number of other significant heritage places along Ponsonby Road are located outside the extent of the special character area, or within the Special Character Areas Overlay – Residential : Isthmus A area.

Density / Pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern in Ponsonby. Buildings built up to the street edge create a high density and pattern of development, particularly at Three Lamps and where commercial buildings are grouped in rows or define corner sites. Residential and church buildings create variety in the density and pattern of development, as they are typically set back from the road boundary and viewed as three dimensional forms.

Types

The Special Character Areas Overlay – Business : Ponsonby Road is strongly defined by the survival of a diversity of building types including shops with dwelling above, commercial buildings, churches, houses, as well as civic administration and community buildings

Visual coherence

The Special Character Areas Overlay – Business : Ponsonby Road retains a range of building types, scales and styles, constructed between the late 19th century and 1930s. The combination of these attributes contributes to the visual coherence of special character. Ongoing development has occurred along parts of Ponsonby Road, but the large groupings of buildings from the late 19th and early 20th centuries are what define the distinctive character of Ponsonby.

15.1.6.13.4. Architectural values

Styles

Buildings in the area demonstrate a range of Victorian, Edwardian and early 20th century architectural styles typically found in traditional commercial and residential areas. As one of the earliest established suburban commercial main streets within the Auckland region, Ponsonby features a particularly large concentration of buildings from the Victorian and Edwardian eras.

Commercial buildings include examples designed in Victorian and Edwardian Italianate styles, Edwardian Baroque as well as Stripped–Classical and Moderne styles that became popular in the inter-war period.

Churches on Ponsonby Road include St John's Methodist Church designed in Gothic Revival style, the Unitarian Church in an Arts & Crafts-derived style and the mid-20th century modern All Saints Church.

Residential buildings also demonstrate a range of Victorian and Edwardian architectural styles, but are generally substantial examples.

Materials and Construction – Built Fabric

The existing early commercial buildings generally feature brick or plastered brick construction, as well as some constructed using timber. Some retain original glazed shop fronts with timber joinery and doors and tiled stall boards, which strongly enhances the special character of the area. Early or original interior detail is evident in a number of buildings, visible through glazed shop fronts from the footpath.

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

Houses within the Special Character Areas Overlay – Business : Ponsonby Road include those constructed in plastered masonry as well as examples built in timber. Gabled or hipped roofs are clad in corrugated steel or slate and door and window joinery is in timber. Brick or plastered brick chimneys and verandahs are a feature of some of these houses.

15.1.6.13.5. Urban structure

Subdivision

Crown subdivision of the Ponsonby area into large allotments occurred in 1845, and Ponsonby has some of the earliest residential subdivisions in Auckland. The finer-grained subdivision for residential and commercial lots generally occurred from the 1860s onwards, forming the roads to either side of Ponsonby Road. Lots along Ponsonby Road were formed as part of the series of subdivisions that occurred from this time and varied in size. Some were the same size as the small residential lots within the subdivision; others included larger sites along the main road designed to accommodate commercial uses. The narrow width (around 10 metres) of some lots along Ponsonby Road indicates the early (1860s) period of subdivision.

Road pattern

Ponsonby Road, College Hill, Jervois Road, St Mary’s Road, Franklin Road, Richmond Road and Great North Road are the earliest roads in the area. Secondary streets were formed running perpendicular to the main road, through a series of residential subdivisions on either side of Ponsonby Road. The different periods of subdivision and lot sizes within these is reflected in the variable spacing of streets intersecting with Ponsonby Road.

The earliest roads are the narrowest, around 10 metres, compared to the 20 metres width typically evident from the 1880s onwards. As the main street Ponsonby Road was wider at around 28 metres, as were Jervois Road, College

Hill, Franklin Road, Richmond Road, Williamson Avenue, Anglesea Street, Picton Street, Hepburn Street and Great North Road. The corners were prime sites and are where many of the prominent two storey late 19th and early 20th century commercial buildings were built. Following the ridgeline in a generally north-south direction, there are changes in the alignment of Ponsonby Road at the Richmond Road intersection and at the intersection of Pompallier Terrace at the northern end near Three Lamps.

Streetscape

The form of commercial development within the Special Character Areas Overlay – Business : Ponsonby Road is that of a traditional suburban retail strip located on a regional arterial route, within the surrounding residential areas. The continuous retail frontages contribute to the streetscape quality providing active building frontages with a mix of uses. A strong sense of enclosure is created by continuous building frontages along the street boundary and verandahs over the footpath.

There is some variation of streetscape character through the area, with a mix of one to four storey buildings. Commercial buildings are typically built up to the street edge and continuous building frontages contribute to the sense of enclosure of the street. Generally this is reinforced with continuous verandahs over the footpath. However, on the western side, north of Vermont Street, some post-World War II buildings are set back from the road boundary with car parking at the front, with less definition to the street edge. On parts of Ponsonby Road where there is more variety in building types, the street edge is less defined but the elements of the streetscape still combine to create a strong character. At the southern end of Ponsonby Road, Western Park contributes to a well vegetated quality to this part of Ponsonby Road.

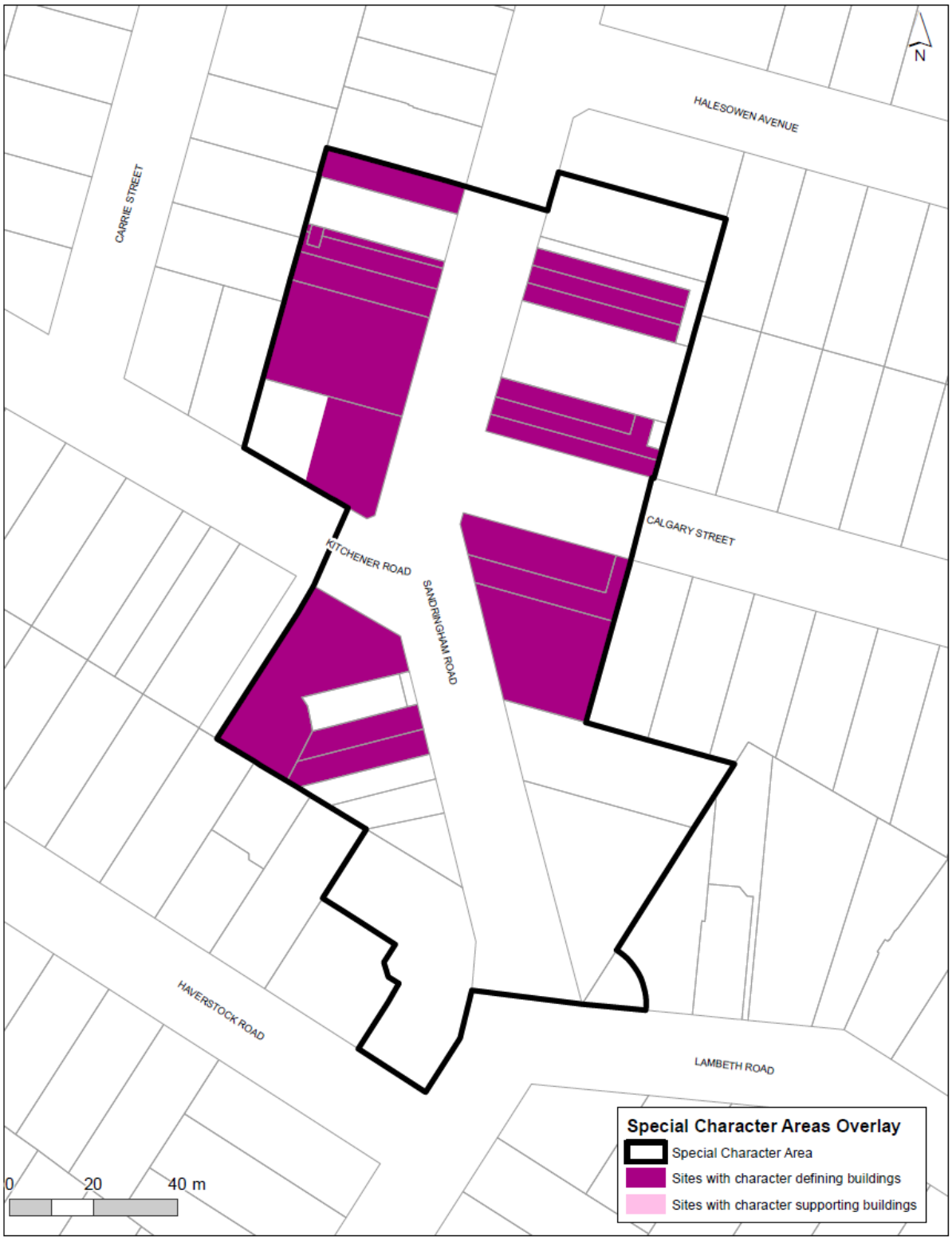
Vegetation and landscape characteristics

Mature trees in Western Park, at the top of Picton Road, Franklin Road and other side roads, as well as street trees and plantings in residential gardens that remain along Ponsonby Road contribute to the established character.

15.1.6.14. Special Character Areas Overlay – Business : Sandringham

15.1.6.14.1. Extent of area

Special Character Area Map:



Description:

The Special Character Area Overlay – Business : Sandringham is located on Sandringham Road, extending north and south from the main intersection with Kitchener Road and Calgary Street, as shown on the special character area map above. The extent includes the earliest blocks of the business area and incorporates a largely continuous and intact group of commercial buildings representing the centre's major period of development from the 1920s to 1940s. It also includes the Sandringham Reserve, a public open space on the corner of Sandringham and Lambeth Roads at the south-east of the centre.

The land is relatively low lying and flat, and was once swampland (known as Cabbage Tree Swamp). The special character area is surrounded by traditional residential suburban areas, typified by modest standalone dwellings.

15.1.6.14.2. Summary of special character values

Historical:

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

The Special Character Area Overlay – Business : Sandringham is of significance as an example of a traditional commercial area formed as the town centre of an early 20th century residential tram suburb. The area was established as the result of significant drainage infrastructure works being undertaken that enabled construction of the tram line along Sandringham Road and subsequent residential subdivision of the surrounding land.

The area was once part of several farms that straddled the boundary between the Titirangi and Waitemata parishes. In 1866 the land, known as Cabbage Tree Swamp, was recorded as being boulder-strewn and prone to flooding, but at the turn of the century this changed with the first residential subdivisions and site settlement. More rapid and widespread subdivision of the area including the formation of side streets off Sandringham Road (then Kingsland Road) occurred between 1908 and 1910.

The development of the town centre itself followed this residential development, with the earliest shops opening in 1911-12, slightly to the north of the special character area boundary. These included a small confectioners and an Edendale Telephone Bureau. The first building was built around 1915 at Warings Corner (2-6 Kitchener Road), and around the time of the First World War new shops began to be built on the western side of Sandringham Road around the Kitchener Road intersection.

While motor buses began serving the Sandringham area from c.1914, an electric tram service to the Sandringham centre arrived later than other suburban centres due to the need for a rail overbridge near Sandringham Road's junction with New North Road. The bridge construction and associated realignment of Sandringham Road occurred around 1924 and the tramline extension to the Sandringham town

centre was completed by March 1925, concurrent with bitumen-sealing Sandringham Road for the first time.

The mid-1920s provision of tram services, together with improved municipal drainage, was a critical catalyst for further development in the area. The growth of residential development was accompanied by progressive establishment of schools, churches, shops, and industry, and the Sandringham town centre itself was substantially built at this time, clustered around the intersection of Sandringham Road with Kitchener Road and Calgary Street. Most of the area's one and two storeyed retail buildings with residential accommodation above were constructed in the 1920s and 1940s, and the Sandringham Reserve and public toilets were established in 1925 and 1930 respectively. From the 1920s to the 1950s the shops catered for most of the everyday needs of surrounding residents including dairies, butchers, bakeries, fishmongers, fruiterers, drapers, bootmakers, petrol station, stationers, as well as the Mayfair Picture Theatre built in 1929.

Physical and visual qualities:

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

The Special Character Area Overlay – Business : Sandringham is of significance for its physical and visual qualities as it demonstrates in its built fabric and urban form an example of a suburban tram-related commercial centre from the early 20th century period.

15.1.6.14.3. Description of physical and visual qualities

Built Form

Period of development

The Special Character Area Overlay – Business : Sandringham oldest building dates from 1915, but the majority of its early commercial buildings are from the 1920s, with a smaller number constructed in the 1930s and 40s. This coincides with the arrival of the tram in Sandringham in 1925. These all contribute to a unified built character. Significant fabric includes buildings, street layouts, and urban form including trees and soft landscaping.

The area is adjacent to the western edge of the Special Character Areas Overlay – Residential - Balmoral Tram Suburb. State housing from the 1930s and 1940s was also developed around the Sandringham town centre.

Scale of development

The centre's built form runs along both sides of Sandringham Road to form continuous retail strips intersected by Kitchener Road and Calgary Street. Special character buildings are mostly two storeyed, with some single storey buildings such as Carrie's Buildings at 533-541 Sandringham Road. Buildings generally have parapet walls facing the street which increase their apparent scale. More

recent infill shops towards the north and south ends of the Special Character Areas Overlay – Residential - Balmoral Tram Suburb are predominantly single storeyed and are less prominent physically and stylistically.

Form and relationship to the street

The town centre is characterised by most of its buildings being constructed to the front boundary line and occupying the full width of the site facing the street. There are exceptions with some buildings constructed after the special character period of development being set back from the street boundary. The generally continuous line of facades on each side of the road within the special character area establishes a strongly unified street presentation and visual character. The built form creates a strong enclosure to the street through the use of roof-concealing parapet walls to street edges and verandahs overhanging the footpath.

Major features and buildings

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

- 575-579 Sandringham Road (c.1929);
- 2-6 Kitchener Road – Warings Corner (1915);
- 533-541 Sandringham Road – Carries' Buildings (1923, architect A. Sinclair O'Connor);
- 521-531 Sandringham Road – Arcadia Building (1924, architect Massey, Hyland & Phillips);
- 515-519 Sandringham Road – Gordon Buildings (1925, architect A. Sinclair O'Connor);
- 513 Sandringham Road, which marks the northern end of the centre (1945, architect R Atkinson Abbott);
- 526-530 Sandringham Rd – Baillie Buildings (c.1920s);
- 570•576 Sandringham Rd– Winstone Buildings (1929); and
- 578•586 Sandringham Rd (1928).

Other features that contribute to the special character area are footpaths with bluestone kerbing, and the Sandringham Reserve, including the 1930s public toilet.

Density / pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern; while many buildings extend across several original sections, their division into structural bays and façade modulation creates a fine-grained urban pattern.

The predominance of buildings built up to the street edge creates a high density pattern of development that is maintained through the length of the special character area. The pattern terminates very clearly at the north and south ends of the area where the commercial buildings abut adjacent residential areas. There is a similar clear delineation on Kitchener Road and Calgary Street, where commercial buildings are located on corner sites. These changes in scale and type of building provide a clear indication as to the extent of the area.

Types

The Special Character Area Overlay – Business : Sandringham is strongly defined by the survival of an unusually intact and visually unified collection of early to mid-20th century retail buildings with residential accommodation provided at the upper level.

Visual coherence

The Special Character Area Overlay – Business : Sandringham retains a generally intact and consistent group of mainstreet commercial buildings. It presents a cohesive visual character with regard to building type, scale and style, all constructed in the early to mid-20th century. This visual coherence, which physically demonstrates the centre's period of establishment, contributes to the area's special character.

15.1.6.14.4. Architectural values

Styles

Buildings in the Special Character Area Overlay – Business : Sandringham feature a range of architectural styles used in the design of mainstreet retail and commercial buildings from the 1920s to the early 1940s. Some were designed by well-known Auckland architectural practices and collectively represent good examples of their style. The centre also includes some good examples of the shop-with-dwelling type (such as the Arcadia Building) that was built in many of Auckland's commercial centres around this time.

The town centre's architecture is characterised by the 1920s Stripped Classical style, with examples including the Warings Corner building and the Gordon Buildings. The facades of this style are generally modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and decorative parapets concealing roof forms. Some parapets feature recessed panels and corbels that further modulate the facade, and more ornate buildings have simple pediments that highlight the building's centre and symmetry. Some upper storey windows are highlighted by plaster-moulded architraves. Buildings typically have verandahs suspended from facades, and many have the building name or construction date inscribed on the parapet.

The Arcadia Building is a Spanish Mission styled building incorporating terracotta tiled roofs above recessed balconies to the bays at each end. There are also buildings designed in the Moderne style dating from the 1940s, such as 513

Sandringham Road. Stylistic features include horizontal recessed banding at upper windows and parapet, steel framed windows, and stylised central moulding and geometric line work capping the parapet.

A few buildings retain early or original shop front detailing, including recessed entries, timber shop front joinery and leaded top lights which greatly enrich the pedestrian environment and provide important evidence of retail design of the period. Early or original interior detail also remain, which are apparent from the footpath due to the highly glazed shop fronts.

Materials and Construction – Built Fabric

Construction is generally in plastered brick paint finished. Plasterwork is largely painted over, although there are some remnants of unpainted plaster and exposed brick on side elevations. One building at 2-6 Kitchener Street retains a timber weatherboard parapet wall. Upper storey windows were originally timber framed sashes and casements, and many of these remain.

Verandahs, which are supported on steel ties to the facade structure, have been variously modified including new soffit linings and signage.

15.1.6.14.5. Urban structure

Subdivision

Subdivision of the land within the Special Character Area Overlay – Business : Sandringham occurred as part of the broader residential development in Sandringham. Consequently lots are generally similar to the surrounding residential lots. Further subsequent subdivision of these lots has occurred. The relatively narrow lot widths create a fine-grained urban character, which is contained and well defined within the broader residential area. Modulation of the built form reflects the relatively narrow lot widths of these early subdivisions.

Road pattern

There is a distinctive road alignment within the Special Character Area Overlay – Business : Sandringham with the off-set alignment of Sandringham Road. This was a result of land ownership of the larger farm allotments and subdivision in the late 19th and early 20th centuries. The street alignment, together with intersecting side streets and the buildings that define corners, creates a distinctive focus to the centre. There are no four-way intersections. The road width is 20 metres with dual carriageway and car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

Streetscape

The character of the centre has evolved in a traditional strip retail configuration, with generally two storey commercial premises creating a continuous street edge and a strong street enclosure enhanced by continuous verandahs. As noted above, the unusual alignment of Sandringham Road and the offset configuration of the town centre’s main intersection are distinctive. The mix of commercial activities maintains a positive relationship with the street environment.

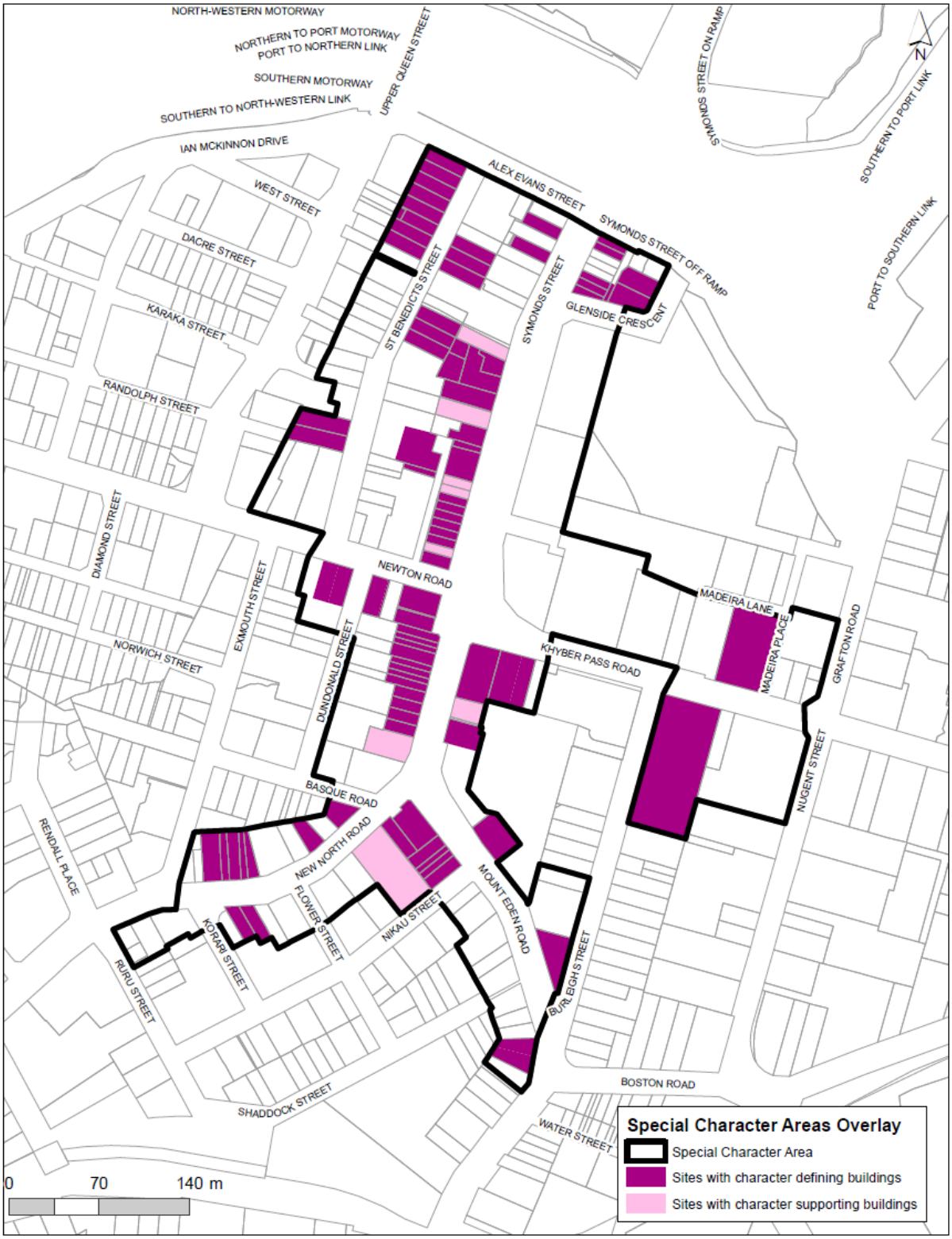
Vegetation and Landscape Characteristics

The Special Character Area Overlay – Business : Sandringham has a strongly built character with little vegetation within the town centre. Ornamental trees and small-scale street trees characterise the immediately surrounding residential environment outside the special character area, providing a contrast to its predominantly built streetscape. Sandringham Reserve on the corner of Lambeth Road defines the southern end of the special character area. In 1930 the public toilets were built in this reserve.

15.1.6.15. Special Character Areas Overlay – Business : Upper Symonds Street

15.1.6.15.1. Extent of area

Special Character Area Map:



Description:

The Special Character Areas Overlay – Business : Upper Symonds Street is located on the southern fringe of Auckland's CBD, physically separated from the city centre by the southern motorway. The special character area is centred on Upper Symonds Street, extending from the Southern Motorway in the north to the top sections of New North Road and Mount Eden Road in the south. To the west, it encompasses St Benedicts Street and the upper part of Newton Road, and to the east, Khyber Pass Road to Madeira Place. The extent is shown on the special character areas map above.

The area generally comprises the built form of a traditional shopping strip on the west side of upper Symonds Street, partially extending down New North, Mt Eden and Khyber Pass Roads. It incorporates a significant remnant group of commercial buildings representing the area's first period of development into the turn of the 20th century.

An important aspect of the Special Character Areas Overlay – Business : Upper Symonds Street is the underlying topography. Symonds Street runs to a high point at the intersection with Khyber Pass Road, with land falling to either side. This has resulted in a linear urban structure with elevated views. Upper Symonds Street follows the ridgeline, which is the highest point of land in the isthmus not identified as a volcanic cone. Views are afforded from parts of the area to the Manukau Heads, Waitākere Ranges, Maungawhau, Rangitoto, Auckland CBD and the Hauraki Gulf.

15.1.6.15.2. Summary of special character values

Historical:

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

The Special Character Areas Overlay – Business : Upper Symonds Street is of significance as an example of the city's earliest phase of European settlement in the Auckland region, and subsequent consolidation and expansion from the mid-19th century. The commercial and business area is concentrated in and around main arterial routes leading to and from the city established in the 1840s. The progressive pattern of development throughout the 19th and early 20th centuries is demonstrated in the significant collection of buildings that date from this period, when it was a vibrant commercial and community centre, serving both local residential areas and commuters passing to and from the city. This includes a concentration of commercial buildings from the 1880s to 1920s, as well as churches, hotels, and public buildings.

Establishment of the principal roads in Auckland was undertaken in the 1840s and the alignment of Symonds Street, along the ridge adjacent to Grafton Gully, and its connection to Khyber Pass Road were established at this early stage. This was one of the principle routes from the Queen Street valley, which lead along the Symonds Street ridge and down Khyber Pass Road. The 1840s saw the first

purchases in the Upper Symonds Street area under Crown Grant; several large blocks were divided into individual allotments and subsequently sold for the most part by 1848. The area was initially a residential suburb, popular because of its proximity to central Auckland and its elevated situation. Wealthy residences dominated the ridge crests and worker residences clustered in the gullies.

Its geographic location soon made Symonds Street a major arterial between the Auckland township and outlying areas. Because of its strategic significance, the intersection of Symonds Street with Khyber Pass Road was given priority for development, and both roads were surfaced and designated as primary thoroughfares. Commercial activities began to flourish around Symonds Street's two main intersections. These were located at Khyber Pass and Newton Roads and at Mt Eden and New North Roads. Corner hotels were established in the mid-1860s and Symonds Street itself developed as a 'mainstreet' shopping strip. Its growth correlated with a rapidly increasing population and improvements in public transport; bus- tram services were extended to Newmarket, Epsom and Onehunga via Symonds Street and Khyber Pass Road in the 1880s, further cementing this intersection as a key gateway to the city. Electric trams were established in the area by 1902.

Initially, residences and early commercial buildings had been constructed in timber, but as the area prospered more substantial masonry buildings were built from the early 1880s. Between 1880 and 1915 upper Symonds Street became firmly established as a primary city-edge commercial centre, with notable Auckland businesses locating to the area and earlier residences being replaced by commercial buildings. The area's consolidation was evidenced by the appearance of churches, hotels, schools, banks, a post office, a fire station, libraries, halls and other public buildings. Industrial premises were also present, including major stables in St Benedicts Street, a meat processing plant, several furniture factories and the Auckland City Dye Works. In Madeira Place there was a concrete factory and a terrazzo manufacturer. By the 1920s the area was well known for its entertainment, with theatres and halls such as the Lyric Theatre (later the Oriental Ballroom), Scots Hall and the Orange Coronation Hall being very popular venues for various forms of social and leisure activities.

The area did not undergo any radical modifications in layout or function between 1920 and 1950. This changed dramatically with the construction of the Southern Motorway extension and associated major road works in the 1960s. Thousands of residences in Newton and Grafton Gullies were progressively demolished. A continuous strip of commercial buildings on the east side of Symonds Street between Glenside Crescent and Khyber Pass Road was demolished for road widening in the mid-1990s. Upper Symonds Street continues to be a major thoroughfare for the city.

Physical and visual qualities:

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

The Special Character Areas Overlay – Business : Upper Symonds Street is of significance for its physical and visual qualities as it demonstrates in its remaining built fabric one of Auckland's earliest and, for a period, most prosperous suburban centres. It contains a significant grouping of late 19th and early 20th century buildings, which demonstrate the centre's consolidation and development from the 1880s through to the 1920s and 1930s. This includes a range of building types including shops, hotels, churches, entertainment halls, and stables, in a range of architectural styles consistent with the evolving architectural tastes during this period.

15.1.6.15.3. Description of physical and visual qualities

Built Form

Period of development

The buildings and streetscapes that remain extant demonstrate the area's development from the 1880s to 1930s as a primary residential and commercial centre closely connected to the Auckland CBD, while later developments illustrate the maturing of Auckland as a whole, with consequential effects on built fabric and urban form. Significant fabric includes buildings, street layouts, and urban form including soft landscaping.

Scale of development

The built form of the Special Character Areas Overlay – Business : Upper Symonds Street ranges in scale from one to four storeyed buildings, but the predominant scale of development is two storeys. There are some notable buildings that are three storeys, such as the corner retail and office building at 211-213 Symonds Street, and the former Post Office at 224 Symonds Street. Significant parapets facing the street increase buildings' apparent scale. This is further enhanced in some cases such as the Orange Coronation Hall at 143-149 Newton Road by a large base with stairs to a grand entrance.

The scale, gabled forms and steeples of the area's four churches define the northern, eastern and southern edges of the special character area, including St Benedict's Church, St David's Presbyterian Church, Holy Sepulchre Church and Cityside Baptist Church.

Form and relationship to the street

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. Variations occur at church sites, where church buildings are set back in landscaped grounds, with associated areas of car parking, and at the former

Grafton Library (now Gailbraith's Alehouse, 2 Mt Eden Road) which also has a small setback to allow an entrance portico and front gardens.

Buildings constructed to the front boundary generally also have verandahs over the footpath (although some buildings were designed without verandahs such as the former Auckland Savings Bank at 29 Khyber Pass Road). The main uninterrupted line of such buildings is along the western side of Upper Symonds Street, from just north of Basque Road to just south of Glenside Crescent. This section forms a retail strip with strong footpath enclosure and an active street edge. The street relationship dissipates away from this line, as buildings become interspersed among more modern developments that have in some instances maintained an active edge but generally have limited street engagement.

Major features and buildings

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

- 1 St Benedicts Street – St Benedict's Church (1888);
- 2 St Benedicts Street – St Benedict's Presbytery (c.1887);
- 132 Symonds Street – commercial building (c.1920s);
- 30 St Benedicts Street – former stables (1883);
- 143-149 Newton Road – Orange Coronation Hall (1923);
- 211-213 Symonds Street – corner retail and office building (c.1900s);
- 2-10 Burleigh Street – Holy Sepulchre Church (1881);
- 70 Khyber Pass Road – St David's Presbyterian Church (1927);
- 244-255 Symonds Street – strip retail block (c.1900s);
- 1-13 Mt Eden Road – strip retail block (c.1900s);
- 2 Mt Eden Road – former Grafton library (1911/12);
- 8 Mt Eden Road – Cityside Baptist Church (1906); and
- 51-59 New North Road – strip retail block (c.1900s).

Other features in the special character area include bluestone kerbing to footpaths, remnant basalt walls, and mature trees (including street trees and those on private property).

Density / pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge and utilising most of the site area creates a high density pattern of development throughout the special character area and particularly along Symonds Street. The density dissipates at the edges of the area, with empty lots breaking the built pattern of urban form.

The northern part of the St Benedicts/Symonds Street block at the north extent is particularly open with large areas of car parking.

Types

The Special Character Areas Overlay – Business : Upper Symonds Street is strongly defined by the survival of a variety of building types including strip retail shops and other commercial premises, offices and banks, early warehousing and store buildings, the stables, entertainment halls, and a variety of churches and housing.

The integration of these diverse building types demonstrate the progressive development of the area from its early city fringe residential beginnings to its heyday as a significant suburban town centre, and then on to the current period of renewal and adaptive reuse. These elements collectively reinforce the area's special character.

Visual coherence

The area's main retail strip along the western side of Symonds Street has a strong visual coherence due to the similar age, scale and design qualities of its largely continuous late 19th and early 20th century buildings. The legibility of this main axis is strengthened by similar built form on the southern corners of Khyber Pass Road and Mt Eden Road.

The surrounding parts of the special character area retain a range of building types, scales and styles, and special character buildings interspersed with modern developments. This variance contributes to an understanding of Upper Symonds Street's evolved context and consequently altered urban form.

15.1.6.15.4. Architectural values

Styles

The Special Character Areas Overlay – Business : Upper Symonds Street - presents exemplars of Victorian, Edwardian and early 20th century architectural styles typical of city fringe suburban centres in New Zealand. As a key gateway to the city, Upper Symonds Street was a prosperous centre and many of its buildings were designed by prominent Auckland architects, including E. Mahoney & Sons (St. Benedict's and Holy Sepulchre churches), Edward Bartley (former Grafton library), Daniel Patterson (St David's Presbyterian Church) and A. Sinclair O'Connor (Orange Coronation Hall).

The Victorian / Edwardian Free Classical style is dominant in late 19th / turn of the century buildings, with some incorporating Italianate influences typical of the era. These have highly modulated and decorated façades which variously feature ashlar line work, quoins, moulded pilasters and window architraves, articulated parapets with elaborately detailed pediments and balustrading, rolled or dentiled cornices, moulded string courses and other decorative detailing such as keystones, scrollwork and corbels.

Buildings from the interwar era are generally designed in the Stripped Classical style. These facades are typically modulated vertically and horizontally with simplified classical detailing such as pilasters, string courses, cornice lines and parapets concealing roof forms. Detailing is more restrained. In some cases earlier facades were plastered over between the wars in imitation of an Art Deco style, for example 167- 169 Symonds Street.

Most buildings on the strip retail blocks have projecting verandahs, although some, such as former banks, are specifically designed without them. Although most shop fronts have been substantially modified, some shops still have original or early ground floor detailing such as large timber framed display windows, panelled stall boards, leaded top lights, and recessed entrances with terrazzo tiling. Some early buildings retain original interiors or some of their interior detail, which is evident from the footpath through glazed shop fronts. The survival of shop front and interior elements contributes to the authenticity of special character buildings.

The area's churches are generally designed in the Gothic Revival style, with specific architectural influences from their various denominations. The former stables building at 30 St Benedicts Street is a well-preserved example of late 19th century industrial architecture in a Victorian Italianate style, and the Orange Coronation Hall provides an example of a large entertainment venue designed in the Stripped Classical style.

Materials and Construction – Built Fabric

The special character buildings in Upper Symonds Street are typically constructed in brickwork, which is either finished in plaster or left exposed. While there are some remaining examples of unpainted plaster and exposed brick, many façades have now been painted.

Many upper storey windows in the area have retained their original or early timber framed sashes or steel framed casements; some have been replaced with aluminium but original openings have generally been retained such that the surrounding original masonry fabric is largely intact. There is some intact ground floor form and fabric throughout the centre as noted above, although there have been various modifications and introductions of modern materials to the shop fronts. Verandahs are supported by steel ties to the façade structure, some of which have been retrofitted to replace original cast iron posts. Signage includes some original building names and/or dates in plastered relief on parapets, modern signs on fascias, and large billboards.

The area's churches are of timber or brick construction. The former stables building is particularly significant as one of Auckland's earliest known industrial buildings constructed in concrete (its upper storey is timber frame with corrugated steel cladding). Modern buildings utilise concrete and steel frame construction techniques with various claddings.

15.1.6.15.5. Urban structure

Subdivision

The Special Character Areas Overlay – Business : Upper Symonds Street is characterised by relatively small, narrow lots which reflect early subdivision patterns from the mid to late 1800s. Subdivision occurred progressively as the centre prospered, expanded and changed character from early residential use with a few servicing shops, to a major city fringe commercial centre from the 1880s into the 20th century. This is evident in the range of lot sizes and layouts exhibited through the area. The relatively narrow lot widths create a fine-grained urban character in parts of the area. Where a single building has been constructed over a number of individual adjacent sites, the original subdivision is often apparent in the architectural design, where the building modulation and division into structural bays relates to the original lot width.

Road pattern

The earliest roads to be established included Symonds Street and Khyber Pass Road as the main route to and from the city, which meet at a right angled intersection. Although the north-east corner has been modified through road widening the original road pattern is still evident on the western side of Symonds Street where it originally narrowed south of the Khyber Pass intersection. This is evident in the distinctive offset in building boundary line south of the intersection on the western side of Symonds Street. This is a significant feature and marks the original right angle intersection and road layout.

The road width on Symonds Street between Khyber Pass Road and Glenside Crescent has been increased to approximately 35 metres, but beyond this is as originally laid out at approximately 30 metres wide. Mt Eden, New North and Newton Roads are all main routes of approximately 20 metre width. These remain the principal roads in the area with secondary streets running perpendicular to the main roads.

Symonds Street on the western side is a relatively long block uninterrupted with secondary streets between Alex Evans Street and Newton Road.

Symonds Street continues to be a major transport route for Auckland City, and the intersections with Khyber Pass and Newton Road and with Mt Eden Road and New North Road maintain their role of linking the CBD with the south-eastern suburbs.

Streetscape

The intersection of Symonds Street with Khyber Pass Road and Newton Road forms the core of the Upper Symonds Street commercial centre. It is the character buildings on the western edge along Symonds Street, around the Newton Road intersection and south to the New North/Mt Eden Road junction that contribute strongly to the distinct built character of the streetscape. Road widening of Symonds Street between Khyber Pass Road and Glenside Crescent

has eroded the special streetscape character along this part of the eastern side of Symonds Street.

Where buildings have remained continuous, they present tightly placed groupings of independent styles but uniform character fronting the street. They are built to the front boundary, have continuous verandahs over the footpath, and are facilitated by rear service lanes (Stable Lane off Newton Road behind the Symonds Street retail strip is a good example).

Away from the strip retail core, streetscape character is more variable with a mix of older buildings and more recent development.

The church buildings are still largely visible in the round and retain some landscaping features including mature trees and historic boundary walls.

Vegetation and Landscape Characteristics

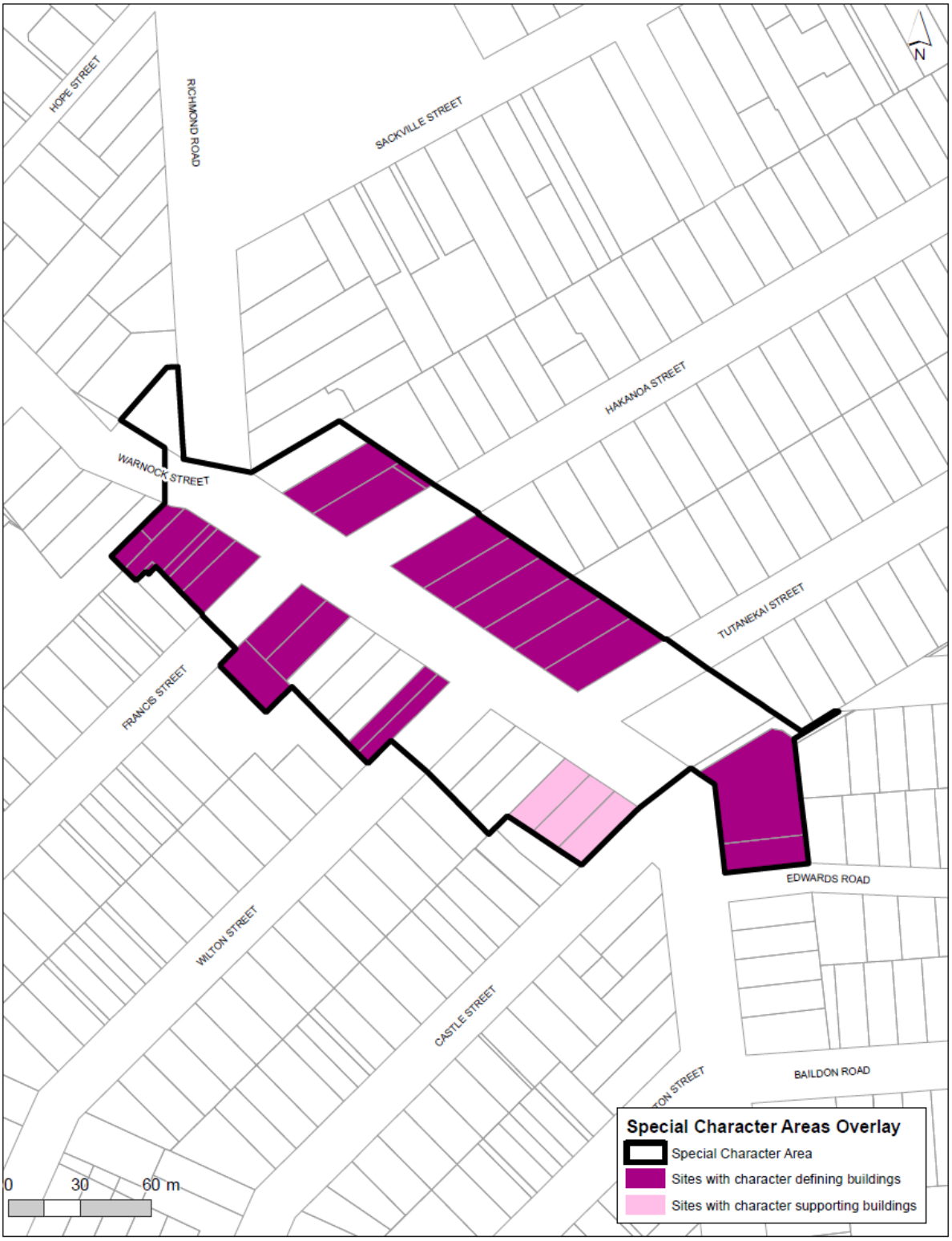
The commercial core is generally devoid of any distinctive street planting, vegetation or landscaped spaces, apart from the section of Symonds Street between Khyber Pass and Alex Evans Street which has specimen streets and planting in the median strip. On Khyber Pass Road, the landscaped grounds of the two churches and mature trees along the edge of the reservoir provide some visual relief to what is otherwise a predominantly built landscape.

Remnant basalt walls and other boundary walls particularly around the church sites make important contributions to the character of the area.

15.1.6.16. Special Character Areas Overlay – Business : West Lynn

15.1.6.16.1. Extent of area

Special Character Area Map:



Description:

The Special Character Areas Overlay – Business : West Lynn is located on Richmond Road, between Warnock Street and the intersection with Castle Street and Edwards Road, as shown on the special character area map above. The extent includes the earliest blocks of the town centre and incorporates a collection of scheduled historic heritage buildings.

The undulating topography of the area, with the commercial spine of Richmond Road following the ridgeline, contributes to the built and visual character of the West Lynn town centre. Its elevated position affords glimpses to the coast and to the city centre.

15.1.6.16.2. Summary of special character values

Historical:

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

The Special Character Area – Business : West Lynn is of significance as an example of an early 20th century suburban centre established in conjunction with adjacent residential development in the Richmond area of Grey Lynn as a result of an increasing Auckland city population. Buildings in the area collectively demonstrate a significant period of development from the early 1900s, as land around it was subdivided for housing. Extension of the electric tram service facilitated the surrounding suburban expansion.

The area developed in the early decades of the 20th century along Richmond Road, around the junction with Francis Street and Hakanoa Street. It formed the heart of the Richmond area, which evolved from a rural locale close to industrial activities at Cox's Creek to a densely populated residential neighbourhood.

By 1910 there was a substantial block of red brick shops (the Richmond Buildings – 401-413 Richmond Road), together with a fire station, butchers shop and several wooden shops. The opening of a tram line to these shops in 1910 served as a catalyst for further commercial and residential development in the area, with the next major period of construction occurring in the 1920s and 1930s when more blocks of shops and a picture theatre (demolished in the late 1980s) were built. The centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb through the first half of the 20th century.

The area has associations with James Tattersfield, who ran an importers and drapers business from the Richmond Buildings and established the substantial mattress making and textile business in Sackville Street nearby. The centre also has important associations with the Warnock brothers, who lived nearby and ran a soap and candle making business at Cox's Creek, as well as being prominent in early local government.

Physical and visual qualities:

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

The Special Character Area – Business : West Lynn is of significance for its physical and visual qualities as a collection of neighbourhood-serving commercial buildings constructed in the early 20th century. It contains a mix of commercial, community and residential buildings, constructed as the town centre progressively developed from the early 1900s. The area retains in its built form and urban patterns, evidence of its development from when it was established.

15.1.6.16.3. Description of physical and visual qualities

Built Form

Period of development

The Special Character Area – Business : West Lynn demonstrates in its built fabric a period of development from the 1900s to 1930s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to parts of Special Character Area – Residential Isthmus A in the Richmond area of Grey Lynn.

Scale of development

The special character buildings are mostly two storeyed and generally have parapet walls facing the street which increase their apparent scale. Other more modern developments in the centre are generally two or three storeyed and of similar scale and mass to the original commercial buildings. The three Victorian villas at 452, 458 and 466 Richmond Road are exceptions as single-storey residences with gardens to the street edge.

The centre's built form runs along both sides of the street, punctuated by side streets and service lanes. Most street corners are strengthened by more substantial corner buildings with angled entrances that create physical 'book ends' to each block and visually maintain the centre's commercial scale.

Form and relationship to the street

Generally all the special character commercial buildings are constructed to the front boundary line and occupy the full width of the site facing the street. These buildings largely feature parapet walls which conceal roof forms and verandahs over the footpath which provide a level of street enclosure. The three Victorian villas are set back from the street with small front yards and picket fences to the street edge, contributing to the diversity of built form.

Major features and buildings

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

- Buildings located at corners of street intersections;
- 401-413 Richmond Road – the Richmond Buildings (c.1910);
- 453-455 Richmond Road (1926, 1933);
- 440 Richmond Road – C. Norgrove Butcher (c.1905);
- 452-466 Richmond Road – three villas (c.1905); and
- 510 Richmond Road – the West Lynn Community Centre (2000).

Other features that support the special character of the area include asphalt footpaths with bluestone kerbing (this has been lost in parts by footpath alterations), mature trees (street trees and those on private property), and a large mural on the south eastern wall of the office block at 490 Richmond Road.

Density / pattern of development

Built development is in the form of a traditional suburban mainstreet with commercial buildings set to the street edge and reflecting a fine-grained pattern of subdivision. A contrasting pattern is evident where houses in the main street retain front gardens and fences.

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Many buildings extend across several sections; however, their architectural planning and vertical modulation divide them into a series of discrete shops at ground level, creating a fine-grained urban pattern. This character is generally replicated or supported by modern infill buildings. There is a clear edge to the commercial area where this abuts the adjoining residential development.

Types

The Special Character Area – Business : West Lynn includes shops, residences and public buildings.

Visual coherence

The area includes a range of building types, scales and styles predominantly from the early 20th century. These include dominant buildings in terms of scale (Richmond Buildings) that occupy key corner sites and significantly contribute to the visual coherence of the area. More recent buildings generally are compatible in terms of scale and form and support the overall visual coherence created by the older buildings.

15.1.6.16.4. Architectural values

Styles

Buildings in the Special Character Area – Business : West Lynn demonstrate a range of early 20th century architectural styles typically found in traditional commercial and residential areas. Buildings from the earliest establishment of the centre (1900-1915) are generally designed in the Edwardian Italianate style. The Richmond Buildings is the best example of this, and features decorated pilasters,

articulated parapet and moulded window architraves headed by semi-circular fans. Buildings from the slightly later period of development (1920s and 1930s) are generally designed in the Stripped Classical style. Facades are modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, string courses, cornice lines and articulated parapets concealing roof forms. Building verandahs are generally suspended from building façades. The verandah on the Richmond Buildings is supported on posts.

Buildings retain early or original shop front detailing, including recessed entries, timber shop front joinery and leaded top lights. These features enrich the pedestrian environment and provide important evidence of retail design of the period, and strongly enhance the special character of the area. Similarly, some examples of early or original interior detail also remain, which are apparent from the footpath due to the highly glazed shop fronts.

Older residential buildings are Victorian and Edwardian villas typical of the style, with hipped roofs (the central villa has a single gabled bay), front verandahs, sash windows and modest decorative features to eaves.

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

Materials and Construction – Built Fabric

Commercial buildings are generally constructed in plastered brick. There are some examples of timber- constructed commercial buildings, such as the two storey building at 417 Richmond Road.

Upper storey windows are generally the original or early timber framed sashes and casements. Verandahs are generally supported on steel ties to the façade structure and signage is largely restrained to fascias.

The construction of older houses in the area is typical of their period; timber frame structures with corrugated steel roofs, timber framed door and window joinery, and horizontal weatherboards. Modern buildings utilise concrete and steel frame construction techniques with various claddings.

15.1.6.16.5. Urban structure

Subdivision

The subdivision pattern of the Special Character Area – Business : West Lynn reflects the period of development of the area, as large farm blocks were subdivided for commercial and residential purposes in the late 19th century. The lot sizes within the area are generally narrower than the surrounding residential lots. The generally narrow lot widths create a fine-grained urban character to the centre.

Road pattern

Richmond Road is located along a ridgeline, and changes in its alignment define the northwestern and southeastern entrances to the centre. The road is relatively wide at 27 metres, with dual carriageway, median strip and angled car parking on either side. Footpaths are relatively narrow with bluestone kerbs.

The off-set spacing of residential side streets on both sides of Richmond Road, formed as part of late 19th century residential subdivisions, created a number of corner sites within the centre, many of which are occupied by two-storeyed early 20th century commercial buildings.

Streetscape

The mix of retail, commercial and residential activities within the town centre results in a built form with varied levels of enclosure of the street environment. The area contains a number of two storey retail premises that create a positive relationship to the street, with active building frontages. A sense of street enclosure is enhanced by buildings being constructed to the front boundary, verandahs over the footpath, and service and parking areas located to the rear.

The Special Character Area – Business : West Lynn includes residential uses within the centre, which contributes to a diverse mixed streetscape appearance.

Vegetation and Landscape Characteristics

The mature avenues of Plane trees in Francis and Hakanoa Streets are a distinctive characteristic of the Special Character Area – Business : West Lynn, visible where these roads intersect with Richmond Road. Other street trees and the front gardens with trees associated with the group of three villas also contribute to the area’s character.

15.1.6.17. Special Character Areas Overlay – Business : Onehunga

15.1.6.17.1. Extent of area

Special Character Area Map:

Description:

The Special Character Areas Overlay – Business : Onehunga is oriented north / south and rises gently from the Port of Onehunga, northwards to Campbell Road and the Special Charcater Areas Overlay – Business - Onehunga extends between the Arthur and Princes Street intersections. This area reflects the street network, subdivision pattern and subsequent commercial development in the town centre from the late 19th and early 20th century. Running parallel to the Onehunga Mall are the service lanes of Gerrard Beeson Place and Upper Municipal Place to the west with Waller Street and Brays Rise to the east providing rear service access.

15.1.6.17.2. Summary of special character values

Historical:

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

Onehunga was an early and significant trading port for Maori and European settlers and one of four defensive Fencible settlements to the south of Auckland including Ōtāhuhu, Panmure and Howick.

Early trading activity centred on the foreshore, then the adjacent Princes Street where the commercial nucleus of hotels, stores and industries developed. Subsequently, the focus shifted to Queen Street (Onehunga Mall), which following street levelling works in the 1860s, became the pre-eminent civic and business centre for the developing residential and industrial area while providing an easier route to the city.

A civic nucleus established itself around the Princes Street intersection including the former Post Office, 1901-02 and the Carnegie Free Library 1912 and this group was at one time joined by a fire station, the Onehunga Borough Council Chambers and the Railway Terminus Hotel.

Excellent transport connections by boat from the earliest days, trains from 1873 and trams from 1903, consolidated the importance of the town centre, which was strengthened by the trading activities of the port together with its function as a major transport interchange for southbound passengers until the provision of the main trunk line in 1908.

Despite a number of fires between 1860 and 1900 and number of Victorian and turn of the century buildings remain. Kemps building is the oldest in the area 1888-89 and others spread along the Mall include the William T Court building 1894, the former Post Office, 1901-02, former Canadines Building, 1900, former Sai Louie building,1900-01, and the former Arcadia Billiards Saloon 1907.

Buildings in the Special Character Areas Overlay – Business : Onehunga represent the traditional town centre with its typical pattern of 19th and early 20th century retail development, with groups of Victorian, Edwardian and interwar shops constructed along the Mall, in a consistent but diverse range of styles, with

the key development periods of 1880-1914 and 1918-1939 being revealed in the surviving buildings. Sites were developed successively, with an interwar concentration in the Church to Arthur Street area. Post WWII buildings spread throughout the area, with a concentration in the Princes to Church Street block and much of it is of utilitarian character, and modified lacking the consistency of scale and diverse but consistent styles that characterise the buildings from the areas periods of significance.

At a regional level Onehunga Mall is one of a representative group of compact, local, traditional shopping centres on the isthmus with special streetscape character.

Physical and visual qualities:

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

In response to the underlying grid of similarly sized lots, the shops, of various eras, are built to the street boundary, and in keeping with the building techniques and methods of the day are constructed from a palette of permanent materials. They are predominantly two storeys in height with tall parapets concealing the roof from view, providing a strong sense of enclosure to the street. Ground floor shops had entry porches and sheltering verandahs, and upper level façades were enlivened by the regular placement of windows, with a vertical and horizontal emphasis being given with pilasters, spandrel panels and the use of decoration.

15.1.6.17.3. Description of physical and visual qualities

Built Form

Period of development

the Special Character Areas Overlay – Business : Onehunga has buildings dating from 1880s onwards but its key development periods of 1880-1914 and 1918-1939 are shown in the surviving building stock.

Scale of development

The Special Character Areas Overlay – Business : Onehunga buildings are both single and double storeyed, the Princes to Church Street block contains a mix of these, and in contrast to this block, the Church to Arthur Street group is predominantly double storey. Corner buildings such as the former Post Office (Princes Street intersection) and the Pardington and Sutherland Building (Church Street intersection) celebrate the corner, the later with its angled corner providing a ‘bookend’, terminating this street block.

Form and relationship to the street

The Special Character Areas Overlay – Business : Onehunga is well defined along the Onehunga Mall beginning with the Princes Street intersection with its former civic buildings, extending through the Church Street intersection with St Peter’s Anglican Church and graveyard and terminating at Arthur Street.

This area represents the core main street and traditional town centre with its strong street enclosure, its active retail edge sheltered by verandahs. Parallel kerbside parking is provided with rear access from the service streets / lanes.

Major features and buildings

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

- 55 Princes Street former Carnegie Free Library 1912;
- 120 Onehunga Mall former Post office 1901-02;
- 133 Onehunga Mall former ASB 1885 altered 1938;
- 165-169 Onehunga Mall former AEPB Building 1927-28;
- 171-173 Onehunga Mall former Sai Louie building (Hard to Find Bookshop) 1900-01;
- 172 Onehunga Mall former Onehunga Boot Factory 1912;
- 186-188 Onehunga Mall former Courts Building 1914;
- 197 Onehunga Mall former Arcadia Billiards Saloon 1907;
- 216 Onehunga Mall former William T Court Building 1894; and
- 235-245 Onehunga Mall Brays Building 1906.

Other features in the special character area include the streetscape works undertaken in the late 1980s in the Arthur to Princes Street blocks which included new footpaths, kerb extensions, planting of street trees and roundabout planting and the installation of new street lights reminiscent in design of the former tram poles. These works have calmed and slowed traffic while providing an additional sense of containment. Other street furniture includes the ceramic table and couch art work by Karen Kennedy by St Peter's church and the kerbside public toilet with its exterior decorative wrought iron filigree work to its walls.

Density / pattern of development

In response to the underlying subdivision configuration the buildings reflect the narrow lot widths. Building frontages on the larger sites such as the Brays Building and the Community Link Building are modulated into smaller 'bays', reflecting this established pattern of small lots.

Types

The Special Character Areas Overlay – Business : Onehunga contains retail / commercial buildings of several eras but continues to have an identifiable retail focus. St Peters Anglican Church is located in the heart of the centre and outside the special character area to the west is the Community Centre and Library and to the east the Dressmart outlet shopping centre.

Visual coherence

Visual coherence is provided by the shops in the Church to Arthur Street block and around the Church and Princes Street intersections giving a special character area that is legible in terms of scale and area.

15.1.6.17.4. Architectural values

Styles

The style of the buildings reflects the time in which they were built, providing a snapshot in time of retail / commercial architecture.

The Victorian / Edwardian period was characterised by a number of stylistic influences, some of which are evident in the Onehunga Mall buildings, from the simple Edwardian Classical style of the former Pardington and Sutherland Building on the Onehunga Mall / Church Street corner (No 183–187) to the elaborately decorated Carnegie Library, former Post Office and former Onehunga Boot factory (No 172) all in the Victorian Free Classical Style and Kemps Building in the Victorian Italianate style.

After WWI and during the interwar period a simpler style prevailed and decoration was used more sparingly although this was not always universal, and the Special Character Areas Overlay – Business : Onehunga buildings show an eclectic approach to style varying from the unadorned shop at (125-127), to the more decorative Grbic building (129-131) and adjoining former ASB building. Arts and Crafts influences are seen in the former Courts building (206) and adjoining buildings at 208-210, these latter pair showing ‘bungalow’ influences with their first floor bay windows.

Some buildings from all periods of significance were architect designed, by the Government Architect John Campbell for the former Post Office, well known Auckland architect Edward Bartley for the former ASB building and others better known locally such as John Park and Adam Jones.

Scale, Materials and Construction

The building stock is one or two storeyed and with the exception of the former Sai Louie building (Hard to Find Bookshop), which is, unusually, constructed from timber, the shops are built from a similar palette of permanent materials, including plastered and fairfaced brick and timber joinery, (with some metal joinery in the interwar period), the facades were vertically and horizontally modulated through the use of pilasters, spandrel panels and decorative mouldings. Windows at first floor level were arranged individually or grouped together. Often vertically or horizontally proportioned, they revealed the domestic nature of this floor. Substantial parapets, often capped with cornices, hid the roof from view, the parapet often displaying the name of the building together with its construction date in raised plaster lettering.

Urban Structure and Subdivision

The typical commercial subdivision pattern of small lot sizes is shown in the special character area with buildings on larger sites dividing their facades into smaller units to reflect the traditional subdivision unit.

Road pattern

Street levels were established in along the Mall in the 1860s and Onehunga Mall shows typical grid layout with the street being bisected east / west by Princes Street, Church and Arthur Street which provide full four way intersections. Rear service lanes to the east are provided by Brays Rise which is accessed by Paynes Lane and to the west by Pearce Street which provides access to Upper Municipal Place.

A number of pedestrian ways to the west run between the Mall and rear parking areas and provide good access to the shops.

A dual carriageway extends the length of the Mall with parallel parking on both sides and the street upgrade works undertaken in the1980s provides a pedestrian friendly environment.

Streetscape

The streetscape is a combination of the built environment with its strong sense of enclosure, provided by buildings built to the boundary and often two storeys in height enhanced by purpose designed footpaths, kerb extensions, street planting and lighting, which has strengthened the identity of the area and provided additional amenity.

Vegetation and Landscape Characteristics

Street trees have been planted in kerb extensions on either side of the road to mark pedestrian crossings or refuges and planted roundabouts have been provided at the Arthur and Church Street intersections. Mature specimen trees are seen in St Peter’s Anglican Church and graveyard.

15.1.6.18. Special Character Areas Overlay – Business : Ōtāhuhu

15.1.6.18.1. Extent of area

Special Character Area Map:

Description:

The Special Character Areas Overlay – Business : Ōtāhuhu is located on Great South Road, extending from the intersection with Princes Street in the north to just beyond the intersection with Atkinson Avenue in the south, as shown on the special character area map above.

The extent includes properties on both sides of Great South Road and reflects the pattern of subdivision, street network establishment and progressive commercial development along Great South Road in the late 19th and early decades of the 20th century.

The Ōtāhuhu town centre sits on relatively level low lying land. The alignment of the mainstreet rises gently to the south. In the Ōtāhuhu town centre, Great South Road forms the western side of a triangle of land, bound on the east side by Atkinson Ave, containing commercial development. Civic facilities including churches, schools and local and central government buildings are clustered around the Great South Road mainstreet spine. The intersection of Great South Road with Atkinson Ave is marked by a small open space, which contains a number of commemorative features.

15.1.6.18.2. Summary of special character values

Historical:

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

The Special Character Areas Overlay – Business : Ōtāhuhu has significance for its comparatively early establishment within the Auckland region as an important commercial centre. It demonstrates sustained development over a long period from the late 1840s. Buildings in the centre along Great South Road demonstrate its development from the late 19th and early 20th centuries, with major growth periods in the 1920s and the 1950s and 1960s.

The Special Character Areas Overlay – Business : Ōtāhuhu developed as a European Fencible settlement from 1848, with Great South Road being well established by 1850. Transportation routes have been of great significance in the settlement and development of Ōtāhuhu. The portage was of strategic importance to Maori and was one of the reasons for locating a Fencible settlement in this location. The Tamaki River was important to initial settlement but with the construction of bridges Great South Road became the major route from the late 19th century.

As the main road south from Auckland, Great South Road was important in relation to the earliest land subdivisions in Ōtāhuhu and the establishment of commercial development. The earliest businesses were established on Great South Road in the late 1840s. The opening of the railway line from Auckland to Mercer in 1875, and through to Wellington in 1908, was an important catalyst for development, including industrial activities close to Ōtāhuhu.

Subdivisions for residential development in the 1920s, together with industrial development including the opening of the Ōtāhuhu Railway Workshops in the late 1920s, spurred population growth and commercial development. The town centre has progressively developed along Great South Road. The 1889 Star Hotel is one of the earliest buildings in the mainstreet. While a small number of late 19th and early 20th century buildings remain, during the 1920s a significant number of retail and commercial buildings were built. The opening of the Southern Motorway in the mid-1950s was a catalyst for further development. A number of commercial buildings as well as local and central government offices were built around this time.

Physical and visual qualities:

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

The Special Character Areas Overlay – Business : Ōtāhuhu is of significance for its physical and visual qualities as it retains evidence of its development in its built form and urban patterns. This includes groupings of late 19th and early 20th century buildings, demonstrating a progressive and ongoing development from initial establishment in the late 1840s.

A distinctive period of development during the 1920s is evident, when a number of substantial two storeyed buildings were built, including the Central Buildings in 1926, Progressive Buildings in 1927 and Kents Building in 1928. A number of buildings in the town centre were designed by well-known Auckland architects, and many were built by Thomas Clements Ltd, a significant building contractor, based in Ōtāhuhu. A further period of development is evident dating from the 1950s and 1960s.

15.1.6.18.3. Description of physical and visual qualities

Built Form

Period of development

The Special Character Areas Overlay – Business : Ōtāhuhu demonstrates in its built fabric significant development that occurred from the late 1880s, with major periods of construction in the 1920s and again in the 1950s to 1960s. Significant fabric includes buildings, street layout, and urban form.

Scale of development

The town centre's special character buildings are both single and two storeyed and generally have parapet walls facing the street which increase their apparent scale. The centre's built form runs along both sides of the street to form continuous retail strips. More substantial corner buildings with angled entrances create physical 'book ends' to each block at street intersections.

The scale of the built form varies throughout the town centre. It diminishes at the north end, where continuous facades give way to parking areas and

warehousing. At the south end, continuous one and two storey buildings continue to the street edge along both sides of Great South Road to the junction with Atkinson Avenue.

Form and relationship to the street

The Special Character Areas Overlay – Business : Ōtāhuhu exhibits a traditional mainstreet configuration with a strong street enclosure and continuous retail edge, with an orientation towards the street and openings and glazing providing activation to the street. This is enhanced by verandahs providing footpath coverage, and rear parking and service areas accessed off side streets.

The special character area is well defined within the longer Great South Road route. The mainstreet core begins at the Princes Street intersection in the north. This is marked by the former Ōtāhuhu Borough Council building. The town centre clearly terminates in the south at the intersection with Atkinson Avenue.

Major features and buildings

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

- Buildings located at corners of the road intersections, particularly at the cross road with Mason Avenue / Avenue Road;
- 388-392 Great South Road – the former Star Hotel (1889);
- 475-481 Great South Road – Central Buildings (1926);
- 423-433 Great South Road – Progressive Buildings (1927);
- 391-401 Great South Road – Kents Building (c.1928);
- 310 Great South Road – the former Bank of New Zealand (1947);
- 339-345 Great South Road – Royal Buildings (1938);
- 293 Great South Road – Kingsway House (c. 1920s); and
- 214 Great South Road – the former Otahuhu Borough Municipal Chambers (1956).

Other features that contribute to the special character of the area include bluestone kerbing to footpaths, clusters of fan palm street trees at intersections, bluestone walls at the north western end of the area that identify the entrance to Otahuhu Primary School, murals on each side of Park Avenue, and the small open plaza at the southern apex junction with Atkinson Avenue, with commemorative features, tree and clock tower.

Density / pattern of development

Building widths reflect the relatively narrow lot widths created by the early subdivision pattern. Buildings built up to the street edge create a dense (although relatively low rise) development pattern that is maintained through the length of the town centre. The density and street enclosure rapidly dissipates outside of

the special character area's boundary as the mainstreet gives way to a variety of generally larger, more modern building types and areas of car parking.

Types

The Special Character Areas Overlay – Business : Ōtāhuhu is defined predominantly by strip retail buildings of several eras. The centre continues to have a strong retail focus. A more varied mix of activities is evident behind the mainstreet frontage, including a greater service and industry function along the Atkinson Avenue corridor (outside the special character area). Similarly, community facilities such as churches, schools, and the recreation centre are located down side streets off the main spine.

Visual coherence

Buildings along the mainstreet spine collectively give a strong visual coherence to the town centre due to the one and two storeyed scale, evidence of early subdivision pattern with small lot sizes and corresponding building widths, and strong definition of the street edge. A distinctive period of development during the 1920s is evident, with many buildings along Great South Road within the boundary of the special character area dating from this period.

15.1.6.18.4. Architectural values

Styles

The Special Character Areas Overlay – Business : Ōtāhuhu has some remnants of late 19th century architecture; the Star Hotel (388-392 Great South Road) built in 1889 is a surviving, though modified, example of this late Victorian style. However the area is particularly distinctive for its 1920s buildings which establish the dominant character of the town centre. Clustered particularly on the west side of Great South Road, they collectively present a clear picture of mainstreet building typologies that were being built throughout New Zealand around this time. They are generally two storeys, originally with residential accommodation on the upper level and/or rear, and designed in the Stripped Classical style. This developed as a transition between the ornate detailing of 19th century buildings and mid-century modernism, with architectural articulation and decorative detail subdued.

A number of these buildings were designed by well-known Auckland architects, and many were built by Thomas Clements Ltd, a significant building contractor, based in Ōtāhuhu. They present a formal facade to the street which is generally modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, fenestration, window architraves, string courses, cornice lines and decorative parapets concealing roof forms. A number were quite elaborately detailed with plaster decoration. Upper storey windows are typically vertically proportioned and appear as openings in a predominantly solid wall. The buildings have projecting verandahs to provide cover for pedestrian use below. Some notable examples include the Central Buildings, Progressive Buildings, and Kents Building.

Buildings constructed in the 1950s and 1960s on Great South Road reflect developments in New Zealand modernism following World War II. A number of these buildings are designed with an asymmetrical façade arrangement, horizontally proportioned window openings or detail framing the main elevation, reduction of ornament, and use of large expanses of glazing.

Materials and Construction – Built Fabric

Late 19th and early 20th century buildings are one or two storeyed. Parapets and façade modulation are used to visually amplify height. Construction is generally in painted plastered brick. Some buildings retain unpainted render finish and some buildings feature exposed brick.

Window joinery is generally timber and often incorporates multi-paned top lights. While shop fronts have been progressively altered, some examples of original or early window and shop front detailing have been retained.

Buildings constructed during the 1950s and 1960s are generally of a similar scale to earlier buildings but utilise a more diverse range of materials and construction methods, with reinforced concrete being the main structural material.

Verandahs feature throughout the centre and are supported by steel ties to the façade structure. Signage is typically located on verandah fascias. Some buildings feature building names and dates in plastered relief on parapets.

15.1.6.18.5. Urban structure

Subdivision

The Special Character Areas Overlay – Business : Ōtāhuhu demonstrates the pattern of small lot sizes typical of late 19th and early 20th century subdivision. This creates a fine-grained urban character which is largely continuous through the special character area. On larger sites, the building frontages are usually modulated into bays which reflect the width of the early narrow lot sizes.

Road pattern

Great South Road is one of the earliest roads in the Auckland region to have been surveyed and formed, providing a link from Auckland to pioneering rural settlements in the south. The surveying and construction of Great South Road commenced in 1843 and by 1851 the Great South Road had been metalled as far as Ōtāhuhu. In the triangular block of land between Atkinson Avenue and Great South Road, some of the main cross streets were defined on subdivision maps dating from around 1855 and the small sizes of the allotments indicate the block was intended for commercial use. To the west side of Great South Road John Hall's 1865 subdivision created streets including Park Avenue, Victoria Street and Queen Street.

Great South Road is a standard 1 chain or 20 meters wide, with a dual carriageway and car parking on either side. Side streets are generally offset from each other, with the Mason Avenue / Avenue Road intersection being the only full four-way intersection in the special character area.

Streetscape

The special character of the Ōtāhuhu town centre has evolved around the traditional strip retail centre configuration.

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

Parallel parking on both sides of the street and several pedestrian crossings moderate traffic and give the centre a pedestrian-dominated character. Basalt kerbing is evident. At a number of intersections the footpath has been widened to provide amenity areas which contain seating, planting and public toilets. In a limited number of locations, arcades provide pedestrian links from the main spine to the service lanes behind.

Vegetation and Landscape Characteristics

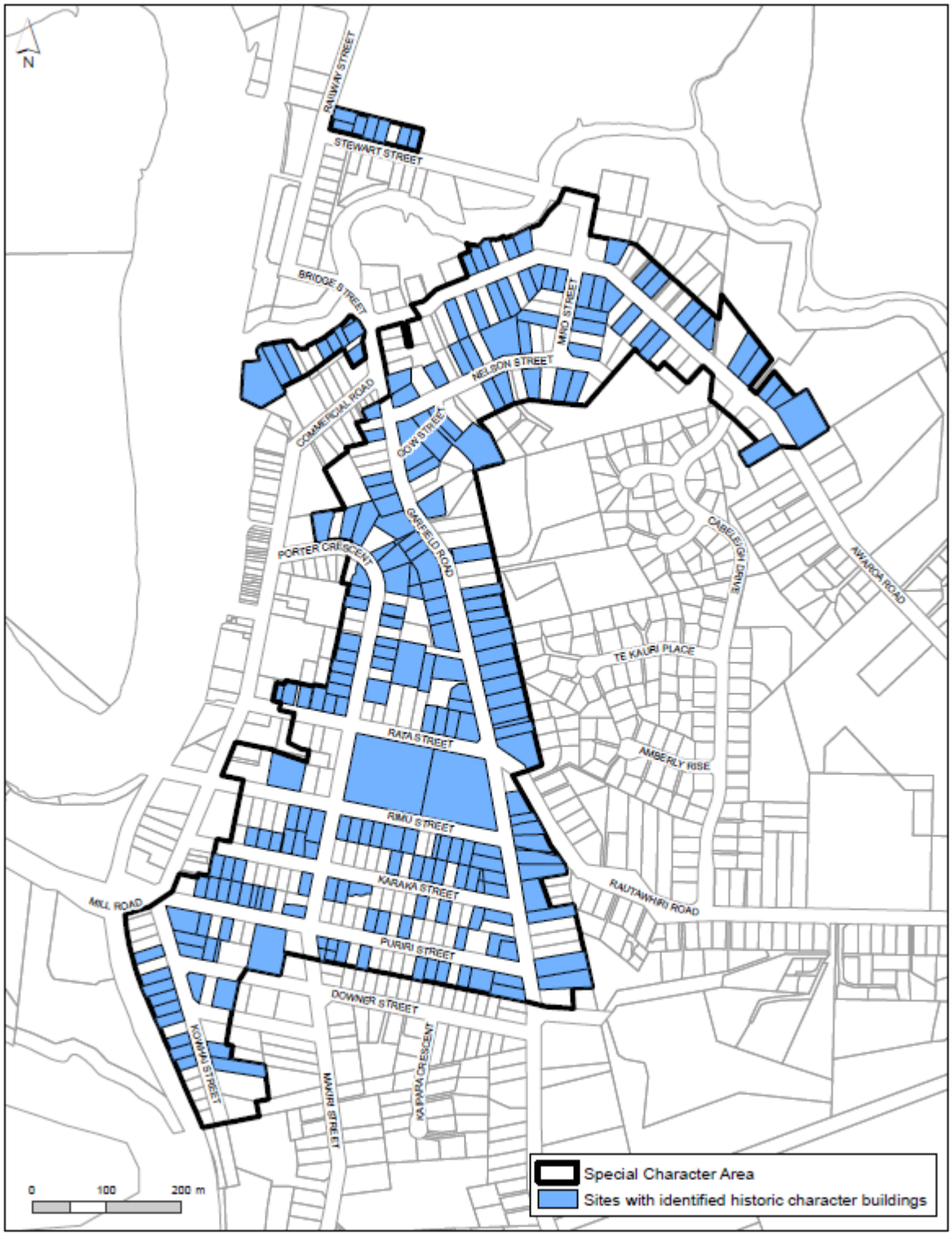
Street trees (fan palms) located in groups at intersections along the mainstreet provide markers to pedestrian crossings, street seating and other amenities. Mature trees in the wider context are also visible from Great South Road, down side streets. Examples include the mature specimen trees in the grounds of Holy Trinity Anglican Church on Mason Avenue, St Andrews Presbyterian Church on Station Road and the Ōtāhuhu Primary school, also on Station Road.

15.1.7. Special Character Areas Overlay – Residential – Character Statements and Maps

15.1.7.1. Special Character Areas Overlay – Residential – Helensville

15.1.7.1.1. Extent of area

Special Character Area Map:



Description:

The Special Character Areas Overlay – Residential : Helensville is located in the centre of Helensville on the eastern shore of the Kaipara River, and reflects the area where the largest groupings of late 19th and early 20th century houses are evident in Helensville. The extent of the area is shown on the special character area map above.

The main residential area is elevated above the commercial centre. Most of the residential buildings are located to the east of, and close to, the town centre. The character of the residential area of Helensville derives, in part, from the town's setting on the banks of the Kaipara River and the natural landforms such as the hills that surround the town. Helensville is part of the greater Kaipara area, which includes the Kaipara Harbour into which the Kaipara River flows. The town is surrounded by hills which rise to the east.

15.1.7.1.2. Summary of special character values

Historical:

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

The Special Character Areas Overlay – Residential : Helensville is of significance as an example of an early rural settlement in the Kaipara region that developed between the late 19th and mid-20th centuries. It retains a large number of houses from the 1860s to 1940s that demonstrate this period and pattern of development in Helensville.

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

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

The opening of the rail station on Railway Road shifted the centre of the settlement from north of the Awaroa River to its current location along Commercial Road. Helensville prospered during the turn of the 20th century with

local industries including farming, fisheries, saw-milling, flour-milling, soap-making and canning. Housing developed in residential streets to the east of Commercial Road, which developed to serve the needs of the area.

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

Physical and visual qualities:

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

The Special Character Areas Overlay – Residential : Helensville is significant for its physical and visual qualities as it retains a grouping of late 19th and early 20th century houses that collectively reflect the early period of Helensville's development. Houses in Helensville demonstrate a range of architectural styles and types from this period including settlers' cottages, villas, bungalows and railway cottages. Small settlers' cottages and plain square-front villas represent the earliest phases of development in Helensville, while larger and more ornate villas, as well as bungalows represent the later thriving settlement. Housing is generally single level and of timber construction. The special character is evident in the pattern of subdivisions and lot sizes, density of housing, setbacks and front gardens, fences, walls and hedges.

15.1.7.1.3. Description of physical and visual qualities

Built Form

Period of development

The Special Character Areas Overlay – Residential : Helensville demonstrates in its physical and visual qualities a significant period of development that occurred from the 1860s to 1940. This covers the early period of residential construction in Helensville from the mid to late Victorian period through to around 1940. The built fabric comprises the houses, street layouts and urban form.

Scale of development

Houses in the Special Character Areas Overlay – Residential : Helensville built between the 1860s and 1940 are predominantly detached one and two storey houses. There is a degree of variation in scale and size of houses, ranging from the modest workers cottages built in the 1860s and 1870s to substantial two storey houses from a similar period, through to the larger Victorian and Edwardian villas and later Californian Bungalows.

Form and relationship to the street

Throughout the Special Character Areas Overlay – Residential : Helensville property frontages are generally open to the street and the house forms are clearly visible. The architectural form and character of the houses, with gabled and hipped roofs, bay windows and verandahs, make a strong contribution to the

streetscape. Houses are generally located close to the road boundary. Early cottages in Stewart Street have setbacks of only 1 or 2 metres. In other streets setbacks vary, but typically range from around 3 metres to 6 metres.

The generally regular positioning of houses on their lots contributes to a consistent pattern of residential forms along streets. There is some variation evident where more recent houses are interspersed with older housing types. Verandahs and porches are typically evident, providing transitional spaces between the public and private realm. Front yards are often landscaped with a range of planting and hard landscape features with generally low fencing enabling views to and from the street.

Density / Pattern of development

The Special Character Areas Overlay – Residential : Helensville reflects a range in terms of the pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. Consistent lot sizes are evident in the roads subdivided in the early 1880s from Rimu Street to Downer Street, while greater variation is evident in other parts of the area that may have been developed more progressively. Lot widths are often around 15 metres, with some variation.

Types

The area is strongly defined by the survival of its residential housing stock, which includes Victorian cottages and villas, Edwardian villas, transitional villas, railway workers' houses, bungalows, Moderne style and English cottage style houses.

Visual coherence

The surviving houses of similar scale, materials and age (in a range of late 19th and early 20th century styles) create a strong visual coherence within the Special Character Areas Overlay – Residential : Helensville. This coherence is further enhanced by a consistent urban form and structure, with associated front yards and typically low fence types, the 19th century subdivision pattern, and regular lot sizes in parts of the area clearly evident.

15.1.7.1.4. Architectural values

Styles

The houses within the Special Character Areas Overlay – Residential : Helensville date from different periods and are designed in a variety of architectural styles. They include settler's or worker's cottages; Victorian, Edwardian and transitional villas; Californian and cottage bungalows; railway workers' cottages; Moderne houses; and English cottage style state houses.

Settler's cottages represent the early period of residential development in Helensville. Such cottages were among the earliest houses to be constructed in New Zealand. They have simple gabled or hipped roofs and the front façades were often symmetrical, a characteristic derived from England's Georgian architecture. Other housing from the 1860s in Helensville includes a two storey house in Carpenter's Gothic style.

Examples of flat-fronted and bay villas from the Victorian and Edwardian period are evident throughout the Special Character Areas Overlay – Residential : Helensville, including modest as well as larger and more elaborately detailed examples. Typical of the villa type, roofs forms are gabled or hipped and may be flat-fronted or incorporate projecting bays in a variety of configurations. The houses utilise a variety of decorative detail, particularly gable ends and verandahs at the front of the house and sometimes returning down the side elevations. Villa verandahs feature sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a significant feature of many rooflines in the area.

From around 1910 transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

Californian bungalows are evident in parts of the Special Character Areas Overlay – Residential : Helensville. The development of the bungalow type around the turn of the 20th century in New Zealand was influenced by developments overseas, as a housing type that embodied principles of the Arts and Crafts movement. By the end of the First World War, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Bungalows typically incorporated shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are less common but still evident in Helensville.

Materials and Construction – Built Fabric

Timber is the predominant material used for houses throughout the area, with many houses clad in weatherboards and decorated with timber detailing. A small number of early 20th century houses built in brick or with a rendered finish are evident. Roof material is predominantly corrugated steel, but examples of clay and concrete tile are also evident.

15.1.7.1.5. Urban structure

Subdivision

Residential lots were formed as part of a series of subdivisions. The 19th century period of subdivision in the area is reflected in the relatively small residential section sizes; in roads from Rimu Street through to Downer Street, subdivided in 1883, sections are around 460 to 500 metres squared. Predominantly there is only one house per site and there has been little change to the pattern of subdivision such as the further subdivision or cross-leasing of lots. In other parts of Helensville where the road alignments vary, there is consequently greater variation in lot sizes ranging from around 500 to over 1000 metres squared.

Road pattern

The street layout in Helensville is as shown on maps dating from at least the 1880s including the grid of residential streets from Rata Street south to Downer Street and McLeod Street, originally known as Avenues One to Eight. Road widths are typically 100 links or 20 metres wide which was a set standard after the 1880s to allow for a footpath and grass berm with a carriageway formed between. The grid of established residential streets in Helensville have a reasonably narrow carriageway and generous grassed berms, with footpaths set back adjacent to the street front boundaries, contributing to a rural settlement character.

Streetscape

The character of the Special Character Areas Overlay – Residential : Helensville is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself.

Properties typically have low and often traditional fence types such as picket fences, allowing open views between houses and the street. Front gardens often have reasonably modest shrubs and plantings, which also allows views to the houses reinforcing a strong architectural character in the established residential streets in Helensville.

Vegetation and landscape characteristics

Vegetation and landscape qualities vary throughout the area. Some houses are located close to the road boundary with modest front gardens and limited planting, while others have a variety of trees and shrubs. Generous grassed berms are evident in most streets, with street trees in some streets.

15.1.7.2. Special Character Areas Overlay – Residential : Isthmus A

15.1.7.2.1. Extent of area

Special Character Area Map

The extent of the Special Character Areas Overlay – Residential : Isthmus A can be found on the planning maps.

Description

Special Character Areas Overlay – Residential : Isthmus A covers a series of areas in the earliest suburbs close to Auckland city centre, including Parnell, Grafton, Freemans Bay, St Mary's Bay, Ponsonby, Herne Bay, Arch Hill and Eden Terrace. Other suburbs adjacent to these include Grey Lynn, Kingsland, northern parts of Mt Eden, Sandringham and Balmoral, Epsom and Mt St John. Special Character Areas Overlay – Residential : Isthmus A also covers areas of early residential development associated with other town centres including Avondale, Onehunga, Ellerslie, Otahuhu and St Heliers Bay.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitemata and Manukau harbours. A series of ridges and valleys are located between the mountains and rise from the surrounding harbours. Typically the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with residential areas located along coastal edges, and areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

15.1.7.2.2. Summary of special character values

Historical:

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

Special Character Areas Overlay – Residential : Isthmus A is of significance because it includes substantial areas of the earliest European settlement and development that occurred in and around Auckland city in the late 19th and early 20th centuries. This special character area (which comprises a series of geographic areas) illustrates the mid to late 19th and early 20th century residential pattern of development that took place, predominantly in the inner-city suburbs, the 'tram suburbs' and around other town centres as Auckland expanded beyond its initial settlement.

The area is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains large groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development. Special Character Areas Overlay – Residential : Isthmus A reflects the changes in the pattern of residential

subdivisions and development, and the predominant residential types and styles used from the 1860s to 1940s.

The oldest higher density suburbs are examples of the earliest residential development that occurred in Auckland. These are significant as the 'walking suburbs' where proximity to the city center enabled access independent of public transport. This includes parts of St Mary's Bay, Ponsonby, Freemans Bay, Arch Hill, Eden Terrace, Parnell, Grafton and residential subdivisions dating from the around the 1860s. Typically these areas retain evidence of early development in the small lot sizes, often narrow road widths and closely spaced housing. There are also examples of this type of development in Onehunga where housing is located close to the town centre.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19th and early 20th centuries. Rural land located close to the city centre was developed as a result of improvements in roading and the provision of public transport including the opening of the electric tram network. The late Victorian and Edwardian 'tram suburbs' represent changes in residential development, with typically larger homes located on more generous sections facing wider streets.

Suburbs dating from the 1880s to 1910s in Grey Lynn, parts of Herne Bay, Kingsland, Mt Eden, Balmoral, Sandringham, Mt St John, Epsom, Avondale, Ellerslie, and Ōtāhuhu are examples of this residential development pattern. The areas are concentrated near early main roads and public transport routes, within walking distance of the local commercial centres that provided the everyday services, supplies and entertainment needed by residents. These areas are significant in demonstrating Auckland's early residential subdivisions, streetscapes, housing types and styles.

Physical and visual qualities:

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

Special Character Areas Overlay – Residential : Isthmus A is of significance for its physical and visual qualities as it encompasses a substantial grouping of mid to late 19th and early 20th century houses, together with associated urban patterns of development, that collectively reflect important trends in New Zealand's residential architectural design and the development of urban and suburban residential areas in the Auckland region.

The area represents Auckland's first suburbs and is notable for retaining an exceptionally large collection of Victorian, Edwardian and early 20th century houses, including cottages, villas, transitional villas and bungalows, as well as other styles of the period. While there are exceptions, the houses are generally single and two storeyed timber-framed detached dwellings on individual sites.

The age and style of housing is very consistent in some areas, while others show greater variation, as development occurred progressively.

Residential sections in the 'walking suburbs' were often formed as part of a series of small subdivisions, sometimes over a number of decades. In addition, larger allotments initially formed for housing in the 19th century were further subdivided into smaller residential lots over time.

The housing styles in these areas is often more mixed or varied than in the late Victorian and Edwardian suburbs, demonstrating a development pattern over an extended period. There is often a greater variety of housing styles including examples of early residential types such as workers cottages and modest Victorian villas, as well as later Edwardian villas, bungalows, with smaller numbers of Arts and Crafts and Moderne styled houses.

The 'tram suburbs' within the area were developed with larger section sizes, more generous and regular road layouts. Houses were typically larger and the Victorian and Edwardian Villa is the dominate style followed later by the Californian Bungalow. Greatest consistency of architectural style and house type occurs in these subdivisions where most of the housing was built within relatively short time periods.

The surviving stock of houses in the area demonstrates changing requirements and design ideas in domestic architecture in the change from the earliest simple worker cottages to the Victorian-Edwardian villa and the Californian bungalow. The houses demonstrate the use and application of, and changes to, building materials, methods and craft skills from the 1860s to 1940s.

The special character is also evident in the pattern of subdivisions and lot sizes, density of housing, setbacks and front gardens, fences, walls and hedges. In the earliest subdivisions streets are narrow and there are typically no grass berms. Areas subdivided later were typically of a wider standard street width, allowing for grass berms and street trees.

15.1.7.2.3. Description of physical and visual qualities

Built Form

Period of development

Special Character Areas Overlay – Residential : Isthmus A demonstrates in its physical and visual qualities a significant period of development that occurred from the 1860s to 1940. The period covers the first residential subdivision within the Auckland region and construction during the mid to late Victorian period through the onset of World War II. The built fabric comprises the houses, street layouts and urban form.

Scale of development

Houses in the area built between the 1860s and 1940 are predominantly detached one and two storey houses. There is a degree of variation in scale and size of houses from the modest workers cottages from the 1860s and 1870s located on relatively small lots in the earliest suburbs, through to the larger Victorian/Edwardian villas and later Californian Bungalows.

Form and relationship to the street

Throughout the area property frontages are generally open to the street and the house forms clearly evident. The architectural form and character of the houses, with gabled and hipped roofs, bay windows and verandahs, make a strong contribution to the streetscape. In the earliest subdivisions where small lot sizes are evident houses are located close to the road boundary, sometimes with setbacks from only 1 metre to 3 metres. Some houses are built to the street boundary. In subdivisions from the 1880s onwards lot sizes were typically larger which allowed for more generous front gardens, with set-backs ranging from around 4m to 10m.

The generally regular positioning of houses on their lots, whether small or large, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. Verandahs and porches are typically evident, providing transitional spaces between the public and private realm. Front yards are often landscaped with a range of planting and hard landscape features including low fencing. Some of the fencing types include picket fences with a range of gate and posts types, clipped hedges of various heights, low drystone walls and stones set in mortar, plastered brick walls which often match plastered brick or exposed brick houses.

In the earliest subdivisions with very small lots, off street car parking or garages in front yards are generally not evident. In areas where lot sizes are moderate or larger, some properties have garages or carports constructed within the front or side yards.

Density / Pattern of development

The area contains a significant number of separate subdivisions, dating from 1860s through to the early decades of the 20th century. Consequently there is variation in the pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. Areas of early subdivision (1860s - 1870s) generally reflect a higher density with houses closely spaced and located close to the road boundary on small lots. Areas subdivided from the 1880s onwards include a range of moderate to larger lot sizes. Houses continued to be generally located towards the front boundary, and typically occupy much of the width of their sites.

Lot widths are typically narrower in the earliest areas to be subdivided, ranging from 10 to 12 metres. In much of the area lot widths are around 12 to 15 metres wide, although some variation exists. Throughout the area, there is generally a clear and well-articulated rhythm to the positioning of houses within subdivisions,

whether they are smaller early houses on small lots or larger villas and bungalows on moderate to larger lots.

Types

Special Character Areas Overlay – Residential : Isthmus A is strongly defined by the survival of its residential housing stock which includes Victorian cottages and villas, Edwardian villas, transitional villas, and bungalows.

Visual coherence

Throughout the Special Character Areas Overlay – Residential : Isthmus A there is a generally a high degree of visual coherence due to the general consistency, within particular geographic areas, of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character.

15.1.7.2.4. Architectural values

Styles

Within the Special Character Areas Overlay – Residential : Isthmus A the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Examples include the Avenues to the south of Jervois Road, Herne Bay and King Edward Street and Burnley Terrace in Sandringham, which were filled with villas by the end of the Edwardian era. Other areas, where development has occurred over a longer period of time, reflect changing tastes in style and there is a greater variety. Grey Lynn, one of the single largest subdivisions, took a number of years to be developed and consequently housing styles vary from Victorian and Edwardian Villas, through to Californian Bungalows.

The earliest areas to be subdivided and built retain examples of one and two storey cottages as well as Victorian and Edwardian villas. Victorian cottages and villas, of one and two storeys, represent the early period of residential development evident in parts of the area, and are evident in parts of parts of St Mary's Bay, Ponsonby, Freemans Bay, Arch Hill, Eden Terrace, Parnell, Grafton and Onehunga.

Examples of flat-fronted and bay villas from the Victorian and Edwardian period are generally evident throughout the area, including modest as well as larger and more elaborately detailed examples. They are typically single storey; however, two storey villas are also evident in some areas.

Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated steel. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house sometimes returning down the side

elevations. They featured sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a significant feature of many rooflines in the Special Character Areas Overlay – Residential : Isthmus A.

From around 1910 transitional villas demonstrate a shift in design approach, moving towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

The development of the bungalow type around the turn of the 20th century in New Zealand was influenced by developments overseas, as a housing type that embodied principles of the Arts and Crafts movement. By the end of the First World War, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Californian bungalows proliferated in Auckland after First World War, and are evident in parts of the area. Influenced by popular American housing trends of the time, the typical New Zealand “Californian Bungalow” features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the special character area.

Materials and Construction- Built Fabric

Timber is the predominant material used for houses throughout the area, with most houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated steel, but examples of clay and concrete tile are also evident. There are also examples of Victorian and Edwardian villas, as well as houses in other styles from the early 20th century, constructed of brick or plastered brick.

15.1.7.2.5. Urban structure

Subdivision

The subdivision of residential lots occurred progressively over an extended period of time. There is a noticeable distinction between the patterns of the earliest subdivisions (1860s - 1880s) and ones developed after this date. All areas are subdivisions of the larger sections first surveyed in the 1840s. These larger sections were formed off the principal roads, which ran along main access routes formed in the 1840s, often following ridge lines. Examples of this are Great North, Parnell, Richmond, Ponsonby, and Jervois Roads.

The residential subdivisions were generally formed by subdividing parts or all of these larger blocks of land. The earliest subdivisions tended to include smaller

sections, on narrower streets, sometimes with less regular road patterns. The early subdivisions also tended to cover smaller areas of land. Later subdivisions tended to include larger sections, with wider streets, laid out on a more regular pattern, where the topography and existing road patterns permitted. Generally all road widths after 1880s were standardised.

Lot sizes vary considerably throughout the area. The earliest subdivisions, closest to the city, tend to have the smallest lot sizes, with some sections less than 300 square metres. A medium section size tended to be 300 to 450 square metres. In some of the later more generous subdivisions (such as Grey Lynn, subdivided as the Surrey Hills Estate from 1883 to 1886) section sizes were between 450 and 600 square metres.

There are also examples of larger lot sizes, which tended to be formed on more valuable land where large houses were built, as evident for example on the slopes of Herne Bay, where sections sizes were originally 3000 to 4000 square metres. These were subsequently subdivided into smaller, but still generous, sites of up to 1800 square metres.

In larger subdivisions the most efficient means of subdivision was to create sections with a ratio of three times the length to width, which allowed consistent section widths on all street frontages and led to regular street patterns.

Within parts of the area some further subdivision of the original residential lots has occurred, where the original lot size (greater than 700 - 800 square metres) has permitted. Generally the subdivided section is at the rear with driveways formed from the road in the side yards, maintaining the ability to perceive the original subdivision pattern along the street.

The pattern of subdivision and sequence has been determined by a number of factors including proximity to the central city area, the development of public transport and other services including reticulated water supply and sewer disposal. There is a clear correlation between the development of the spreading suburbs and the expansion of tram services. As the tram service reached further across the isthmus, residential development followed.

Road pattern

Throughout the area the road pattern is generally based on an orthogonal layout determined by the alignment of main roads, shape of the early large allotments and topography of a particular area.

Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets. Variations in the width of early city roads led to government intervention to achieve consistency. The 1875 Act to regulate the Plans of Towns set out requirements for the minimum width of roads, which as far as possible were to be laid off in straight lines and perpendicular to each other. Subdivision plans had to be prepared by an approved engineer or surveyor. Generally all road widths after 1880s were standardised to 100 links or 20.12 metres wide, with a carriage-way formed within. Some main roads are

wider. In earlier subdivisions the road widths were typically 75 links (approximately 15 metres) and in some cases only 50 links (approximately 10 metres).

In residential areas formed by early subdivisions between the 1860s and 1880s road widths are narrow, which typically allowed only for narrow footpaths, and no grass berms. Later suburbs laid out with standardised road widths incorporate grass berms and street trees.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is variation throughout areas within the area. The earliest subdivisions with narrow streets did not allow for grass berms or street trees and hence the character is more urban, with houses often located close to the road boundary.

Wider streets permitted grass berms to be formed. These vary in width depending on the carriageway and whether roadside car parking is provided. Some streets have no kerbside parking and generous berms, often in areas where there is little localised traffic. Busy roads with kerbside parking tend to have narrow grass berms or in some situations no grass berms. Where grass berms are evident, street trees may also be present and some roads within the area includes avenues of mature street trees.

Areas that were developed as a part of larger subdivision demonstrate consistency in terms of lot size, setback, spacing and rhythm of housing as well as the age and styles of housing, collectively contributing to an established streetscape character. Predominantly front yards, whether modest or larger, are separated from the street with low fences, walls or planting, allowing good visibility of the houses from the street. However, there are also some examples of higher fencing and or more dense planting. Properties on main roads often tend to have a higher degree of separation between the public and private realm.

Vegetation and landscape characteristics

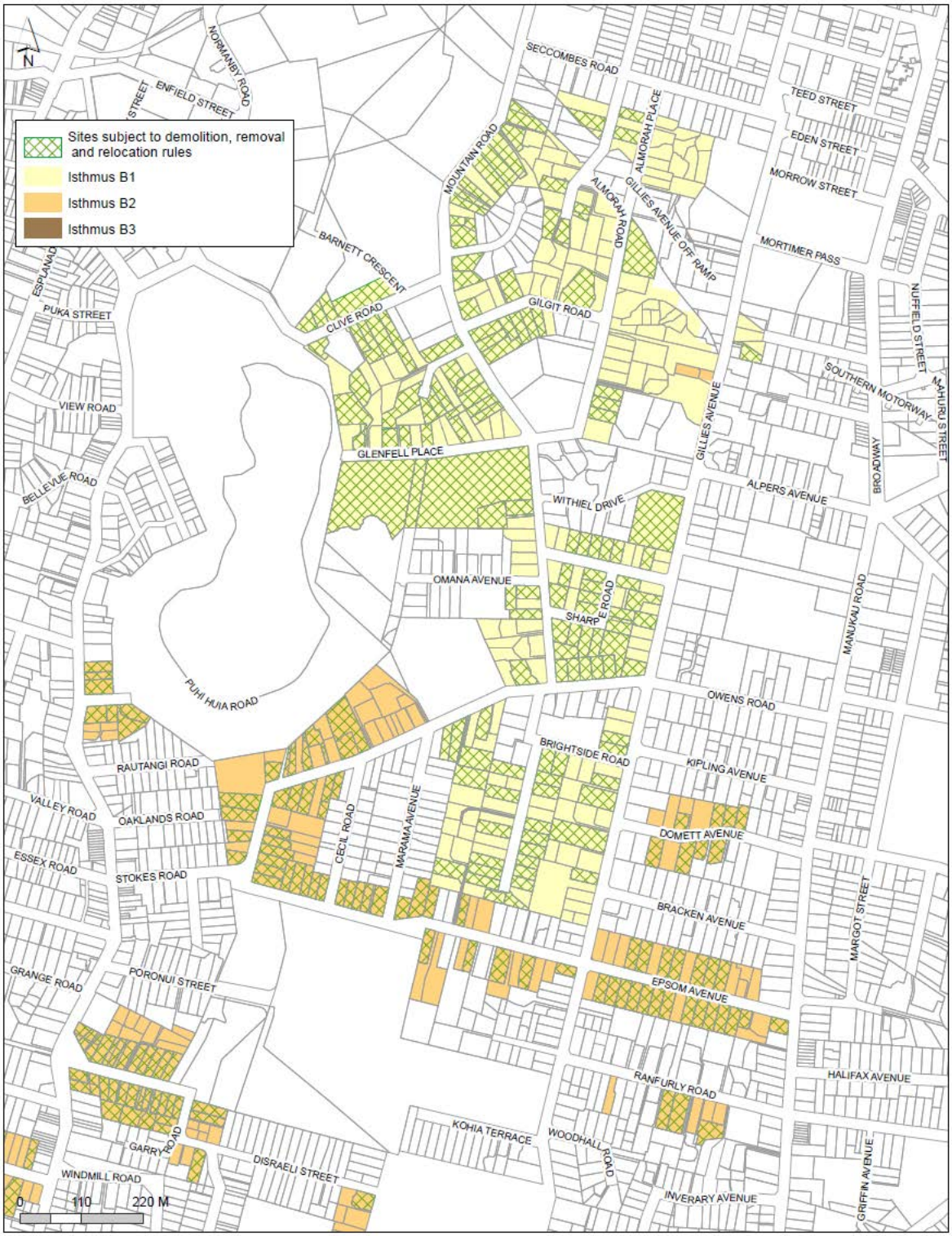
Throughout the Special Character Areas Overlay – Residential : Isthmus A there is variety in terms of vegetation and landscape characteristics. The earliest subdivisions did not allow for grassed berms or street trees and houses were often set close to the road boundary with very small front gardens. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the Special Character Areas Overlay – Residential : Isthmus A contribute to an impression of reasonably well-vegetated parts of the area.

15.1.7.3. Special Character Areas Overlay – Residential : Isthmus B

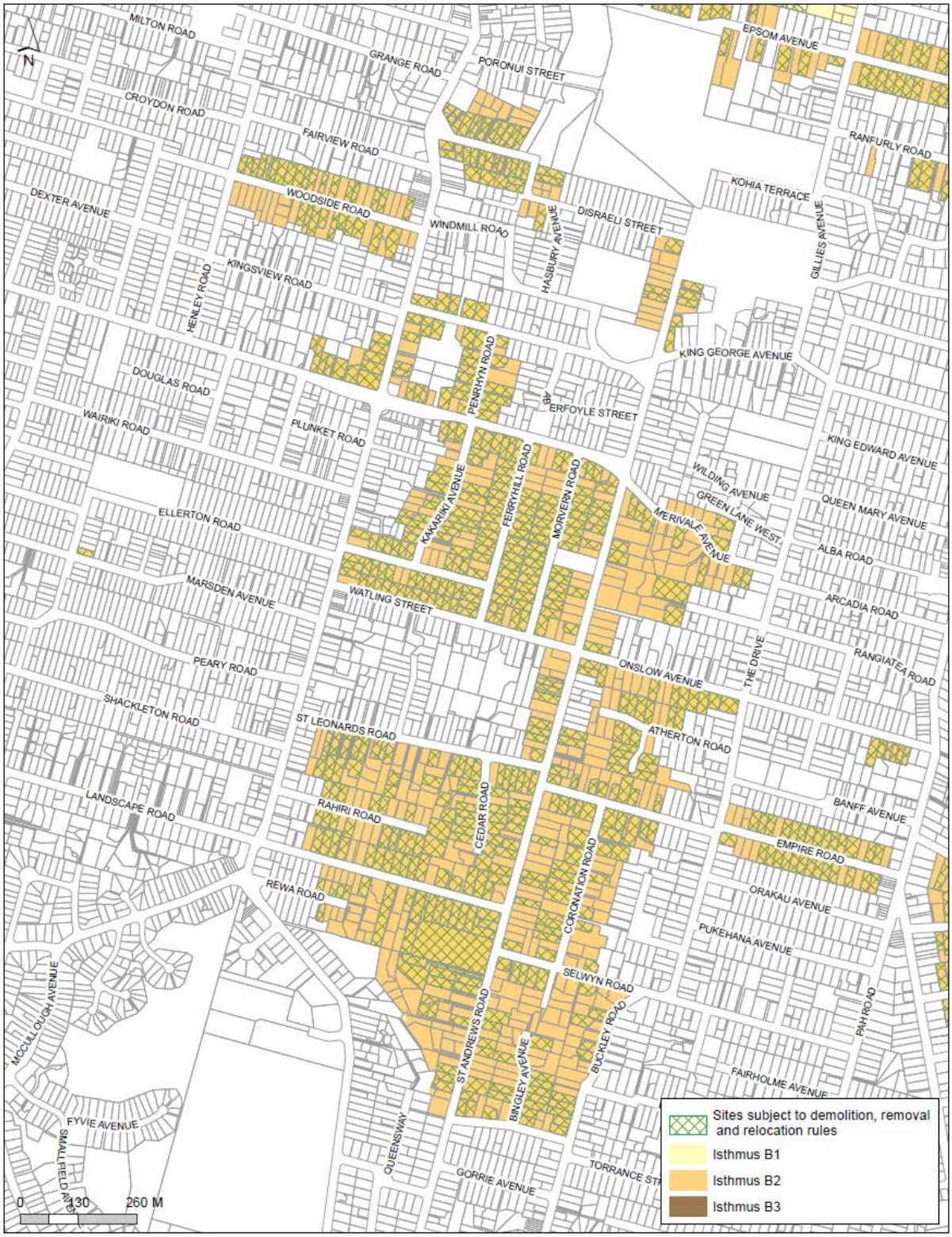
15.1.7.3.1. Extent of area

Special Character Area Maps:

(1) Special Character Areas Overlay – Residential : Isthmus B – Mount Eden / Epsom (Part A)

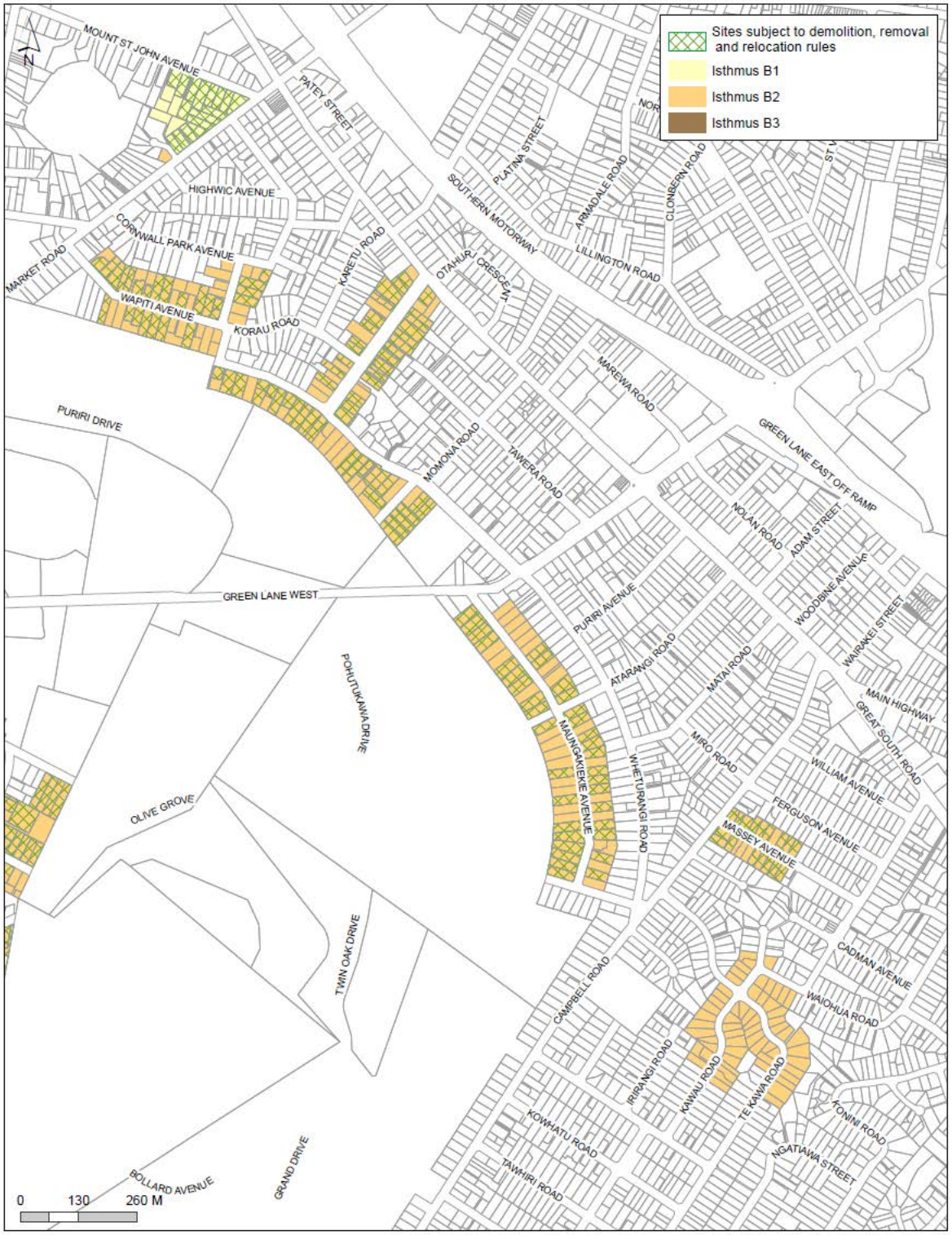


(2) Special Character Areas Overlay – Residential : Isthmus B – Mount Eden / Epsom (Part B)

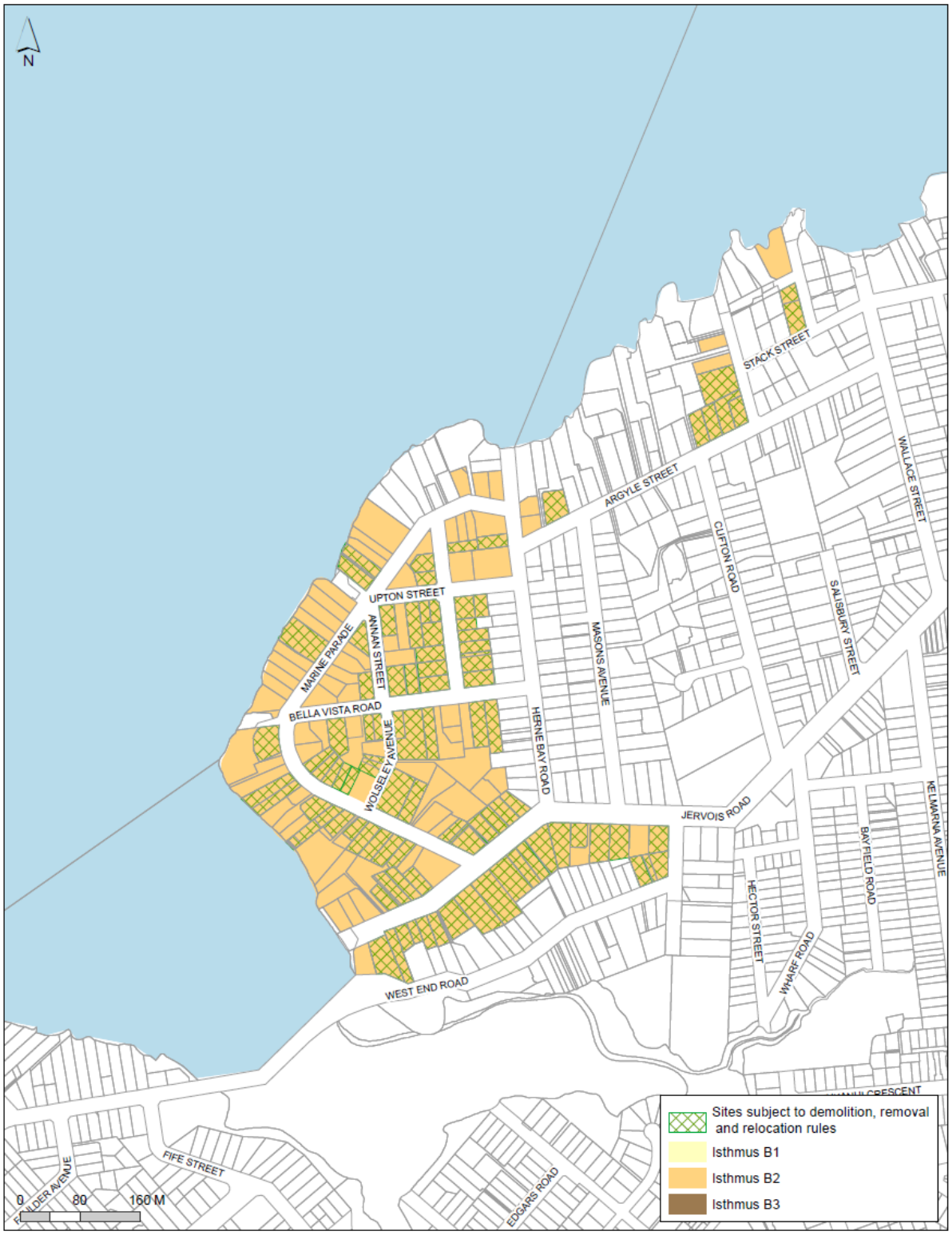


(3) Special Character Areas Overlay – Residential : Isthmus B – Epsom

(4) Special Character Areas Overlay – Residential : Isthmus B – Epsom / Greenlane

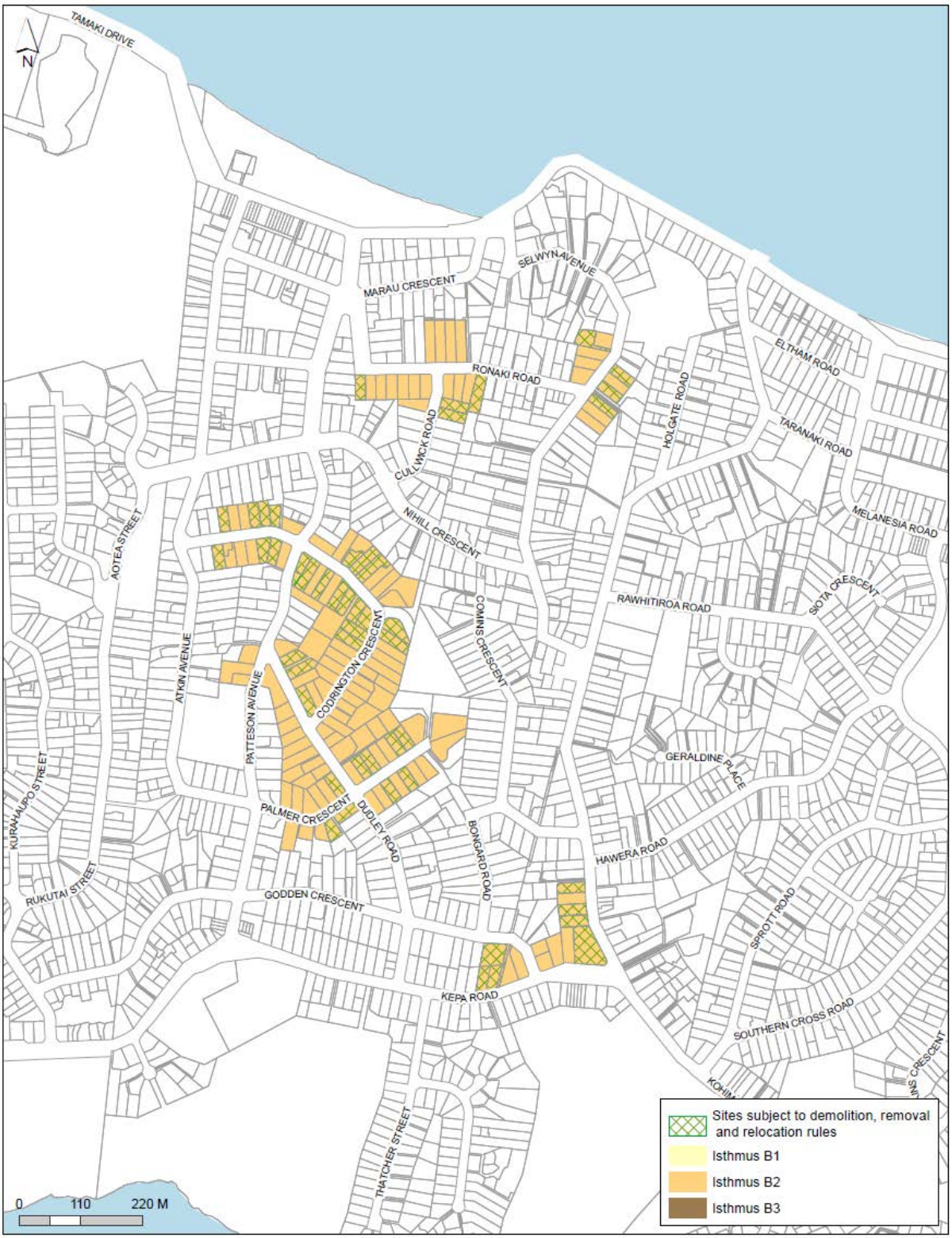


(5) Special Character Areas Overlay – Residential : Isthmus B – Herne Bay

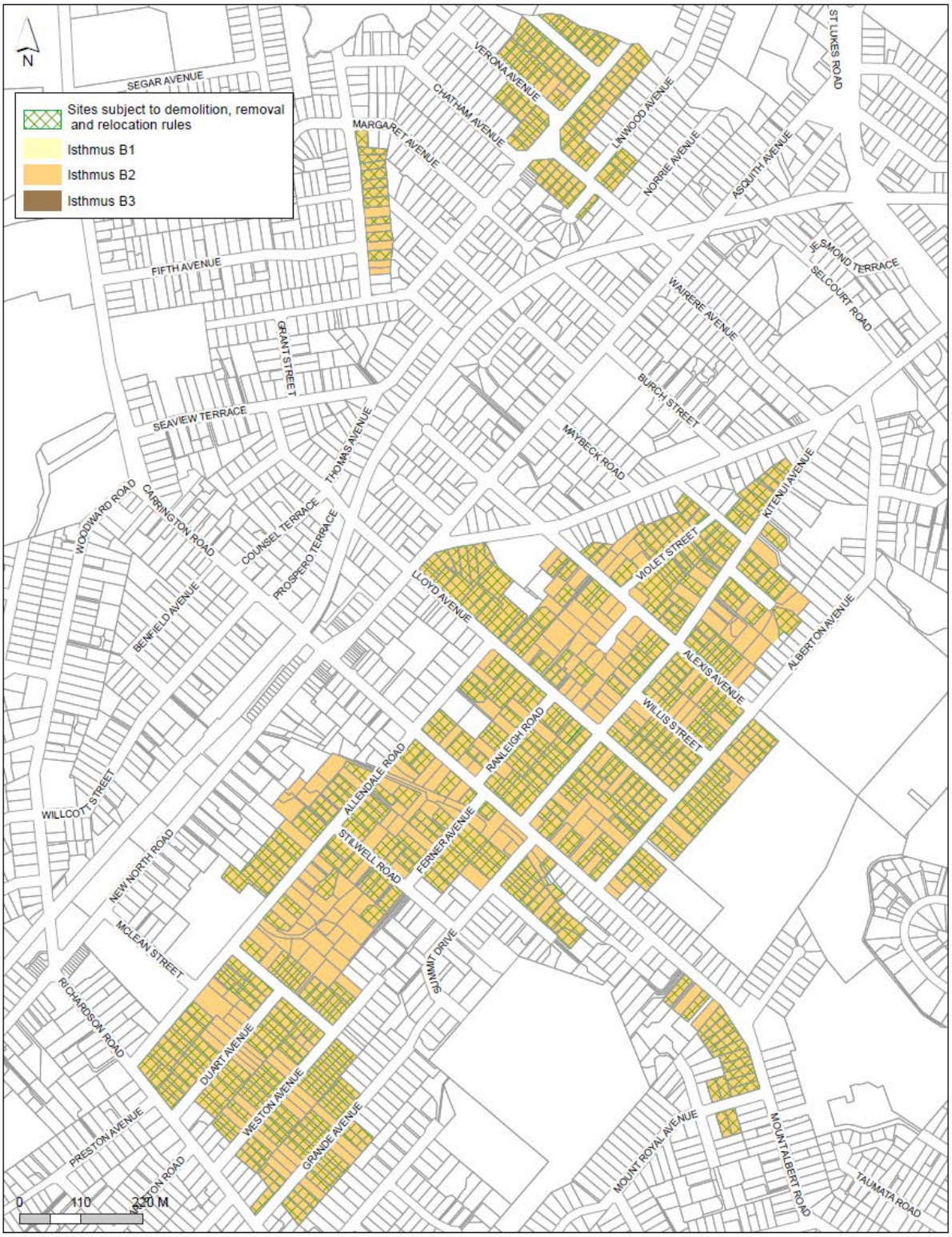


(6) Special Character Areas Overlay – Residential : Isthmus B – Mission Bay

[CIV-2016-404-2309: Samson Corporation Limited and Sterling Nominees Limited]

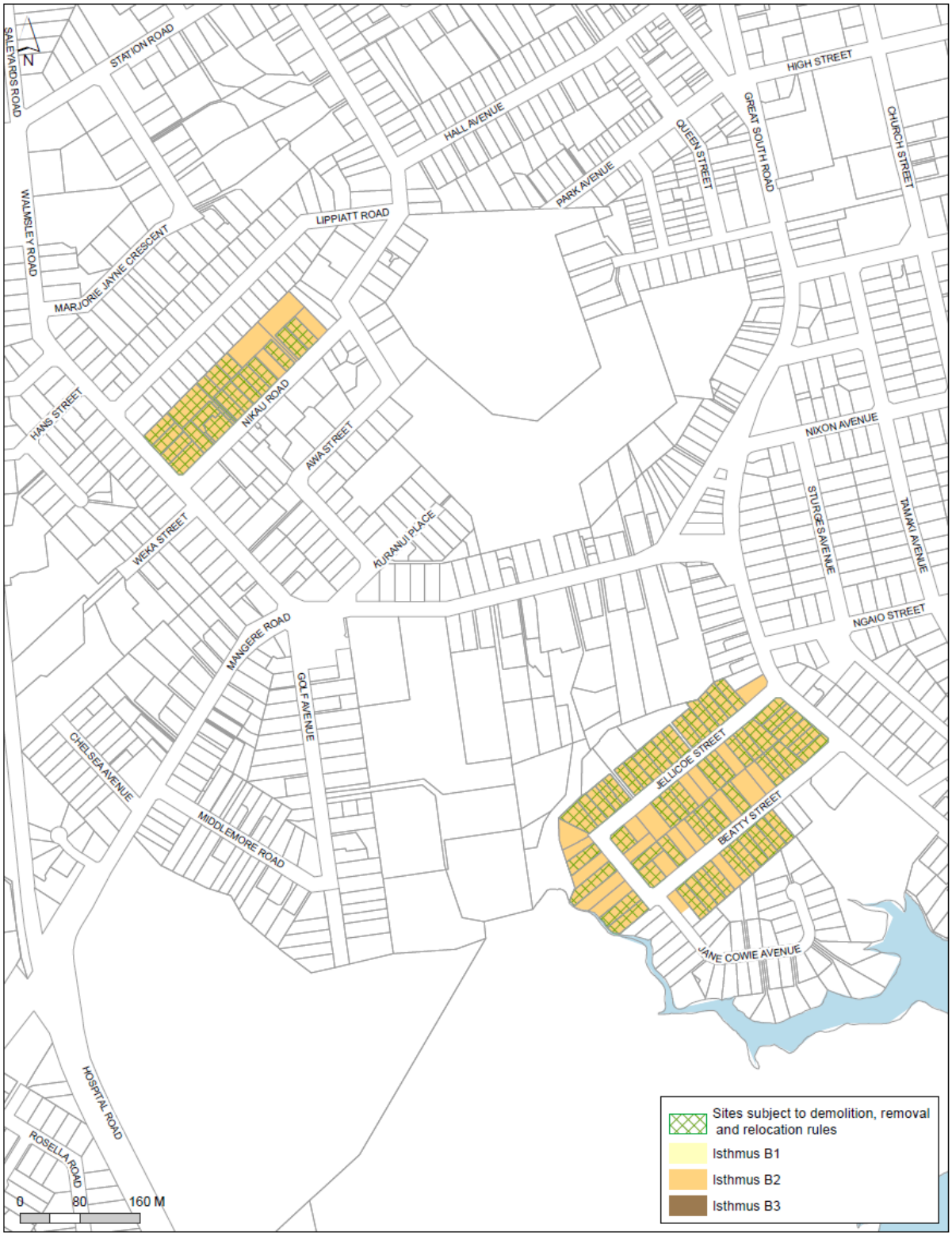


(7) Special Character Areas Overlay – Residential : Isthmus B – Mount Albert

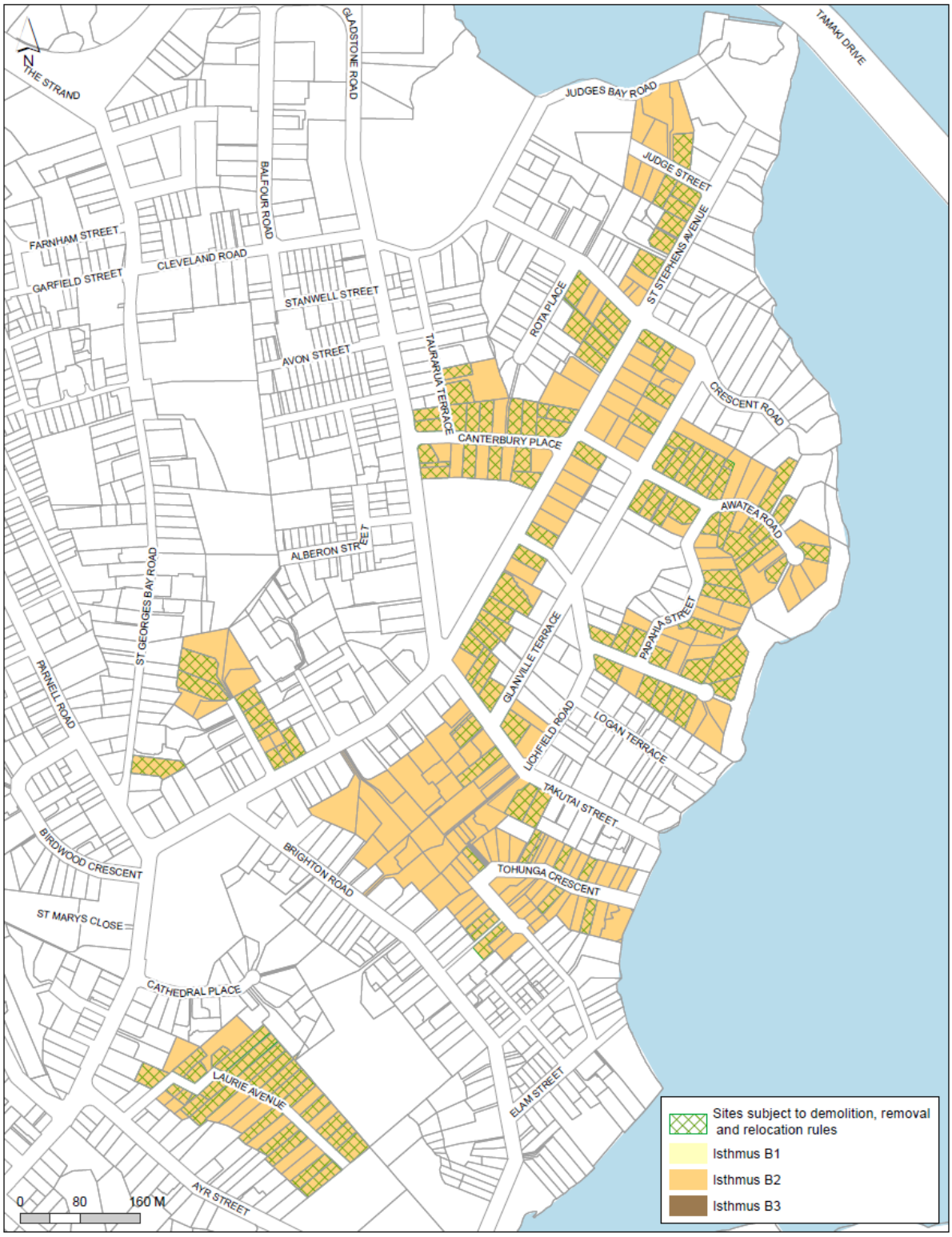


(8) Special Character Areas Overlay – Residential : Isthmus B – Mount Roskill

(9) Special Character Areas Overlay – Residential : Isthmus B – Otahuhu



(10) Special Character Areas Overlay – Residential : Isthmus B – Parnell



(11) Special Character Areas Overlay – Residential : Isthmus B – Remuera

(12) Special Character Areas Overlay – Residential : Isthmus B – Remuera / Meadowbank

(13) Special Character Areas Overlay – Residential : Isthmus B – St Heliers

Description:

The Special Character Areas Overlay – Residential : Isthmus B is shown on the 13 special character area maps above. The Special Character Areas Overlay – Residential : Isthmus B covers a series of areas including parts of Remuera, Kohimarama, Mission Bay, St Heliers and Glendowie as well as parts of Herne Bay, Parnell, Mt St John, One Tree Hill, Mt Eden, Epsom, Mt Albert, Mt Roskill and Ōtāhuhu.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitematā and Manukau harbours. A series of ridges and valleys are located between the mountains and rise from the surrounding harbours. Typically the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with residential areas located along coastal edges, and areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

15.1.7.3.2. Summary of special character values

Historical:

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

The Special Character Areas Overlay – Residential : Isthmus B is of significance as it demonstrates an early period of residential development in Auckland city. It retains a number of representative areas of late 19th and early 20th century suburban residential developments. House designs and streetscape character are typically that of the Edwardian villa suburb, English Cottage revival and the Garden Suburb movement.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19th and early 20th centuries. Rural land located close to the city centre was developed as a result of improvements in roading and the provision of public transport including the opening of the electric tram network. The Special Character Areas Overlay – Residential : Isthmus B illustrates the pattern of residential development that occurred in response to improvements in public transport and the roading network.

The suburbs within the Special Character Areas Overlay – Residential : Isthmus B are generally those developed to provide larger sections for bigger homes than those typically found in the Special Character Areas Overlay – Residential : Isthmus A from the same period. Houses are generally located on generous sections facing wide streets. Larger sections with wider road allowed for the development of private gardens and street tree planting which is a dominant

aspect of these areas consistent with the Garden Suburb design ideals. The area generally demonstrates houses in a range of styles from this period.

The area also includes representative areas of State housing from the 1930s and 1940s. These are areas of early Government built social housing to provide for people that could not afford their own. These represent a significant move by Government at a time when there was a shortage of housing in metropolitan areas. The suburban developments and house designs were developed by Government architects and based on a modern interpretation of the Garden Suburb and featured generous sweeping road layouts and generous sized sections.

Physical and visual qualities:

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

The Special Character Areas Overlay – Residential : Isthmus B is of significance for its physical and visual qualities as it encompasses an exceptionally large grouping, of mid to late 19th and early to mid-20th century houses, together with associated urban patterns of development, that collectively reflect important trends in New Zealand's residential architectural design (particularly the Garden Suburb concepts described above) and the development of suburban residential areas in the Auckland region.

The style of dwellings can be diverse and the area includes examples of Victorian and Edwardian Villas, Arts and Crafts influenced houses, Art Deco houses, English Cottage style dwellings and Californian Bungalows. The Special Character Areas Overlay – Residential : Isthmus B also includes good examples of the cottage-style state housing of the late 1930s and early 1940s, characteristically set well back on the lots and surrounded by unfenced lawns.

Dwellings in the Special Character Areas Overlay – Residential : Isthmus B are typically set well back from the road, and there is an abundance of trees and vegetation both on private and public land. The Special Character Areas Overlay – Residential : Isthmus B1 and B3 areas are characterised by lower housing densities, generally combined with period housing and an abundance of planting. The Special Character Areas Overlay – Residential : Isthmus B2 areas generally have higher housing densities and building coverage than areas in the Special Character Areas Overlay – Residential : Isthmus B1 and B3 area, and also include period homes.

15.1.7.3.3. Description of physical and visual qualities

Built Form

Period of development

The Special Character Areas Overlay – Residential : Isthmus B demonstrates in its physical and visual qualities a significant period of residential development

that occurred from the late 19th century to 1940. The built fabric comprises the houses, street layouts and urban form.

Scale of development

Houses in the Special Character Areas Overlay – Residential : Isthmus B built between the late 19th century to the 1940s are predominantly detached one and two storey houses. There is a wide range in scale with some very substantial dwellings on large sections, as well as smaller houses on modest section sizes.

Form and relationship to the street

Typically gabled and hipped roof forms of a variety of houses types including villas, Arts & Craft style houses, English cottage style houses, bungalows and state houses are evident throughout the Special Character Areas Overlay – Residential : Isthmus B.

There is variety in the architectural form and character of the houses in parts of the area. Some areas demonstrate substantial Edwardian and Arts & Crafts style houses on generous lots (such as in Remuera, One Tree Hill, and Epsom), while others demonstrate more modest houses including villas, bungalows and State houses (such as in Mt Albert, Ōtāhuhu, and Mt Roskill).

Variation in the set back of houses is evident, with often generous landscaped front gardens, as well as street trees in many parts of the area. Setbacks generally range from around 4 to 12 metres with some deep front yards of over 15 metres. Within the State housing areas setbacks range from around 4 metres to over 12 metres.

Boundary fencing at the street varies throughout the area. Fences, hedges or walls are typically low or retain an open aspect between the street and front yards. Some early boundary treatments remain. Some of the fencing types include picket fences with a range of gate and posts types, hedges of various heights, low drystone walls and stones set in mortar, plastered brick walls which often match plastered brick or exposed brick houses.

Density / Pattern of development

The area contains a significant number of separate subdivisions, dating from late 19th century through to the early decades of the 20th century. The area reflects a range in terms of density, the pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. There is variation depending on when the area was subdivided and the suburb. Areas developed as tram suburbs subdivided from the early 1900s onwards include a range of moderate to larger lot sizes. Houses are generally located towards the front boundary, but with greater setbacks than earlier subdivisions. In these areas lot widths are generally around 12 to 15 metres wide, although some variation exists. Throughout these areas, there is generally a clear and well-articulated rhythm to the positioning of houses.

In other areas that were subdivided to form larger sections, the houses are set well back from the front boundary. Wider sections allow for generous widths between houses and the overall pattern is lower density.

In State house subdivisions the sections sizes are moderate and allow for houses to be set well back and generously spaced with a subsequent lower development density.

Types

The Special Character Areas Overlay – Residential : Isthmus B predominantly reflects a range of residential types from the late 19th century through to the 1930s and 1940s. This is predominantly detached houses and moderate to large lots.

Visual coherence

There is variation in the degree of visual coherence evident in parts of the area. Within particular areas, there is consistency in subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. In other parts of the Special Character Areas Overlay – Residential : Isthmus B there is less visual coherence, where lots sizes vary and development may have occurred over time, with more recent housing interspersed amongst the historic housing.

15.1.7.3.4. Architectural values

Styles

The Special Character Areas Overlay – Residential : Isthmus B area reflects a range of residential architectural styles including Victorian and Edwardian villas, transitional villas, Arts and Crafts, English Cottage, Neo-Georgian and Moderne style houses as well as examples of bungalows and State housing from the 1930s and 1940s.

Within the Special Character Areas Overlay – Residential : Isthmus B the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Other areas, where development has occurred over a longer period of time, reflect changing tastes in style and there is a greater variety.

Victorian and Edwardian villas, of one and two storeys, represent the early period of residential development evident in parts of the area. They are typically single storey; however two storey villas are evident in some areas. Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated steel. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate

decorative detail to the balustrade, posts and frieze. Brick chimneys remain a prominent feature of many roofs in the area.

From around 1910 transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

In the early decades of the 20th century the influence of Arts and Crafts movement of late 19th century as well as the English Garden Suburb movement is evident in the development of suburban areas, in terms of architectural styles as well as an emphasis on picturesque siting of buildings in tree-lined streets, preferably close to public amenities.

The area retains examples of houses in Arts and Crafts, English Cottage and neo-Georgian styles. English Cottage style houses were often characterised by steep pitched asymmetrical roofs. Materials included weatherboards, timber shingles, or brick, often incorporating use of picturesque features such as small- paned windows, arches and tall chimneys. Roofs were commonly clad in clay tiles.

The development of the bungalow type around the turn of the 20th century was also influenced by principles of the Arts and Crafts movement. By the end of the First World War, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after the First World War, and are evident in parts of the area. Influenced by popular American housing trends of the time, the typical New Zealand “Californian Bungalow” features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne as well as English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the area.

The area also includes examples of state housing built in the late 1930s and 1940s. State houses of this period were a compact, simplified version of the English Cottage style. The roofs were typically tiled, mostly hipped or gabled, with minimal eaves and a typical pitch of 30 degrees. Windows were casement type with high sills, divided horizontally into three panes. The houses were usually brick veneer or weatherboard, although a range of cladding materials were also used.

Materials and Construction- Built Fabric

Timber is the predominant material used for houses in the area, with many houses clad in weatherboards and decorated with timber detailing. However, houses in the Arts and Crafts, English Cottage and Moderne styles were often constructed in

brick, plastered brick or partially clad in timber shingles. Roof materials generally include corrugated steel, as well as clay and concrete tiles.

15.1.7.3.5. Urban structure

Subdivision

The area is located in a series of geographic areas in suburban locations. The formation of residential lots occurred progressively as a series of separate subdivisions that occurred in the late 19th century and early decades of the 20th century. The area includes residential lots of regular size formed as part of a particular subdivision, as well as areas where large lots have been progressively subdivided over time. Lot sizes vary ranging from regular lots of around 600 metres squared to a varied range of larger lots. There are also examples of larger lot sizes, which tended to be formed on more valuable land where large houses were built, as evident for example on the slopes of Remuera. These were subsequently subdivided into smaller, but still generous sites.

The pattern of subdivision and sequence has been determined by a number of factors including proximity to the central city area, the development of public transport and other services such as reticulated water supply and sewer disposal. There is a clear correlation between the development of the spreading suburbs and the expansion of tram services. As the tram service reached further across the isthmus, residential development followed.

Road pattern

Throughout the area the road pattern is generally based on an orthogonal layout determined by the alignment of main roads, shape of the early large allotments and topography of a particular area.

Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets. Generally all road widths after 1880s were standardised to 100 links or 20.12 metres wide, with a carriage-way formed within. This standard width is generally evident with the area. There is variation evident in the road carriageway, with some streets having very generous grassed berms, often incorporating street trees, or alternatively a wider road carriageway.

The area includes examples of road layouts built as part of comprehensively planned state housing areas, based on Garden Suburb models. Curved streets and cul-de-sacs were a feature of most planned subdivisions and road widths varied, with local roads being narrower.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is variation among the different geographic areas within the special character area. Wider streets permitted grass berms to be formed and street trees are evident in many streets. Some parts demonstrate regular lot widths, with generally consistent spacing of houses, while others are more varied. Predominantly front yards, whether modest or larger, are separated from the

street with low fences, hedges, walls or planting, however there are examples of higher fencing and or more dense planting.

In State housing areas, front yards were generally quite deep, with variety in the depth of setbacks, and often unfenced so that each dwelling would be a coordinated part of a whole community.

Vegetation and landscape characteristics

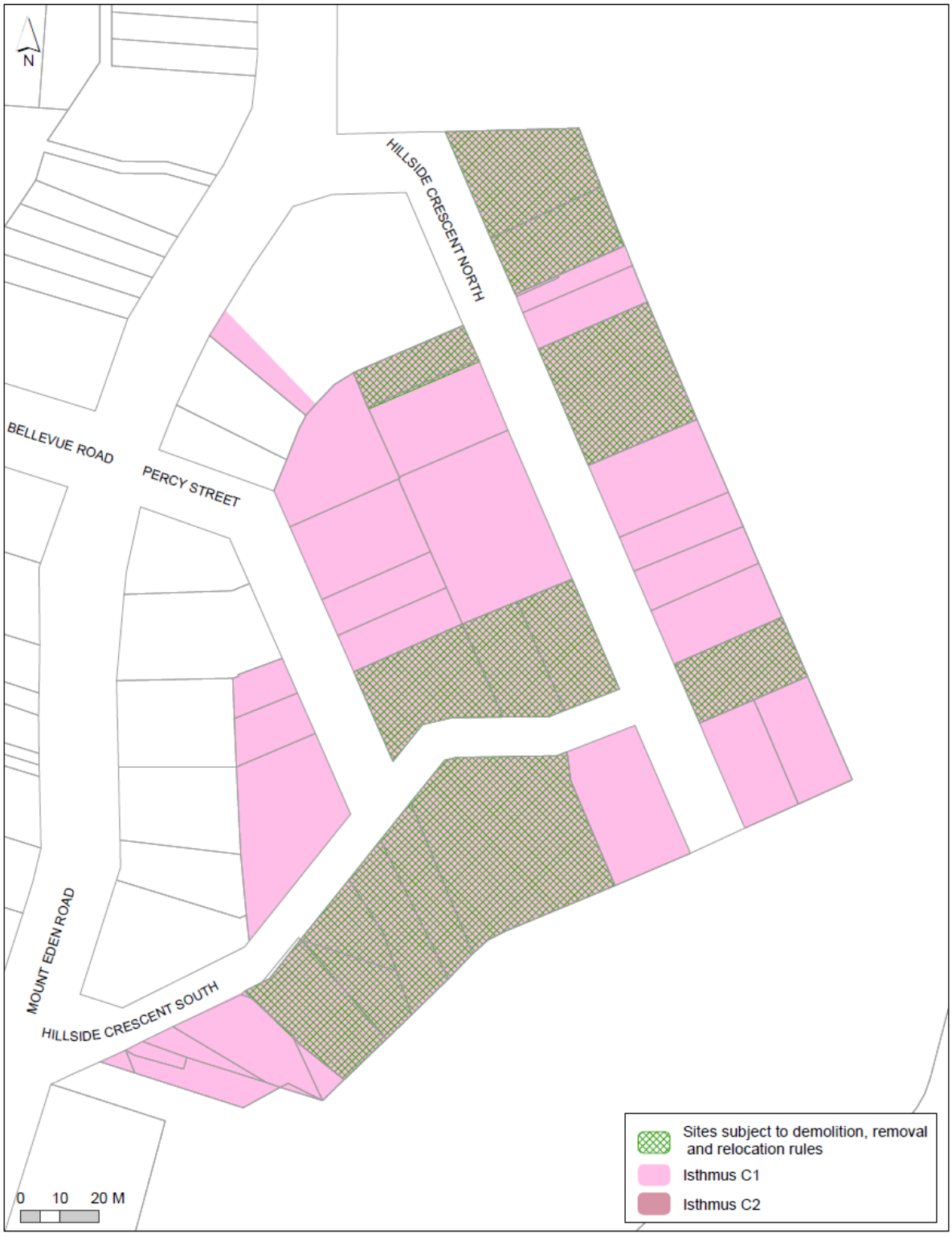
An abundance of planting is generally evident throughout many parts of the area, with variety in terms of vegetation and landscape characteristics. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the area contribute to an impression well-vegetated character.

15.1.7.4. Special Character Areas Overlay – Residential : Isthmus C

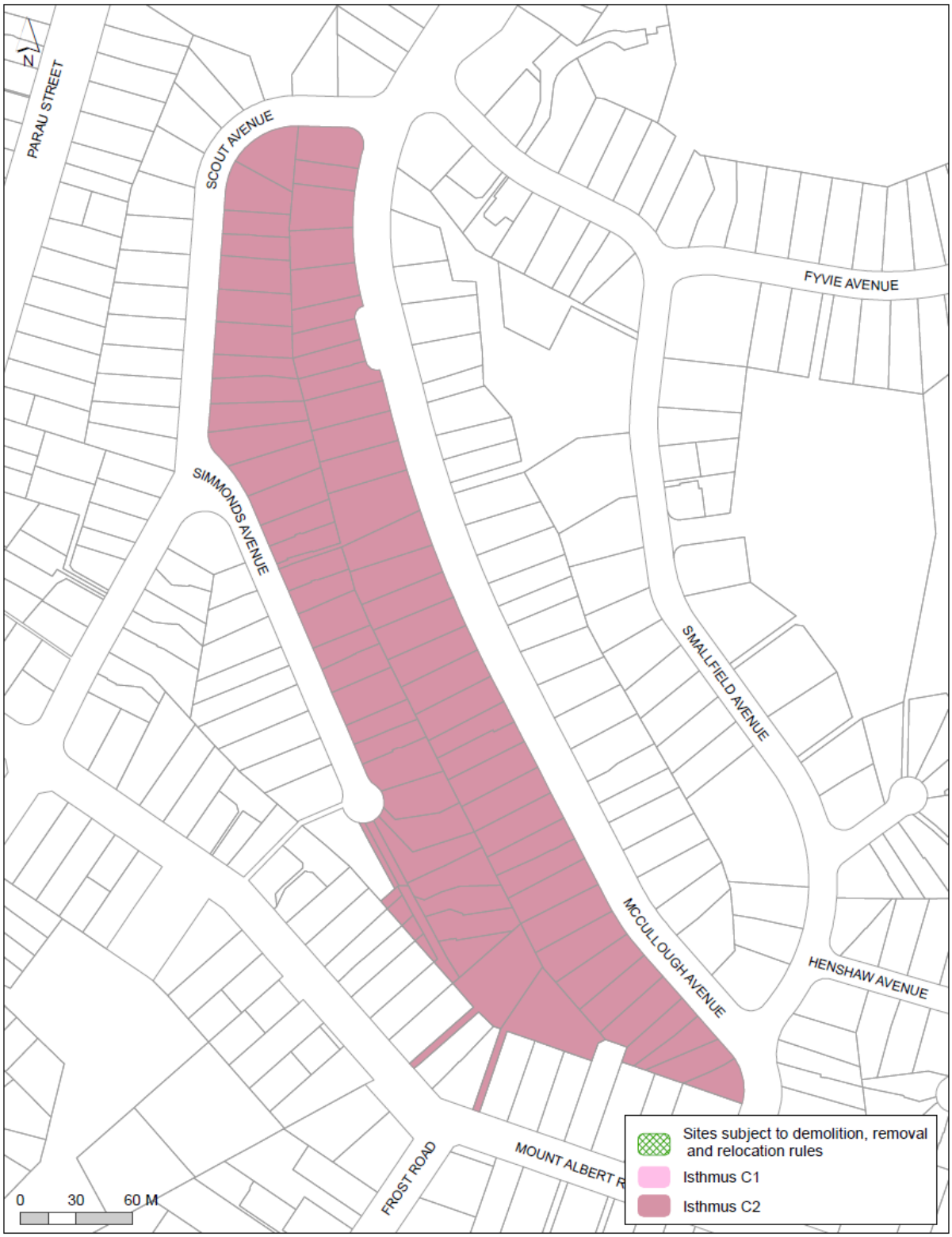
15.1.7.4.1. Extent of area

Special Character Areas Maps:

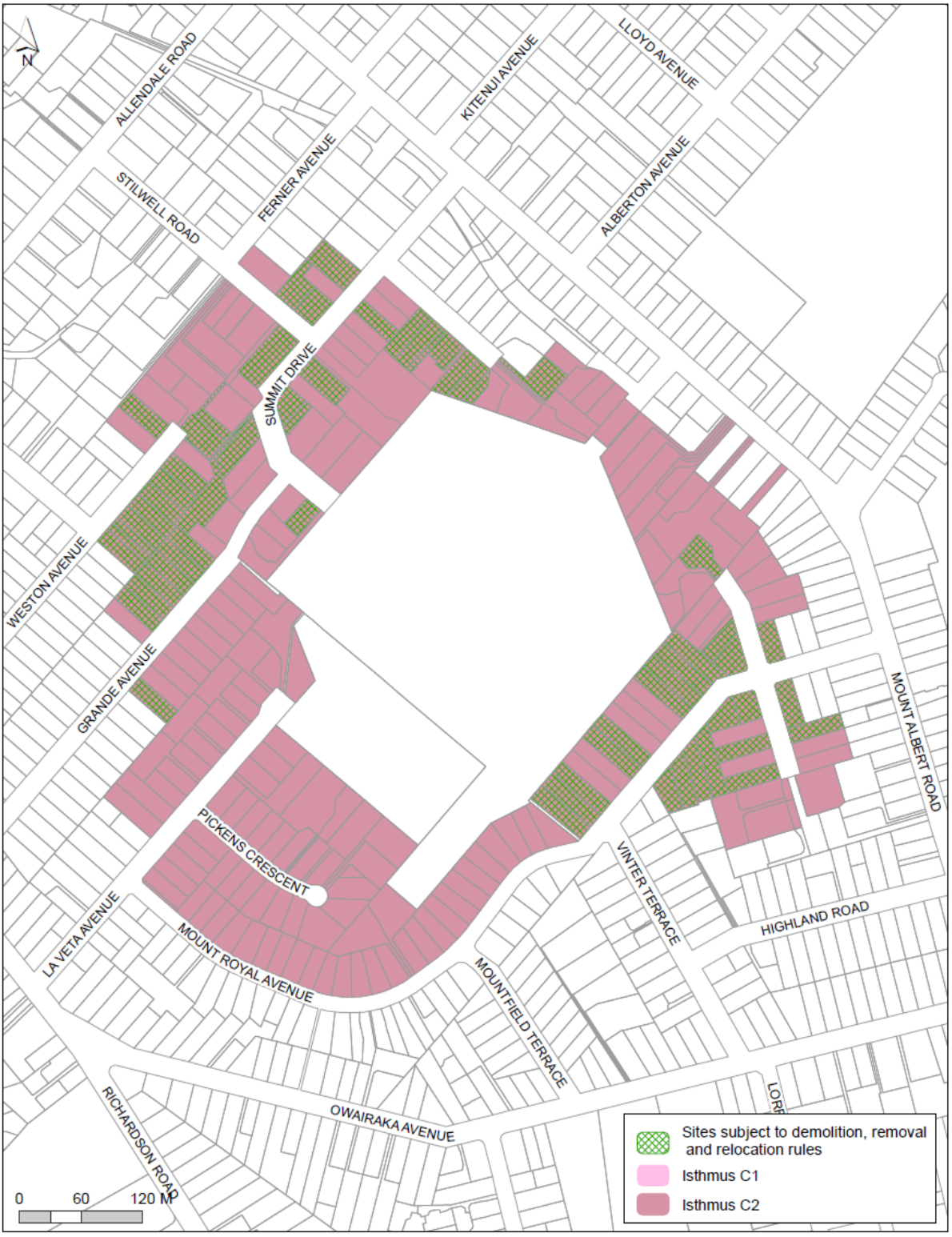
(1) Special Character Areas Overlay – Residential : Isthmus C – Mt Eden



(2) Special Character Areas Overlay – Residential : Isthmus C – Three Kings



(3) Special Character Areas Overlay – Residential : Isthmus C – Mount Albert



(4) Special Character Areas Overlay – Residential : Isthmus C – Remuera / Epsom

Description:

The Special Character Areas Overlay – Residential : Isthmus C areas are shown on the 4 special character area maps above.

The Special Character Areas Overlay – Residential : Isthmus C encompasses houses located on the slopes of Mt Eden, Mt Albert, Mt Hobson and Mt St John. The area also covers a tuff ring in Mt Roskill. The underlying landscape context in the Special Character Areas Overlay – Residential : Isthmus C reflects volcanic landforms.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitemata and Manukau harbours. A series of ridges and valleys are located between the mountains and rise from the surrounding harbours. Typically the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

15.1.7.4.2. Summary of special character values

Historical:

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

Special Character Areas Overlay – Residential : Isthmus C is of significance as it demonstrates an early period of residential development in Auckland city. It retains a number of representative areas of late 19th and early 20th century suburban residential developments with a significant relationship to natural landforms. The area reflects a pattern of residential development in Auckland, whereby housing was constructed on the slopes of the volcanic cones, often to take advantage of the outlook.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19th and early 20th centuries. Rural land including that on the volcanic slopes, located close to the city centre was developed as a result of improvements in roading and the provision of public transport including the opening of the electric tram network.

Special Character Areas Overlay – Residential : Isthmus C includes suburban developments to provide larger sections for bigger homes similar to those typically found in the Special Character Areas Overlay – Residential : Isthmus B area from the same period. Houses are generally located on generous sections facing wide streets. Larger sections with wider roads allowed for the development

of private gardens and street tree planting which is a dominant aspect of these areas consistent with the Garden Suburb design ideals.

The area located on the edge of Mt Eden was developed in the late 19th century with relatively narrow streets and small lots sizes similar to those found in the earliest developed area of the Special Character Areas Overlay – Residential : Isthmus A.

Over the whole area houses are designed in a range of styles from the period and this special character area illustrates the pattern of residential development that took place on the isthmus from around the late 19th and early 20th century in response to improvements in public transport and the roading network.

Physical and visual qualities:

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

Special Character Areas Overlay – Residential : Isthmus C is of significance for its physical and visual qualities as it encompasses a grouping of late 19th and early to mid-20th century houses, together with associated urban patterns of development. These qualities collectively reflect important trends in New Zealand's residential architectural design and the development of suburban residential areas in the Auckland region.

Two distinctive types of character are reflected in the area. The first is characterised by a steep narrow street pattern set out in the late 19th century on the western side of Mt Eden. Site sizes are generally small and the houses are closely spaced.

The second type is characterised by larger sites, lower densities and significant vegetation. A diverse range of residential styles within this area include Victorian and Edwardian styles evident in areas developed in the late 19th and early 20th century, together with English Cottage style, Arts and Crafts style and other examples of early housing styles.

Other areas include State housing of the late 1930s and early 1940s. The special character is also evident in the pattern of subdivisions and lot sizes, density of housing, set-backs and front gardens, fences, walls and hedges.

15.1.7.4.3. Description of physical and visual qualities

Built Form

Period of development

Special Character Areas Overlay – Residential : Isthmus C is significant for its physical and visual qualities as it demonstrates a significant period of residential development that occurred from the late 19th century to the 1940s. The built fabric comprises the houses, street layouts and urban form with a particular focus on the relationship to natural landforms.

Scale of development

Houses in the area built from the late 19th century to the 1940s are predominantly detached one and two storey houses. There is a wide range in scale with some very substantial dwellings on large sections, as well as smaller houses on modest section sizes.

Form and relationship to the street

Typically gabled and hipped roof forms of a variety of houses types including villas, Arts and Crafts style houses, English Cottage style houses, bungalows and State houses are evident throughout the Special Character Areas Overlay – Residential : Isthmus C.

There is variety in the architectural form and character of the houses in parts of the area. Some parts demonstrate substantial English Cottage and Arts and Crafts style houses on generous lots, while others demonstrate more modest houses including villas, bungalows and State houses.

Variation in the setback of houses is evident, with often generous landscaped front gardens, as well as street trees in many parts of the area. Setbacks generally range from around 4 to 12 metres. Setbacks in the area close to Mt St John include some deep front yards of over 15 metres. In areas of housing on Mt Eden some houses are located close to or on the street boundary. Within the State housing area in McCullough Avenue, Simmonds Avenue and Scout Avenue setbacks range from around 4 metres to over 12 metres.

Boundary fencing at the street varies throughout the area. Fences, hedges or walls are typically low or retain an open aspect between the street and front yards. Some early boundary treatments remain. Some of the fencing types include picket fences with a range of gate and posts types, clipped hedges of various heights, low drystone walls and stones set in mortar, plastered brick walls which often match plastered brick or exposed brick houses.

Density / Pattern of development

The area contains a number of separate subdivisions, dating from the late 19th century through to the early decades of the 20th century. The area reflects a range in terms of density, the pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses. There is variation depending on when the area was subdivided and the suburb. Areas developed from the early 1900s onwards include a range of moderate to larger lot sizes. Houses are generally located towards the front boundary, but with greater setbacks than earlier subdivisions. In these areas lot widths are around 12 to 15 metres wide, although some variation exists. Throughout these areas, there is generally a clear and well-articulated rhythm to the positioning of houses.

Other areas that were subdivided to form larger sections, the houses are set well back from the front boundary. Wider sections allow for generous widths between houses and the overall pattern is lower density.

In State house subdivisions the sections sizes are moderate and allow for houses to be set well back and generously spaces with a subsequent lower development density.

Types

Special Character Areas Overlay – Residential : Isthmus C predominantly reflects a range of residential types from the late 19th century through to the 1930s to 1940s.

Visual coherence

There is variation in the degree of visual coherence evident in parts of the Special Character Areas Overlay – Residential : Isthmus C. Within particular areas, there is consistency in subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident.

In other parts of area there is less visual coherence, where lot sizes vary and development may have occurred over time, with more recent housing interspersed. The state housing areas have a high degree of visual coherence having been comprehensively planned and built around one time.

15.1.7.4.4. Architectural values

Styles

The Special Character Areas Overlay – Residential : Isthmus C reflects a range of residential architectural styles predominantly including Victorian and Edwardian villas, transitional villas, Arts & Crafts, English Cottage, neo-Georgian and Moderne style houses as well as examples of bungalows and state housing from the 1930s and 1940s.

Within the Special Character Areas Overlay – Residential : Isthmus C the age and style of housing is very consistent in some areas, while others show greater variation. Greatest consistency occurs where subdivisions were created and built on in relatively short periods of time. Other areas, where development has occurred over a longer period of time, reflect changing tastes in style and there is a greater variety.

Victorian and Edwardian villas, of one and two storeys, represent the early period of residential development evident in parts of the Special Character Areas Overlay – Residential : Isthmus C. They are typically single storey, however two storey villas are evident in some areas. Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain an important feature of many roofs in the Special Character Areas Overlay – Residential : Isthmus C.

From around 1910 transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form.

In the early decades of the 20th century the influence of the Arts and Crafts movement of the late 19th century as well as the English Garden Suburb movement is evident in the development of suburban areas, in terms of architectural styles as well as an emphasis on picturesque siting of buildings in tree-lined streets, preferably close to public amenities.

The Special Character Areas Overlay – Residential : Isthmus C retains examples of houses in Arts and Crafts, English Cottage and neo-Georgian styles. English Cottage style houses were often characterised by steep pitched asymmetrical roofs over mostly two-storeyed plans. Materials included weatherboards, timber shingles, or brick, often incorporating use of picturesque features such as small-paned windows, arches and tall chimneys. Roofs were commonly clad in tiles.

The development of the bungalow type around the turn of the 20th century was also influenced by principles of the Arts and Crafts movement. By the end of the First World War, the bungalow emerged as the most popular housing type, and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after First World War, and are evident in parts of the Special Character Areas Overlay – Residential : Isthmus C. Influenced by popular American housing trends of the time, the typical New Zealand “Californian Bungalow” features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan. By the 1930s, other styles such as Art Deco, Moderne as well as English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the area.

The Special Character Areas Overlay – Residential : Isthmus C also includes State houses built in the early 1940s in Scout, Simmonds and McCullough Avenues in Three Kings. State houses of this period were a compact English Cottage style. The roofs were typically tiled, mostly hipped or gabled, with minimal eaves and a typical pitch of 30 degrees. Windows were casement type with high sills, divided horizontally into three panes. The houses were usually brick veneer or weatherboard; although a range of cladding materials were also used.

Materials and Construction - Built Fabric

Timber is the predominant material used for houses in the Special Character Areas Overlay – Residential : Isthmus C, with many houses clad in weatherboards and decorated with timber detailing. However, houses in the Arts and Crafts, English Cottage and Moderne style houses, as well as state houses

were often constructed in brick or with rendered finishes. Roof materials include corrugated iron, as well as clay and concrete tiles.

15.1.7.4.5. Urban structure

Subdivision

The Special Character Areas Overlay – Residential : Isthmus C is located in a series of geographic areas in suburban locations, largely close to volcanic cones. The subdivision of residential lots within various parts of the area occurred progressively as a series of separate subdivisions that occurred in the late 19th century and early decades of the 20th century. The area includes residential lots of regular size formed as part of a particular subdivision, as well as areas where large lots have been progressively subdivided over time. Lot sizes vary throughout the area, ranging from regular lots of around 600 to 800 metres squared to a varied range of larger lots.

The pattern and sequence of subdivision has been determined by a number of factors including proximity to the central city area, the development of public transport and other services such as reticulated water supply and sewer disposal, or the development of State housing areas.

Road pattern

The road layouts were generally designed to take the volcanic topography into account but are generally an extension of the orthogonal layout evident in the nearby Special Character Areas Overlay – Residential : Isthmus A and Special Character Areas Overlay – Residential : Isthmus B areas.

The area also includes examples of road layouts built as part of comprehensively planned State housing areas, based on Garden Suburb models, such as the curved streets including McCullough, Simmonds and Scout Avenues in Three Kings, which relate to the volcanic landform.

Throughout the area there is variation evident in the road carriageway, with some streets having generous grassed berms, often incorporating street trees, or alternatively a wider road carriageway.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. Within the Special Character Areas Overlay – Residential : Isthmus C, the relationship to volcanic landforms also contributes to the character of streetscapes. Houses are viewed stepping up hillsides or along terraced roads on the sloping topography. Views to and from these elevated positions are an important feature of the area and building forms are viewed in relation to these significant landforms.

Some parts of the Special Character Areas Overlay – Residential : Isthmus C demonstrate regular lot widths, with generally consistent spacing of houses, while others are more varied. Predominantly front yards, whether modest or larger, are

separated from the street with low fences, hedges, walls or planting. In State housing areas, front yards had variety in the depth of setbacks, and were often unfenced so that each dwelling would be a coordinated part of a whole community.

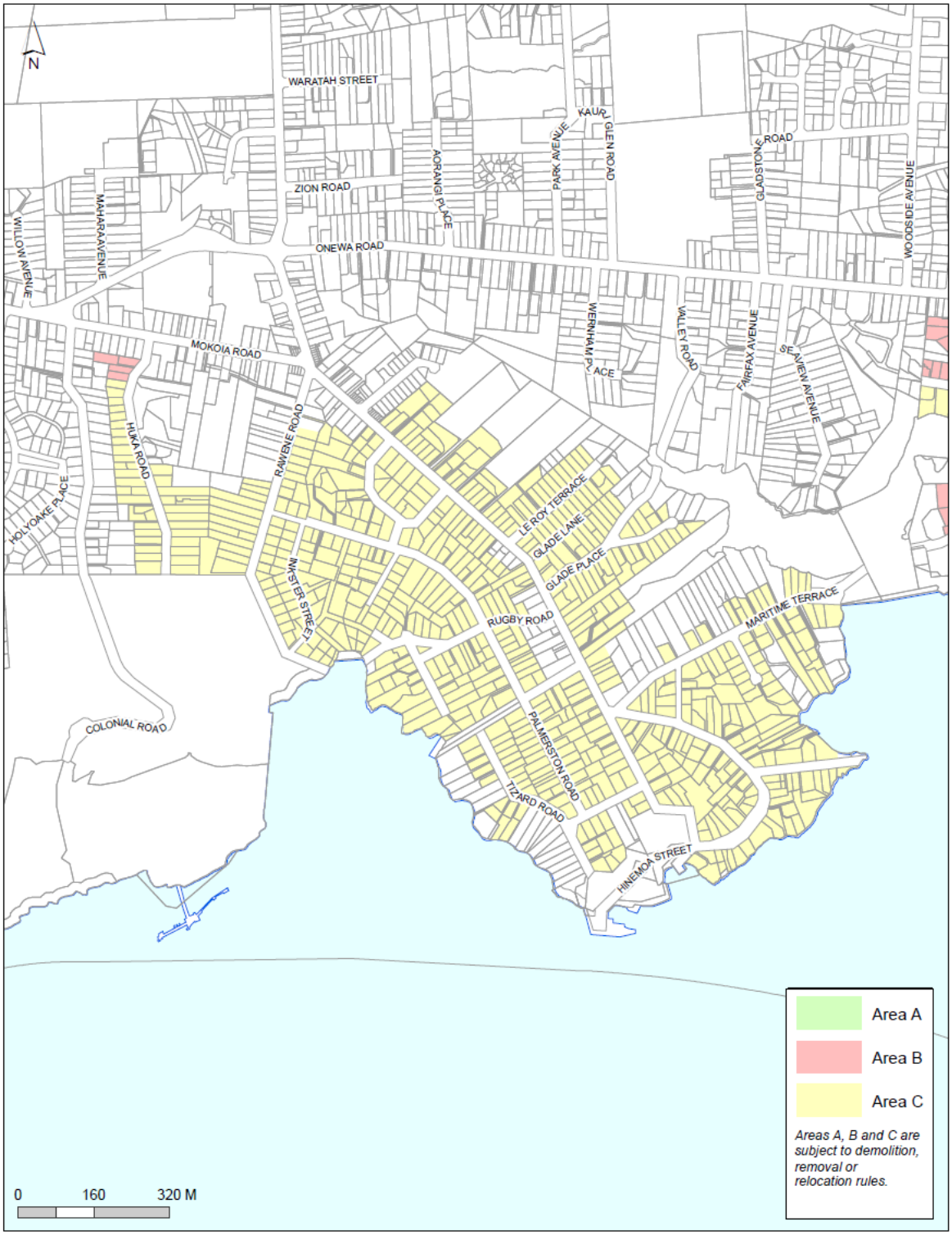
Vegetation and landscape characteristics

An abundance of planting is generally evident throughout many parts of the area, with variety in terms of vegetation and landscape characteristics. Moderate and larger lot sizes provide for front yards in a range of depths, which often incorporate trees and shrubs. Grassed berms and street trees in many streets throughout the area contribute to an impression of a well-vegetated character.

15.1.7.5. Special Character Areas Overlay – Residential : North Shore – Birkenhead Point

15.1.7.5.1. Extent of area

Special Character Area Map:



Description:

The Special Character Areas Overlay – Residential : North Shore - Birkenhead Point covers much of Birkenhead Point, including Hinemoa Street and streets to either side, as well as parts of Rawene Road and Huka Road. The extent is shown on the special character area map above. The area reflects the extent of residential development on Birkenhead Point in the late 19th and early 20th centuries, and is one of three areas within the wider Special Character Areas Overlay – Residential : North Shore.

The undulating landscape with a series of ridges and gullies, native bush and trees around the coastal margin and exceptional views are distinctive features of the The Special Character Areas Overlay – Residential : North Shore - Birkenhead Point. The landform allows views to other parts of Birkenhead Point, as well as to the Chelsea Sugar Refinery, Waitematā Harbour, Auckland City, Northcote Point and Kauri Point.

15.1.7.5.2. Summary of special character values

Historical:

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

The Special Character Areas Overlay – Residential : North Shore - Birkenhead Point is of significance because it is one of the earliest substantial areas of European settlement and development that occurred on the North Shore in the late 19th and early 20th centuries. It is one of the three marine suburbs established close to Auckland city, the others being Devonport and Northcote Point. It is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development.

Residential subdivisions were promoted from the 1860s; however, the area was initially developed for small farms, market gardens and orchards and became well-known for fruit growing. In the 1880s developments in local government, provision of a wharf, roading and other infrastructure and the establishment of the Colonial Sugar Refinery had a major effect on the development of Birkenhead. With a major place of employment the local population expanded and in addition to purpose-built worker's cottages, a number of other houses throughout the Birkenhead area were occupied by Colonial Sugar Refinery employees. The sugar refinery was (and remains) a significant local industry and an important aspect of regional and national history.

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

most substantial of these were located at the intersection with Rugby Road. A number of other modest timber and plastered brick shops were also built in this vicinity from around the 1910s to 1920s to serve the local community. Birkenhead's business centre moved further north to the crossroads of Mokoia and Hinemoa Streets after World War I when regular motorised bus transportation began to operate from the wharf up to Birkdale and Zion Hill.

Physical and visual qualities:

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

The Special Character Areas Overlay – Residential : North Shore - Birkenhead Point is significant for its physical and visual qualities, as it retains a large grouping of houses that collectively demonstrate the late 19th and early 20th century period of settlement and illustrate the urban pattern of development of the North Shore and specifically of Birkenhead. Because of Birkenhead's undulating coastal topography, its streetscape qualities and patterns are less regular and uniform than in other neighbourhoods from this period.

Surviving houses from this period, including villas, transitional villas, bungalows and examples of state housing, demonstrate the design principles and aesthetics from this period as well as social patterns of the time. The surviving stock of houses demonstrates changing requirements and design ideas in domestic architecture in the change from the Victorian-Edwardian villa to the bungalow. The houses demonstrate the use and application of building materials, methods and craft skills from the 1890s to 1940s period.

15.1.7.5.3. Description of physical and visual qualities

Built Form

Period of development

The Special Character Areas Overlay – Residential : North Shore - Birkenhead Point demonstrates in its built fabric a significant period of residential development that occurred in this part of the North Shore from around the 1890s to 1940s. The built fabric includes the houses, street layouts and urban form.

Scale of development

The late 19th and early 20th century houses on Birkenhead Point are predominantly single level, detached residences, with some examples of two-storey houses evident. Houses include examples at a range of scales, from modest villas and bungalows as well as substantial two storey houses in a similar variety of styles. Commercial buildings in the area are also low scale, with one and two storey shops interspersed among the residences.

Form and relationship to the street

The generally regular positioning of houses on their lots, whether small or larger, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. However there is some variation in terms of lot sizes and the position of houses on lots throughout the area. Villas in the north-west end of Palmerston Road for example and on the east side of Hinemoa Street, as it curves down towards the wharf, are set approximately 2 metres or even less in some instances, from the road boundary. In other parts of the area setbacks are greater, generally ranging from around 4 to12 metres.

Gabled and hipped roof forms are evident throughout most of the area associated with the Victorian and Edwardian villas, bungalows and other styles of houses present. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. Front yards are often landscaped with a range of planting and hard landscape features including fencing. Some of the fencing types include picket fences with a range of gate and posts types, clipped hedges of various heights, low drystone walls and stones set in mortar, plastered brick walls which often match plastered brick or exposed brick houses. These low fencing types generally allow good visibility of the houses from the street.

In the earliest subdivisions with very small lots, off street car parking or garages in front yards are generally not evident. In areas where lot sizes are moderate or larger, some properties have garages or carports constructed more recently within the front or side yards.

Density / Pattern of development

The Special Character Areas Overlay – Residential : North Shore - Birkenhead Point reflects a number of separate subdivisions, with road layouts and lot sizes also reflecting the undulating topography. The pattern of subdivision, lot sizes, lot widths, house setbacks and spacing between houses varies, although some parts of the area reflect a more consistent pattern.

Lot sizes range from around 500 metres squared to over 1500 metres squared. Lot widths are typically around 15 to 18 metres wide, with some variation. Houses generally occupy much of the width of their sites, with driveways located to one side. The setback of houses from the road boundary varies as described above, ranging from around 2 metres in some places to around 4 to 12 metres in others.

Types

Birkenhead Point retains groupings of houses dating from the late 19th and early 20th centuries. Examples of early commercial buildings from a similar period are evident in close proximity to housing.

Visual coherence

Within the Special Character Areas Overlay – Residential : North Shore - Birkenhead Point high numbers of villas, transitional villas, bungalows, as well as State houses are evident, contributing to the sense of visual coherence, although

some more recent development is interspersed with the older housing stock. Clusters of early commercial buildings in lower Hinemoa Street are located in close proximity to the surrounding residential development and contribute to the collective visual coherence of the special character area. (The buildings in lower Hinemoa Street are managed separately as a business special character area).

15.1.7.5.4. Architectural values

Styles

Buildings in the Special Character Areas Overlay – Residential : North Shore - Birkenhead Point demonstrate a range of Victorian, Edwardian and early 20th century architectural styles. Villas represent the early period of development in Birkenhead during the Victorian and Edwardian eras. Villas evident in Birkenhead are typical of this building type, including square-fronted examples as well as bay villas in a variety of configurations. Typical of the villa style, roofs are gabled and hipped and most commonly clad in corrugated iron and door and window joinery is timber, incorporating double-hung sash windows. Timber weatherboard cladding is most common, although there are some examples in brick. Decorative timber fretwork and other details were used, particularly on verandahs and gable ends. Brick chimneys remain a key feature of many roofs in the area.

Transitional villas began to be constructed around 1910; they retain the general form and layout of the villa, but incorporate bungalow details like exposed rafter ends, casement windows, shingles, and reduced ornamentation.

Examples of bungalows are also evident in the area. Influenced by trends in America as well as England and Australia, the typical New Zealand ‘Californian Bungalow’ features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

Other styles such as Art Deco and English Cottage style are evident in the area, typically as a variation of the broader bungalow form. Examples of State houses in English Cottage style are also evident in some streets such as Le Roy Terrace.

Materials and Construction – Built Fabric

Late 19th and early 20th century houses on Birkenhead Point are typically timber-framed, weatherboard clad and decorated with timber detailing. Door and window joinery is typically timber. There are some examples of houses constructed in rendered brick. Gabled or hipped roofs are predominantly clad in corrugated steel, with some examples of clay or concrete tiled roofs. Brick or plastered chimneys remain a feature of many houses. Verandahs or porches, with decorative timber detailing, are a feature of many houses.

15.1.7.5.5. Urban structure

Subdivision

The pattern of subdivision is quite varied on Birkenhead Point. The undulating landform with a series of gullies around the coastal margin made a regular pattern of lots difficult to achieve. The main roads are typically located along the ridges, and variation in the size of lots is evident, particularly around the coastal margin, and where land falls quite steeply into gullies, for example to the north of Maritime Terrace where there are very long sections. Residential lots were created as part of a series of subdivisions. Areas to the west side of Hinemoa Street had been largely subdivided by 1902, while the area to the east side, north of Maritime Terrace, still remained in large allotments at that time. Section sizes range from around 500 metres squared to over 1500 metres squared. While groups of similar sized sections are evident in some parts of the area, there is variation in lot width and depth throughout the area.

Road pattern

Roads relate to the contours on Birkenhead Point, with Hinemoa Street located on the central ridgeline and Palmerston Road located parallel to the west. Cross roads are generally perpendicular and their positions relate to ridges and gullies to either side. Mariposa Crescent rises gently to the north following the contour to the west of Hinemoa Street. Roads are typically a standard 1 chain or 20 meters wide, with a dual carriageway and car parking on either side. Hinemoa Street has footpaths to each side without grassed berms. Other roads generally have grass berms to one or both sides. Street trees are evident in some roads.

Streetscape

There is some variation in streetscape character throughout the Special Character Areas Overlay – Residential : North Shore - Birkenhead Point. A traditional pattern of development is evident where groups of villas, bungalows, and state houses remain, where setbacks are reasonably consistent, and generally traditional fence types and front yards with small scale planting area evident. Around the coastal margin, where the land form becomes more varied, there is generally greater diversity in the housing ages and types, relationship of houses to the road boundary and a greater presence of native bush and other plantings.

Vegetation and landscape characteristics

Shrubs and plantings in front yards contribute to a vegetated character in many parts of the Special Character Areas Overlay – Residential : North Shore - Birkenhead Point. Reserves including Le Roys Bush, Brassey Road Reserve, Telephone Road Reserve, and Needles Eye Reserve reflect the steep native bush-clad gullies which are a distinctive feature of the coastal margin in Birkenhead. A grass swale detail with a grassed margin adjacent to the sides of some roads in Birkenhead is a distinctive streetscape feature.

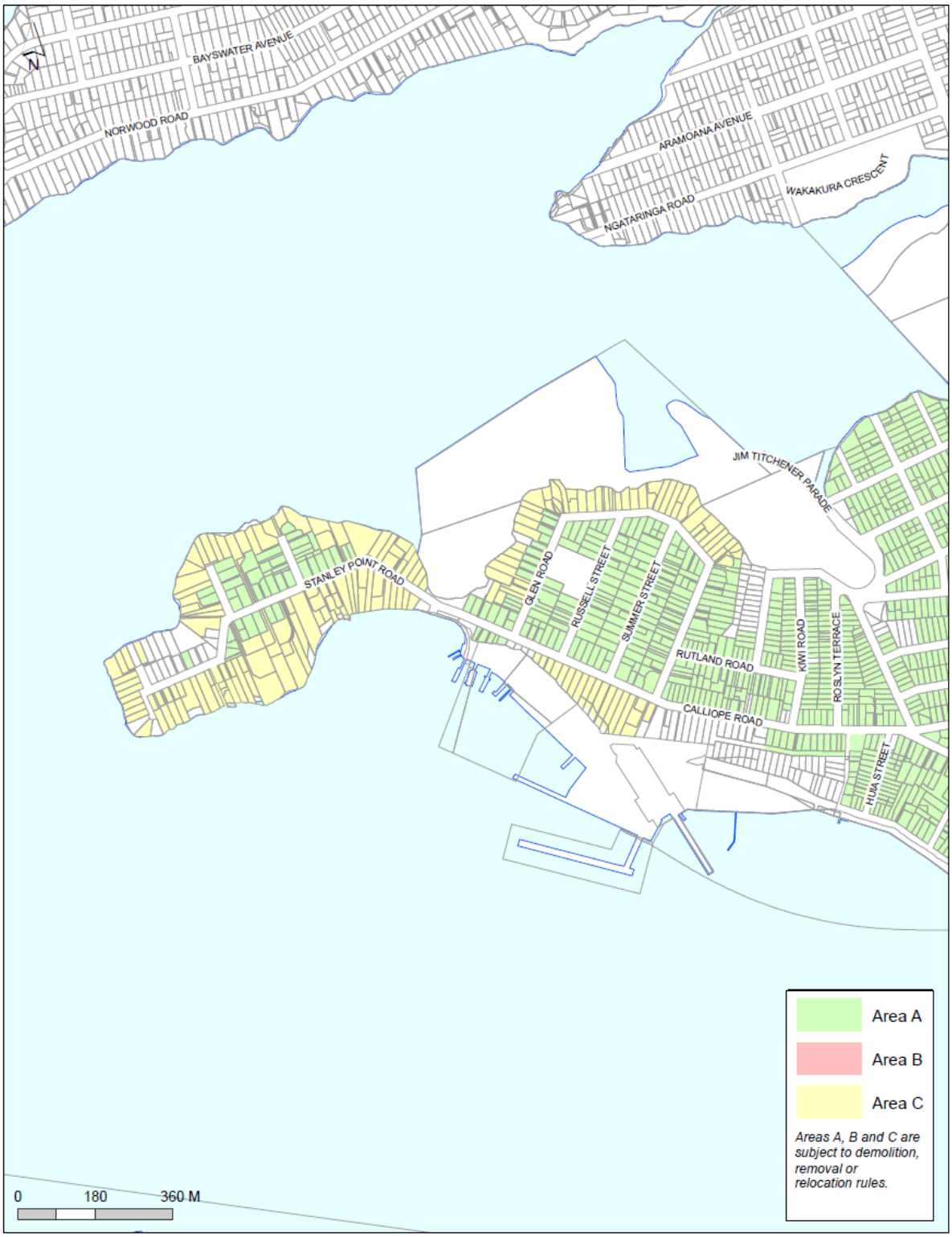
15.1.7.6. Special Character Area Overlay – Residential : North Shore – Devonport and Stanley Point

15.1.7.6.1. Extent of area

Special Character Area Maps:

(1) Special Character Area Overlay – Residential : North Shore – Devonport

(2) Special Character Area Overlay – Residential : North Shore – Stanley Point



Description:

The Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point covers much of the southern part of the Devonport Peninsula, including all the area south of the Waitematā Golf Course as well as the area adjacent to the golf course east of Wairoa Road and extending west to Stanley Point. The extent is shown on the 2 special character area maps above. The Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point reflects mid to late 19th and early 20th century residential development in Devonport, and is part of the wider the Special Character Areas Overlay – Residential :North Shore.

North Head and Mt Victoria are prominent volcanic features of the area. The landform rises from the southern coastline along Queens Parade and King Edward Parade towards the two mountains and also rises northwards along Vauxhall Road to a high point at Fort Takapuna and the cliffs at the northern end of Cheltenham Beach. In the surrounding areas, the landform is reasonably level or gently undulating. The central part of Stanley Point is reasonably elevated, falling to the sea around the coastal perimeter.

Outstanding views to and from Devonport are available from a range of places. Houses located on the rising landform are clearly visible when viewing Devonport from the harbour or from Auckland city. Views of the Special Character Areas Overlay – Residential :North Shore - Devonport residential area can be seen from Mt Victoria and North Head as well as roads leading up to the mountains.

15.1.7.6.2. Summary of special character values

Historical:

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

The Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point are of significance because it is the earliest and largest substantial area of European settlement and development that occurred on the North Shore in the late 19th and early 20th centuries. It is one of the three marine suburbs established close to Auckland city. (The others are Northcote Point and Birkenhead). It is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains large groups of Victorian and Edwardian houses together with groupings and individual commercial buildings from this period of development.

The southern edge of the Devonport peninsula looks straight across the waters of the Waitematā to Auckland city. This close proximity to the city defined its development from the early days of European settlement. The area was first known as "Flagstaff", named after the signal station on Mt Victoria (Takarunga). Its deep water frontage made it a suitable anchorage for visiting naval ships that arrived from the 1840s.

The area was surveyed and subdivided for farms and town sections around the early 1850s. The formation of a commercial area on lower Victoria Road was prompted by the beginning of a ferry service connecting Devonport with the city, and the development of a wharf and hotel at the base of the street in the 1860s. Subdivision remained piecemeal through the 1860s, but development flourished in the 1870s and 1880s due to more regular ferry services. Devonport grew in the 1880s due to the arrival of the military and construction of defence works on North Head, coupled with the efficient and reliable ferry service of the newly formed Devonport Steam Ferry Company in 1885.

Over the next twenty years Devonport began to develop as a marine suburb. Market gardening and dairy farming remained in parts of Devonport until the 1930s when remaining rural land was subdivided for housing. Devonport gradually developed a suburban character but also retained prominent defense functions. The introduction of a wharf that could accommodate vehicles also facilitated both settlement and tourism. The commercial area in Victoria Road as well as small clusters of local shops developed to serve the local community.

The commercial centre on Victoria Road developed at a similar time and retains an important group of late 19th and early 20th century commercial buildings. A The Special Character Areas Overlay – Business area applies to this part of Devonport.

Physical and visual qualities:

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

The Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point is significant for its physical and visual qualities, because it retains a significant grouping of late 19th and early 20th century houses that collectively reflect important trends in New Zealand residential architecture, together with associated patterns of subdivision and streetscapes. Devonport is strongly defined by the survival of its early housing stock which includes Victorian and Edwardian villas, transitional villas and bungalows as well as other styles of the late 19th and early 20th centuries. Devonport's housing is augmented by the presence of local shops, churches, and other types that supported the residential development during this same period.

The surviving stock of buildings demonstrates changing requirements and design ideas in domestic architecture in the change from the Victorian-Edwardian villa to the bungalow. The surviving buildings provide examples of the use and application of building materials, methods and craft skills from the late 19th and early 20th century period.

The area also demonstrates in its subdivision and layout key periods of development. Small sections located on narrow streets with no grass berms are from the initial settlement. Areas subdivided later typically featured wider streets, in which the grass berm and carriageway width varies.

Devonport and Stanley Point collectively demonstrate a coherent special character evident in the pattern of subdivisions, street layout and lot sizes, density of housing, set-backs and front gardens, fences, walls and hedges.

15.1.7.6.3. Description of physical and visual qualities

Built Form

Period of development

Devonport and Stanley Point are significant for their physical and visual qualities as they demonstrate in their built fabric a significant period of residential and associated development that occurred in this part of the North Shore in the late 19th and early 20th centuries. Most buildings that contribute to the special character values of the area were predominantly constructed between 1870 and 1940. The built fabric includes the houses and clusters of early commercial buildings, street layouts and urban form.

Scale of development

The late 19th and early 20th century houses in Devonport and Stanley Point include single and two-storey detached residences as well some examples of terraced houses and co-joined houses from a similar period. Houses include examples at a range of scales, from modest cottages, villas and bungalows to larger examples of these types, as well as substantial two-storey houses in a similar variety of styles. The local shops, built at a similar time, are also predominantly one and two storeys.

Form and relationship to the street

The generally regular positioning of houses on their lots, whether small or larger, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. Houses are generally located close to the front of their sites. In the earliest subdivisions, where narrow road widths of 12 to 15 metres and small lot sizes of around 300 to 500 metres squared are evident, setbacks range from around 2 to 4 metres, with some variation. In subdivisions from the 1880s onwards lot sizes typically range from around 450 metres squared to sometimes more than 800 metres squared. Subdivisions that created moderate to larger lots allowed for more generous front gardens, with set-backs ranging from around 4 metres to 10 metres.

Gabled and hipped roof forms are evident throughout most of the area, associated with the Victorian and Edwardian villas, bungalows and other styles of houses present. Verandahs and porches give depth to street elevations and create transitional spaces between the public realm of the street and the private realm of the houses themselves.

Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

Garages or carports are generally not a dominant presence.

Commercial buildings are typically built up to the front boundary line and occupy the full width of their sites. Typically the purpose built commercial buildings within the Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point have parapet walls concealing the roof form. However, some are houses that have been altered for a commercial use, extending the frontage out to the road boundary.

Density / Pattern of development

Although there is variation in lot sizes, houses are typically located towards the front of the property and occupy much of the width of their lots, creating a reasonably high density and pattern of development throughout much of the area. The area reflects a range in terms of the pattern of subdivision, lot sizes, lot widths, house set-backs and spacing between houses. Areas of early subdivision (prior to c. 1880) generally reflect a higher density with houses closely spaced and located close to the road boundary on small lots. Areas subdivided from the 1880s onwards include a range of moderate to larger lot sizes. Houses continued to be generally located towards the front boundary, and typically occupy much of the width of their sites.

Lot widths are typically narrower in the earliest areas to be subdivided, ranging from 10 to 12 metres for example in Ann Street and Domain Street. In much of the area lot widths are around 12 to 15 metres wide, with some variation. Throughout the Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point, there is generally a clear and well- articulated rhythm to the positioning of houses within subdivisions, whether they are smaller early houses on small lots or larger villas and bungalows on moderate to larger lots.

The residential character contrasts with the greater enclosure created by the commercial development where it is built up to the road boundary. The area incorporates clusters of local shops, often located on corners or around intersections. The presence of corner dairies and shops among the residential development is an important pattern in the area.

Types

The Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point area is strongly defined by the survival of its houses dating from the late 19th and early 20th centuries, as well as examples of local shops, churches, and other types such as the former Devonport Power Station (47 Church St), and the former Fire Station (4-6 Calliope Road) from a similar period, in close proximity to housing.

Although not specifically included in the Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point, a variety of buildings and structures associated with defense functions remain evident in parts of Devonport in close proximity to the residential areas and provide an important context. The commercial centre on Victoria Road developed at a similar time and retains an

important group of late 19th and early 20th century commercial buildings. (This is managed separately as the The Special Character Areas Overlay – Business : Devonport).

Visual coherence

Throughout the Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point there is a high degree of visual coherence due to the general consistency, of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character area.

15.1.7.6.4. Architectural values

Styles

Buildings in the Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point demonstrate a range of Victorian, Edwardian and early 20th century architectural styles. Within the area the age and style of housing is very consistent in some areas, while others show greater variation, as residential development occurred over a longer period.

Victorian cottages and villas, of one and two storeys, represent the early period of residential development evident in parts of the Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point. Examples of villas from the Victorian and Edwardian period are dominant throughout the area, including modest as well as larger and more elaborately detailed examples. They are typically single storey, although two storey villas are evident in some areas. Typical of the villa type, roofs are gabled and hipped and most commonly clad in corrugated iron. Villas may be flat-fronted or incorporate projecting bays in a variety of configurations. They are predominantly of timber construction, with timber door and window joinery, double-hung sash windows and utilize a variety of decorative detail, particularly to gable ends and verandahs. Verandahs are commonly provided at the front of the house, with sloping or concave roofs and incorporate decorative detail to the balustrade, posts and frieze. Brick chimneys remain a key feature of many roofs in the Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point.

From around 1910 transitional villas demonstrate a shift in design approach towards the bungalow style. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation. The verandah was often incorporated as part of the main roof form. Transitional villas are evident in many streets in the Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point.

The development of the bungalow type around the turn of the 20th century in New Zealand was influenced by developments overseas, as a housing type that embodied principles of the Arts and Crafts movement. By the end of the First World War, the bungalow emerged as the most popular housing type, and

remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s. Californian bungalows proliferated in Auckland after the First World War, and are evident in parts of the Devonport and Stanley Point area. Influenced by popular American housing trends of the time, the typical New Zealand "Californian Bungalow" features shallow pitched gable roofs, wide eaves with exposed rafters, asymmetrical composition, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

By the 1930s, other styles such as Art Deco, Moderne and English Cottage were also used, typically as a variation of the broader bungalow form. Houses in these styles are also evident in parts of the Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point. Substantial Arts and Crafts style houses are evident on some properties, particularly at Stanley Point (which was settled later than the rest of Devonport).

Materials and Construction – Built Fabric

Timber is the predominant material used throughout the Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point. Houses are typically timber-framed, weatherboard clad with timber door and window joinery. Gabled or hipped roofs are predominantly clad in corrugated iron, with some examples of slate or tiled roofs. There are some examples of dwellings constructed of brick or with a rendered finish. Brick or plastered chimneys remain a feature of many houses. Verandahs featuring decorative timber detailing are a feature of many houses.

Early commercial buildings within the Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point include examples of timber and masonry construction.

15.1.7.6.5. Urban structure

Subdivision

Larger landholdings in the Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point were subdivided into smaller residential sites as a series of subdivisions, of varying size, through the 19th and early 20th centuries. The early road layout took the volcanic and coastal land form into account and resulted in a reasonably varied pattern of early large allotments. The pattern of residential subdivision is therefore reasonably varied. A modified grid-layout of streets and lots is evident in parts of the area, where streets were formed as part of particular subdivisions.

Some of the early subdivisions in Devonport are evident in the narrow road widths and small lot sizes, such as Ann Street and Wynyard Streets, Burgess and Domain Streets, the north part of Church Street, St Aubyn Street, Cambria Road and Buchanan Street. In earlier subdivisions the road widths were typically 75 links (approximately 15 metres) and in some cases 50 links (approximately 10 metres).

Variations in the width of early city roads led to government intervention to achieve consistency. The Plans of Towns Regulation Act 1875 set out requirements for the minimum width of roads, which as far as possible were to be laid off in straight lines and perpendicular to each other. Subdivision plans had to be prepared by an approved engineer or surveyor.

Later subdivisions tended to include larger sections, with wider streets, laid out on a more regular pattern, where the topography and existing road patterns permitted. Generally all road widths after the 1880s were standardised to 100 links or 20.12 metres wide, with a carriage-way formed within.

There is variation in lots sizes created by different subdivisions throughout the Special Character Areas Overlay – Residential : North Shore - Devonport and Stanley Point. Some of the smaller lots created in early areas of subdivision range from around 300 to 500 metres squared. The lot widths in these areas are reasonably narrow at around 10 to 12 metres. In later subdivisions the lots sizes range from 500 to over 800 metres squared and lot widths are generally around 12 to 15 metres, with variations.

Road pattern

The early road layout was influenced by the volcanic and coastal landform, resulting in an irregular layout of early main roads. Roads formed as part of later subdivisions have established a more regular pattern of streets, typical of the late 19th and early 20th century period of subdivision. Secondary roads are commonly set out perpendicular to main roads, sometimes with interconnecting cross streets.

As described above, parts of the Special Character Areas Overlay – Residential : North Shore - Devonport and Stanley Point demonstrate narrow road widths of 10 to 15 metres, which typically allowed for narrow footpaths, and no grass berms. Throughout the area, where the road reserve is the standard 20 metres wide, there is variation evident in the road carriageway, with some streets having very generous grassed berms, often incorporating street trees, or alternatively a wider road carriageway. Some of the main roads were wider, particularly the lower part of Victoria Road in Devonport.

Streetscape

The character of the street is determined by the built form and its relationship to the street, gardens and fencing, as well as the layout and design of the street itself. There is some variation in streetscape character in parts of the The Special Character Areas Overlay – Residential :North Shore - Devonport and Stanley Point. Narrow streets with no grass berms or street trees have a more urban character, with houses often located close to the road boundary. In areas where the streets are wider grass berms and street trees are often evident. Grass berms vary in width depending on the carriageway and whether roadside car parking is provided.

Throughout much of the Special Character Areas Overlay – Residential : North Shore - Devonport and Stanley Point, areas that developed as a part of a particular subdivision demonstrate consistency in terms of lot size, setback, spacing and rhythm of housing as well as the age and styles of housing, collectively contributing to an established streetscape character. Front yards, whether modest or deeper, are generally separated from the street with low fences, walls or planting, allowing good visibility of the houses from the street. However there are also some examples of higher fencing or more dense planting. Properties on main roads often tend to have a higher degree of separation between the public and private realm.

Vegetation and landscape characteristics

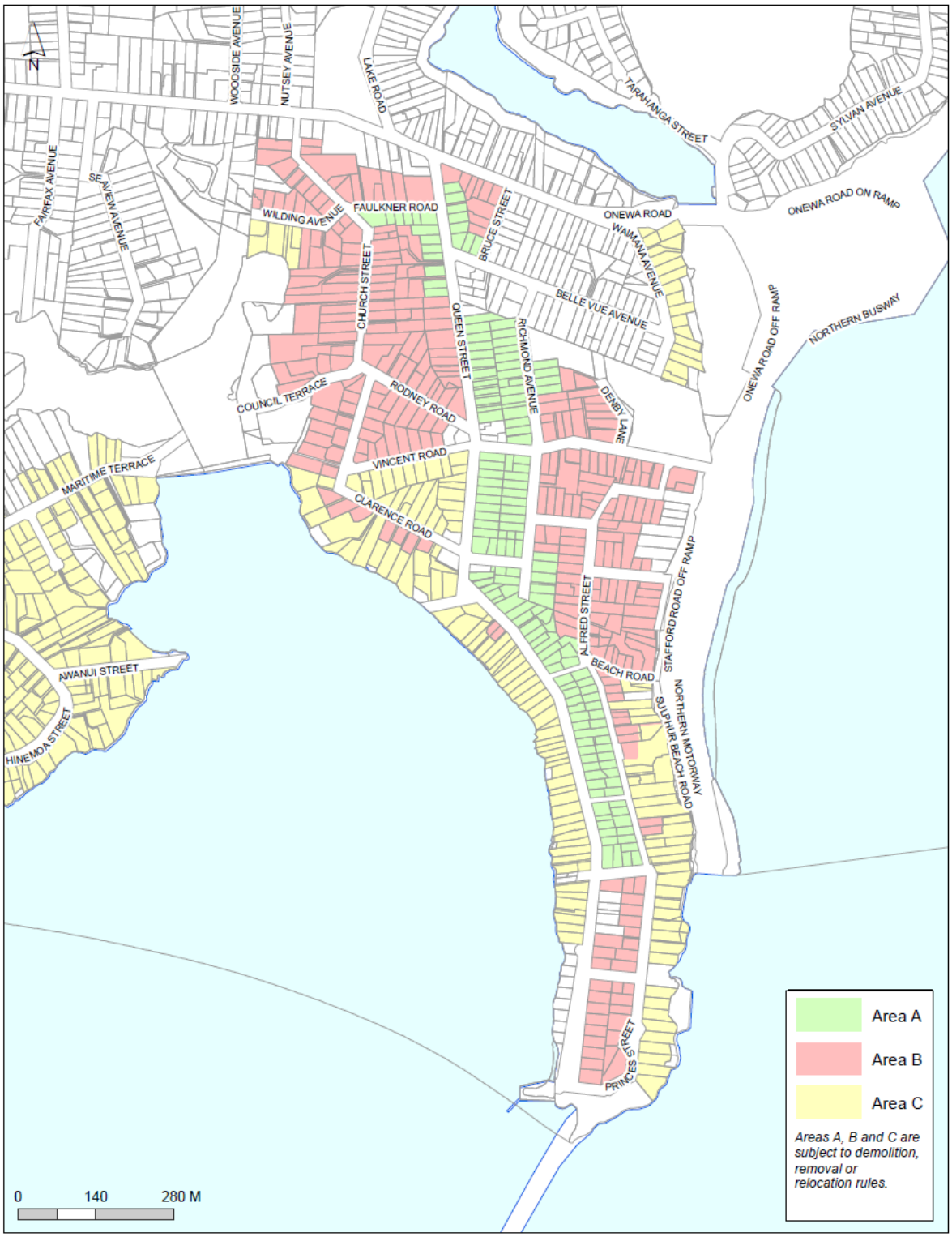
The tree-covered and grassed slopes of Mt Victoria and North Head are prominent features of the landscape and contribute to the well-vegetated quality of the area. Trees located in a number of reserves in the area as well as within the Waitematā Golf Course make a significant contribution to the vegetated quality of Devonport. Early low-lying areas have been subsequently developed as reserves. The Waitematā Golf Course between Lake Road and Wairoa Road is built on a former swamp. In the 1870s the area was reclaimed and in 1881 the Takapuna Race Course was established on the site. The Waitematā Golf Club has been on the site since the early twentieth century. The Devonport Domain was also originally a swamp which was set aside as an education reserve before being vested in the Devonport Borough Council in the 1880s as a recreation ground. It was subsequently drained and improved.

Grass berms and street trees, as well as trees and shrubs in front gardens are a feature of much of the area. In streets close to Cheltenham Beach, and along King Edward Parade, Pohutukawa trees are evident as street trees, in coastal reserves and in private gardens. Early subdivisions with narrow road widths did not allow for grassed berms or street trees and houses are often set close to the road boundary with very small front gardens.

15.1.7.7. Special Character Areas Overlay – Residential : North Shore – Northcote Point

15.1.7.7.1. Extent of area

Special Character Area Map:



Description:

The Special Character Areas Overlay – Residential : North Shore - Northcote Point covers the Northcote Point peninsula extending inland to Onewa Road. The extent is shown on the special character area map above. The area reflects the extent of late 19th and early 20th century residential development on Northcote Point, and is one of three areas within the wider Special Character Areas Overlay – Residential : North Shore. The Special Character Areas Overlay – Residential : North Shore - Northcote Point also incorporates some commercial buildings located on Queen Street in Northcote Point, which are located in close proximity to the surrounding housing and are considered to be an integral part of the collective special character of the area.

The landform on Northcote Point is reasonably level along the headland, falling steeply along the coastal cliff line on the east and west sides to Shoal Bay, Halls Beach and Little Shoal Bay. The land form is gently undulating north of Rodney Road and Stafford Road and falls to a reasonably level area on the eastern side adjacent to the Northern Motorway and Shoal Bay. Northcote Point has significant landscape amenity, due to its headland landform and relationship to the harbour. Its position on a promontory provides for views towards the city and the Hauraki Gulf, Auckland Harbour Bridge, Birkenhead Point, Bayswater and Devonport.

15.1.7.7.2. Summary of special character values

Historical:

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

The Special Character Areas Overlay – Residential : North Shore - Northcote Point is of significance because it is one of the earliest substantial areas of European settlement and development that occurred on the North Shore in the late 19th and early 20th centuries. It is one of the three marine suburbs established close to Auckland city. (The others are Devonport/Stanley Point and Birkenhead). It is also significant as it formed part of the most populated late 19th and early 20th century urban areas in the country. The area retains groups of Victorian and Edwardian houses together with commercial buildings from this period of development.

Subdivisions of the larger rural allotments for residential settlement in Northcote began around the 1860s and steadily progressed during the 1870s to 1900s. A wharf at Northcote Point was established in the 1850s, along with the first Northcote Hotel. Early houses, shops and a post office were established close to the wharf, and the earliest church, St John the Baptist, was consecrated in 1860 by Bishop Selwyn.

The establishment of regular ferry services and a new wharf in 1880 were important factors in the residential development of the Northcote area. A small commercial centre developed around the intersection of Queen Street and

Bartley Street, where the 1920s Post Office and Bridgeway Theatre were built. The construction of the Auckland Harbour Bridge in the 1950s had a significant effect on the Northcote Point headland. The Northern Motorway and the northern approach to the bridge were constructed along the east side of Northcote Point, replacing the beach facing Shoal Bay. The function of Queen Street in Northcote changed as ferries no longer provided the primary means of transport to and from Northcote Point.

Physical and visual qualities:

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

The Special Character Areas Overlay – Residential : North Shore - Northcote Point is significant for its physical and visual qualities as it retains a large grouping of houses that collectively demonstrate the late 19th and early 20th century period of settlement and illustrate the urban pattern of development of the North Shore and the Northcote Point.

Surviving buildings from this period in Northcote collectively demonstrate the architectural philosophy, design approach and social patterns of the time. The surviving stock of buildings demonstrates changing requirements and design ideas in domestic architecture in the change from the Victorian and Edwardian villa to the bungalow. The surviving buildings demonstrate the use and application of building materials, methods and craft skills from the late 19th and early 20th century period.

15.1.7.7.3. Description of physical and visual qualities

Built Form

Period of development

Special Character Areas Overlay – Residential : North Shore - Northcote Point demonstrates in its built fabric a significant period of residential and associated development that occurred in this part of the North Shore in the late 19th and early 20th centuries. Most buildings in the special character area were constructed between 1880 and 1940. The built fabric includes the houses and clusters of early commercial buildings, street layouts and urban form.

Scale of development

The late 19th and early 20th century houses on Northcote Point are predominantly single level, detached residences, with some examples of two-storey houses. The local shops and community buildings, built at a similar time, are also predominantly single level.

Form and relationship to the street

Houses are generally built close to the street edge and occupy much of the width of their lots, giving a reasonably dense pattern of built development. Gabled and hipped roof forms are evident throughout most of the area; these roof forms are associated with the Victorian and Edwardian villas, bungalow and other styles of houses present. Verandahs and porches give depth to street elevations and create transitional spaces between the public realm of the street and the private realm of the houses themselves. Generally low boundary treatments including fences, hedges and walls maintain reasonably open views between the houses and the street. Garages or carports are generally located to one side and set back, and are generally not a dominant presence.

Commercial buildings are typically built up to the front boundary line and occupy the full width of their sites. Typically the purpose built commercial buildings within the special character area have parapet walls concealing the roof form. However, some are houses that have been altered for a commercial use, by extending the frontage out to the road boundary.

Density / Pattern of development

Houses are typically located close to the road boundary and occupy much of the width of their lots, creating a reasonably high density and pattern of development throughout much of the area. The residential character contrasts with the greater enclosure created by the commercial development where it is built up to the road boundary.

Types

The Special Character Areas Overlay – Residential : North Shore - Northcote Point is strongly defined by the survival of houses dating from the late 19th and early 20th centuries, as well as examples of shops, churches and community buildings from a similar period in close proximity to housing.

Visual coherence

Throughout the area there is a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the area.

15.1.7.7.4. Architectural values

Styles

Buildings in the Special Character Areas Overlay – Residential : North Shore - Northcote Point demonstrate a range of Victorian, Edwardian and early 20th century architectural styles. The age and style of housing is very consistent in some parts of the area, while other parts show greater variation, as residential development occurred over a longer period.

Villas represent the early period of residential construction in Northcote during the Victorian and Edwardian eras. Northcote Point's villas are typical of this building type including square-fronted examples as well as bay villas in a variety of configurations. Typical of the villa style, roofs are gabled and hipped and most commonly clad in corrugated steel and door and window joinery is timber, incorporating double-hung sash windows. Decorative timber fretwork and other details were used, particularly on verandahs and gable ends. Brick chimneys remain a prominent feature of many roofs in the area.

Transitional villas began to be constructed around 1910; they retain the general form and layout of the villa, but incorporate bungalow details like exposed rafter ends, casement windows, shingles, and reduced ornamentation.

Californian bungalows were constructed in Northcote Point after World War I. Influenced by trends in America as well as England and Australia, the typical New Zealand "Californian Bungalow" features a low- slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and a more informal open plan.

Other styles such as Art Deco and English Cottage style are evident in Northcote Point, typically as a variation of the broader bungalow form. Examples of state houses in English Cottage style are also evident in some streets.

Commercial buildings in Queen Street within the special character area reflect a variety of late 19th and early 20th century architectural styles.

Materials and Construction – Built Fabric

Late 19th and early 20th century houses on Northcote Point are typically timber-framed, weatherboard clad and decorated with timber detailing. Door and window joinery is typically timber. There are some examples of houses constructed in rendered brick. Gabled or hipped roofs are predominantly clad in corrugated iron, with some examples of clay or concrete tiled roofs. Brick or plastered chimneys remain a prominent feature of many houses. Verandahs or porches, with decorative timber detailing, are a feature of many houses.

Early commercial buildings within the special character area on Queen Street include examples of timber and masonry construction.

15.1.7.7.5. Urban structure

Subdivision

Subdivisions of the larger rural allotments for residential settlement in Northcote began around the 1860s and steadily progressed during the 1870s to 1900s. Lot sizes vary based on the series of late 19th and early 20th century subdivisions. Some of the smaller back-to-back lots are located between Queen Street and Princes Street, north of King Street, with lot sizes ranging from around 400 to 500 metres squared, and lot widths of around 15 metres. Lots of varied sizes are evident along the coastal margins, ranging from some narrow lots of around 400 to 500 metres squared, to larger lots over 1000 metres squared.

Road pattern

The road pattern on Northcote Point is based on a modified grid, with roads developed incrementally to either side of Queen Street as part of separate subdivisions in the late 19th century. Located along the ridge, Queen Street was the earliest road on Northcote Point and served as the main road leading north from Northcote wharf. Queen Street is a standard 1 chain or 20 metres wide, with dual carriageway and car parking on either side. Footpaths are located to both sides, without grassed berms. Some roads on Northcote Point are narrow, for example parts of Princes Street, Duke Street and Beach Road, where the road reserve is around 12 metres wide.

Streetscape

The streetscape in Northcote Point is characterised by a relatively dense and consistent urban residential character, with generally open views to houses from the street. Houses are located reasonably close to the road boundary, with typically modest front yards. Setbacks generally range from around 4 to 8 metres, with some examples of houses set much closer to the street edge, particularly on Queen Street south of Duke Street. The substantial Northcote Hotel, examples of early commercial buildings and terraced houses in this vicinity are often built to the street edge and houses are also set close to the road boundary. There are reasonably few substantial trees, but front yards generally have small shrubs giving an open vegetated character. Street trees are evident in some streets.

Parts of the area have quite a high density streetscape character, with closely spaced housing, set close to the street edge in combination with narrow road widths, allowing footpaths but no grass berms, or footpaths to one side only. This is evident in parts of Princes Street, Beach Road and Duke Street.

In other parts of the area there are grassed berms to both sides, for example in the lower part of Princes Street, Alma Street and King Street. Mature street trees in Alma Street contribute to the established streetscape character. Some of the streets on Northcote Point feature a grassed swale detail, where the road is edged with a grassed strip, falling towards the gutter.

Queen Street has footpaths without grass berms. Houses are typically set close to the road boundary. Commercial buildings along Queen Street are built up to the road boundary, creating a strongly defined edge where they occur. Street trees have been planted in some locations in Queen Street, set into the footpath. A variety of front boundary treatments include typically low to medium height fences, walls and hedges, including early types or examples based on early types, contributing to an impression of an established streetscape. A concrete road surface was laid in parts of Queen Street in the 1920s and remains evident.

Vegetation and landscape characteristics

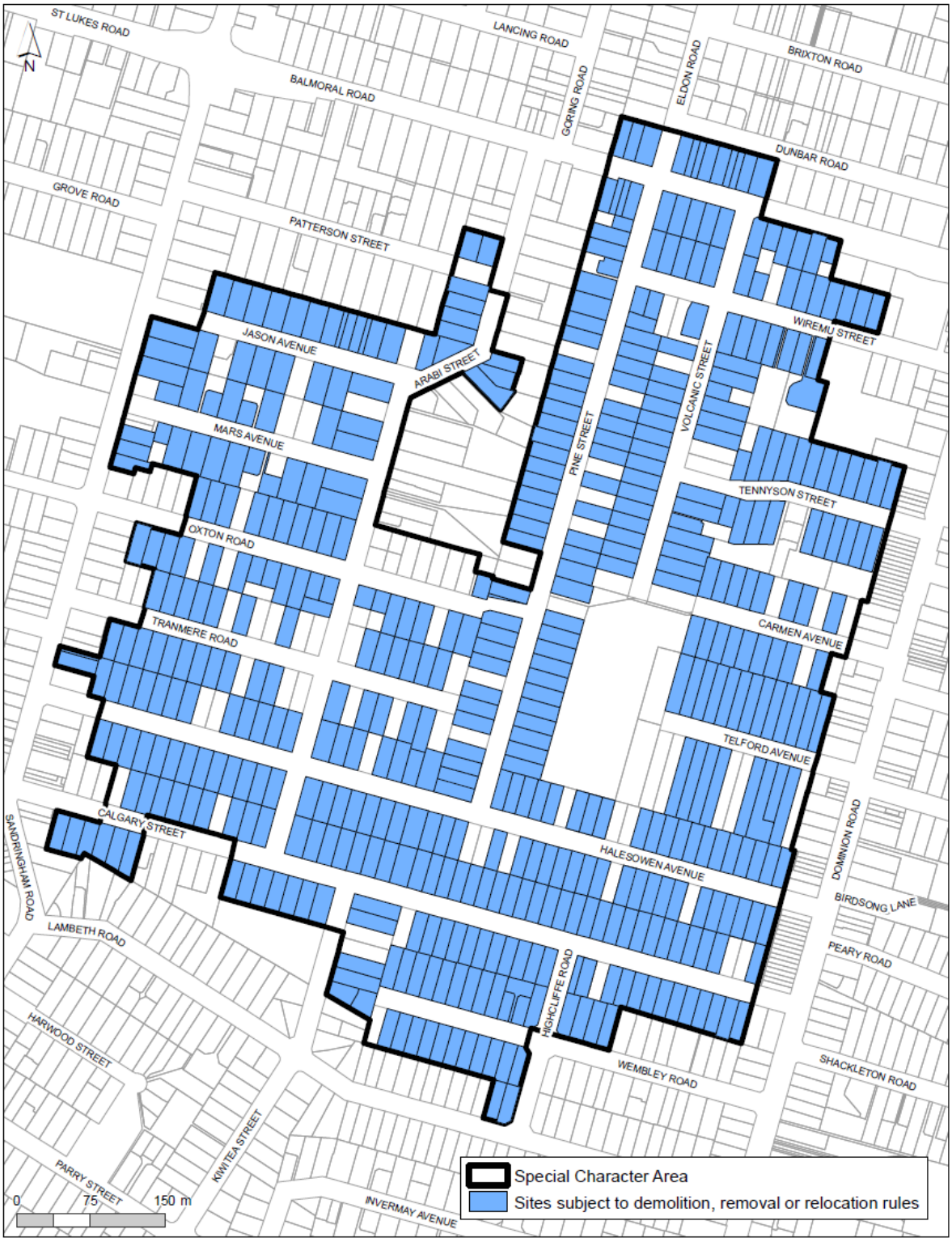
Pohutukawa trees are a distinctive feature in the area, particularly around the coastal margin of the headland, around Te Onewa – Stokes Point and the western coastline at the southern end of Queen Street and around Stafford Park. The avenue of mature Plane trees is a distinctive feature of Alma Street. Shrubs and trees in front yards and private gardens contribute to a vegetated character.

Small reserves and parks including Stafford Park and Jean Sampson Reserve provide open green spaces within the residential area. Te Onewa – Stokes Point Reserve is located on the southern end of the headland adjacent to and beneath the northern approach to the Auckland Harbour Bridge, with significant archaeological features, outstanding views as well as a distinctive experience of the Auckland Harbour Bridge.

15.1.7.8. Special Character Areas Overlay – Residential : Balmoral Tram Suburb, West

15.1.7.8.1. Extent of area

Special Character Area Map:



Description:

The Special Character Areas Overlay – Residential Balmoral Tram Suburb, West is a residential neighbourhood bounded by Dunbar Road, Balmoral Road, Sandringham Road, Lambeth Road and Dominion Road, as shown on the special character area map above.

Sandringham Road and Balmoral Road are major arterial routes, and form a natural edge to the area. The entire Balmoral area was influenced by the extension of the tram lines, but the extent of the Special Character Areas Overlay – Residential Balmoral Tram Suburb, West encompasses part of Balmoral where a high proportion of houses were constructed from 1880 to 1940.

Special Character Areas Overlay – Residential Balmoral Tram Suburb, West is located in streets to west side of Dominion Road to Sandringham Road in an area generally south of Balmoral Road on land that is comparatively flat within in the larger isthmus area. These residential streets are located on reasonably level or gently undulating land that rises gradually to the east towards Mt Eden and Three Kings to the south.

15.1.7.8.2. Summary of special character values

Historical:

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

Special Character Areas Overlay – Residential Balmoral Tram Suburb, West is of significance as an example of the “tram suburb” development pattern that occurred in areas close to central Auckland. Tram suburbs were developed progressively across the Auckland area as the electric tram network expanded beyond the city centre. Rural land on the outskirts of the city was converted to residential use in a series of subdivisions as the tram made these areas readily accessible to the places of work in the city.

Special Character Areas Overlay – Residential Balmoral Tram Suburb, West was progressively subdivided for residential development from around 1880 to 1940 and clearly illustrates the expansion of the electric tram network and the associated residential construction boom during the interwar period. The earliest residential subdivisions in Balmoral occurred around 1884, all fronting onto Balmoral Road, which at that time was located on the outskirts of Auckland. Housing from this period in the area primarily includes villas. The progressive subdivision of Balmoral was typical of development on the isthmus between the Victorian era and World War II, but the fact that three tram lines (the Sandringham, Dominion and Mt Eden road tram routes) terminated in the Balmoral area by 1930 was unusual. Few other neighbourhoods had this same level of connectivity or cohesion.

The distribution of architectural styles within the Special Character Areas Overlay – Residential Balmoral Tram Suburb, West is directly related to the southward

progression of the tram lines through Balmoral. The earliest villas and transitional villas are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion Roads (which was the tram terminus prior to World War I). The high concentration of bungalows in the area corresponds with the extension of the tram lines on Sandringham Road in 1925 and Dominion Road in 1930.

Physical and visual qualities:

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

Special Character Areas Overlay – Residential Balmoral Tram Suburb, West is of significance for its physical and visual qualities as it contains a large grouping of late 19th and early 20th century houses in a range of architectural styles that collectively reflect important trends in New Zealand residential architecture. The variety and range of styles found in Balmoral (namely villas, transitional villas, and bungalows) illustrates the design principles and aesthetics from this distinct period of time, and demonstrates the shift from villa to bungalow as the dominant residential form.

The area also demonstrates in its subdivision and layout key concepts regarding the design of suburban residential areas established beyond the city centre. In line with the 'Garden Suburb' design concepts, an emphasis was placed on larger section sizes that enabled private gardens, generous street widths incorporating roads with grass berms.

15.1.7.8.3. Description of physical and visual qualities

Built Form

Period of development

Special Character Areas Overlay – Residential Balmoral Tram Suburb, West area is significant for the reasons described above. It demonstrates in its physical and visual qualities a significant period of development that occurred from the 1880s to 1940. The period covers the early subdivision and villa construction at the end of the Victorian era, the arrival of the trams in the interwar period and the construction of bungalows that continued until the start of World War II. The built fabric comprises the houses, street layouts and urban form. The residential area is adjacent to and contiguous with the Special Character Areas Overlay – Business : Balmoral Shopping Centre area on Dominion Road.

Scale of development

Houses in the Special Character Areas Overlay – Residential Balmoral Tram Suburb, West built between the 1880s and 1940 are predominantly single detached houses on one level. There are some duplex flats within the area which also are single level dwellings. The commercial buildings present built circa 1910s to 1930s are single and two storeyed located on Sandringham Road.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly villas, transitional villas, and bungalows with gabled and hipped roofed forms, are clearly evident. Houses are located towards the front of the sections, with a generally consistent depth to the front yard, ranging from around 3 metres to 8 metres, and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features including fencing. Some properties have garages or carports constructed within the front or side yards.

Front boundary fences, hedges or walls are typically low and some early boundary treatments remain. Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

Density / Pattern of development

Although the Special Character Areas Overlay – Residential Balmoral Tram Suburb, West reflects a number of separate subdivisions there is a generally consistent pattern of subdivision, lot size, lot width, house setback and spacing between houses leading to an overall impression of consistency throughout most of the area. Lot sizes generally range from around 500 metres squared to 700 metres squared although there is some variation throughout the area. Lot widths are typically around 13 to 15 metres wide, with some variation. There is a clear and well-articulated rhythm to the positioning of houses. Houses are generally located close together, occupying much of the width of their sites.

Types

The Special Character Areas Overlay – Residential Balmoral Tram Suburb, West is strongly defined by the survival of its residential housing stock which includes predominantly villas, transitional villas, and bungalows.

Visual coherence

The Special Character Areas Overlay – Residential Balmoral Tram Suburb, West has a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character. Commercial buildings constructed circa 1910s to 1930s contribute to the overall visual coherence.

15.1.7.8.4. Architectural values

Styles

Villas represent the first wave of construction in Balmoral during the Victorian and early Edwardian eras, and are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion Roads (which was where the tram terminus was located prior to World War 1.) Balmoral's villas are typical of this building type, with bay windows, double-hung windows, verandahs, and decorative fretwork and ornamentation. The villa was beginning to give way to the bungalow by about 1910, and transitional villas bridge that gap. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation.

Californian bungalows proliferated in Balmoral after World War I, and are particularly concentrated in the southern half of the area (which corresponds to the extension of the tram lines in the 1920s). Influenced by popular American housing trends of the time, the typical New Zealand "Californian Bungalow" features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and an informal open plan. By the 1930s, other styles such as Art Deco and English Cottage appeared in Balmoral, typically as a variation of the broader bungalow form.

Materials and Construction – Built fabric

The main material used for residential dwellings within the Special Character Areas Overlay – Residential Balmoral Tram Suburb, West is timber with many houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are evident. There are a small number of brick houses, some of which are plaster finished.

15.1.7.8.5. Urban structure

Subdivision

Special Character Areas Overlay – Residential Balmoral Tram Suburb, West is a series of separate subdivisions and the occasional offsets in the road alignment are often where separate subdivisions joined. The resulting subdivision pattern is an approximate grid layout, with sections of regular width and depth facing the street. Section sizes are generally consistent, ranging from around 500 metres squared to 700 metres squared, although there is some variation in lot sizes throughout the area.

The earliest subdivisions were formed in the northern part of the Special Character Areas Overlay – Residential Balmoral Tram Suburb, West, close to Balmoral Road and date from circa 1884. A series of subdivisions occurred in a generally southward pattern to either side of Dominion Road reflecting the extension of the electric tram lines. The trams were located on Mount Eden Road by 1902 and extended as far as Balmoral Road by 1914, reaching the Balmoral

Tram Suburb HCA by 1930. Trams were located on the northern part of Dominion Road in 1908, and extended to Balmoral in 1914 and further south by 1930. On Sandringham Road the tram line was in place by 1925, also extending southwards through the Balmoral Tram Suburb by 1930.

Road pattern

The street layout is orthogonal with the residential streets arranged perpendicular to Dominion Road, Balmoral Road and Sandringham Road. The road layout and spacing is generally determined by the double section depth of around 30 to 40 metres and road reserve widths of around 100 links or approximately 20 metres. Some changes in the alignment along the length of roads indicate the junction of different subdivisions. Road carriageways within residential streets range from around 6 to 11 metres, with grassed berms of varying depths.

The road carriageways along the arterial roads (Balmoral, Sandringham and Dominion Roads) that run through the residential area are wider, typically around 13 to 15 metres. Balmoral Road is two lanes wide in each direction, expanding to three or more lanes in each direction at the intersections with Dominion and Sandringham roads.

Streetscape

The streetscape of the Special Character Areas Overlay – Residential Balmoral Tram Suburb, West reflects the increased interest in town planning and 'Garden Suburb' concepts developed around the turn of the twentieth century, which promoted the benefits of space, sunlight, and vegetation. Suburban development such as that in Balmoral was seen as offering opportunities to create healthier environments than some of Auckland's over-crowded inner city neighbourhoods. Most streets in the Special Character Areas Overlay – Residential Balmoral Tram Suburb, West have mature street trees, footpaths set within generous grass berms, and relatively narrow road carriageways. Houses are set reasonably close to the street boundary, with set-backs ranging from around 3 metres to 8 metres. The regular rhythm and spacing of houses, repeated gabled and hip roof forms and generally open views to and from the street mean that the housing types make an important contribution to streetscape character.

Some variation in streetscape character is evident on the main arterial roads (Balmoral, Sandringham, and Dominion roads). The road carriageway on these transit-oriented routes is wider. There are no grass berms along Dominion and Sandringham roads, where a wider road carriageway exists. Narrow grass berms are evident along Balmoral Road. Some higher fences, hedges or walls are evident in some locations.

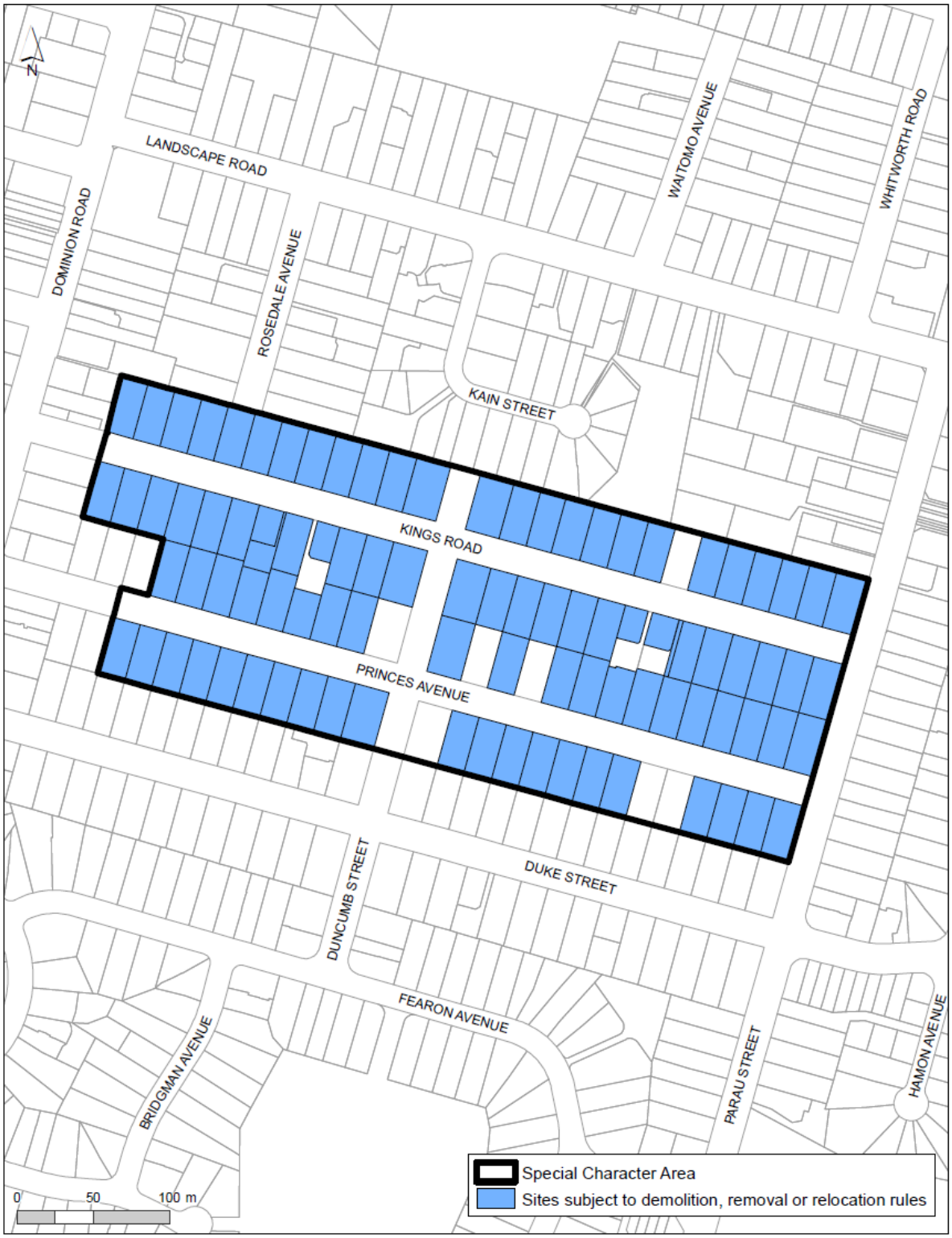
Vegetation and landscape characteristics

Within the Special Character Areas Overlay – Residential Balmoral Tram Suburb, West street trees in most streets, together with trees and shrubs in front yards, contribute to an impression of this as a reasonably well-vegetated area.

15.1.7.9. Special Character Areas Overlay – Residential : Kings Road and Princes Avenue

15.1.7.9.1. Extent of area

Special Character Area Map:



Description:

The Special Character Areas Overlay – Residential : Kings Road and Princes Avenue is located in Mt Roskill, and includes properties along both sides of Kings Road and Princes Avenue from the intersection with Parau Street to the rear of properties fronting Dominion Road. This area was subdivided in 1910 and demonstrates a coherent early 20th century residential area within the former Mt Roskill Borough. The extent of the area is shown on the special character area map above.

Located to the east side of Dominion Road, Kings Road and Princes Avenue connect Dominion Road with Parau Street. Both roads have southeast-northwest orientation, and are parallel to one another. The area rises gradually towards the east, rising more steeply towards Parau Street. There are distant views towards the west to Owairaka (Mt Albert) and to the east towards Maungakiekie (One Tree Hill) and Te Tātua-a-Riukiuta (Three Kings).

15.1.7.9.2. Summary of special character values

Historical:

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

The Special Character Areas Overlay – Residential : Kings Road and Princes Avenue is of significance because it demonstrates the ongoing residential expansion across the isthmus as the electric tram network was extended in the 1920s. This was a key period of residential expansion within the former Mt Roskill Borough, particularly in the area to the north of Mt Albert Road.

Subdivided in 1910, these streets form part of one of the earlier subdivisions close to Dominion Road in the northern part of the former Mt Roskill Borough. Sections in Kings Road, Princes Avenue and Duke Street were formed as part of a subdivision described as the Town of Edendale Extension No. 8. Residential expansion during the 1920s was facilitated by government lending through State Advances loans which encouraged the subdivision of suburban land and resulted in rapid increase in development on the outskirts of Auckland city. Development was also enabled with the progressive extension of the electric tram line along Dominion Road, which reached Mt Albert Road by 1930.

A 1932 survey plan shows that residential sites on both sides of Kings Road and Princes Avenue were fully developed by that time. Kings Road and Princes Avenue display a largely intact established residential character reflecting this period of development, with numbers of transitional villas and predominantly bungalow style houses, together with examples of bungalow-cottage houses.

Physical and visual qualities:

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

The Special Character Areas Overlay – Residential : Kings Road and Princes Avenue is significant for its physical and visual qualities because it comprises a significant grouping of interwar styled houses constructed within a relatively short period. The houses collectively demonstrate important developments in New Zealand residential architecture with a shift to the Californian bungalow as the predominant detached housing type.

The subdivision and street layout demonstrates the 'Garden Suburb' development pattern that was first evident around the turn of the 19th and 20th centuries. Section sizes are generally larger than inner city suburbs, enabling more generous private gardens and street widths incorporating roads with grass berms.

15.1.7.9.3. Description of physical and visual qualities

Built Form

Period of development

The Special Character Areas Overlay – Residential : Kings Road and Princes Avenue demonstrates in its built fabric a significant period of development that occurred in the north part of the former Mt Roskill Borough in the 1910s to1930s. A majority of the buildings are Californian bungalows built in the 1920s. The built fabric includes the houses, street layouts and urban form.

Scale of development

The special character buildings are predominantly detached single storey houses.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly bungalows with gabled and hipped roofed forms, are clearly visible. Houses are located towards the front of the sections, with a generally consistent depth to the front yard and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm.

The typically modest front yards are often landscaped with a range of planting and hard landscape features including fencing. Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically boundary treatments include low stone or plastered masonry walls, hedges and picket fences. Some properties have garages or carports constructed within the front or side yards in recent years.

Density / Pattern of development

The lots in these streets were formed as part of one 1910 subdivision, so there is a very regular pattern of subdivision, lot size, lot width, house set-back and spacing between houses leading to an overall impression of consistency throughout the area.

Lot sizes are around 700 metres squared. Lot widths are typically around 18 metres wide, with little variation. The setback of houses from the road boundary is approximately 6 to 10 metres. There is a clear and well-articulated rhythm to the positioning of houses in the area. Houses are generally located close together, occupying much of the width of their sites.

Types

The area is strongly defined by the survival of its residential housing stock which includes predominantly bungalows, together with some examples of transitional villas, and bungalow cottages.

Visual coherence

The Special Character Areas Overlay – Residential : Kings Road and Princes Avenue has a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms of the buildings. The combination of these attributes contributes to the visual coherence of the special character.

15.1.7.9.4. Architectural values

Styles

The predominant styles of housing are Californian bungalows with examples of transitional villas in Kings Road, along with some bungalow cottage style houses.

Transitional villas represent the earliest house types in the area. From around the late 1910s villas started to incorporate features that were to become most evident in the bungalow style. Roof forms were often simplified with the use of lower pitched gables, which often contained the verandah and main roof under a single form.

Bungalows are the most common style found in Kings Road and Princes Avenue. The bungalow style developed in New Zealand around the turn of the twentieth century reaching a peak in the 1920s and 1930s. Development of the bungalow style here was influenced by its use in England and Australia as well as California. Following the First World War the bungalow emerged as the most popular housing type and remained the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.

Distinctive elements of the bungalow style, evident in houses in Kings Road and Princes Avenue, include lower pitched gabled and hipped roofs with generous eaves overhangs, exposed rafter ends, shingle cladding to elements such as base of projecting bay windows, and bracketed hoods over windows.

Porches and verandahs are typically incorporated under the main roof forms of the house. Timber window joinery is typically casement type, with fanlights above. Although a wider variety of cladding materials were sometimes used on bungalows, weatherboards remained the most common and this is evident in Kings Road and Princes Avenue.

Bungalow cottages are also evident, where simplified elements of the bungalow and English cottage styles are combined. Conservative in character, bungalow-cottages have simplified forms, often with hipped roofs and with rafters boxed in at the eaves. Bay windows were generally reduced or omitted altogether in houses of this style.

There are also examples in Kings Road and Princes Avenue of single level Moderne style houses constructed around the 1930s. These are typically built in brick or rendered brick, and have the roof concealed behind a parapet wall.

Materials and Construction – Built Fabric

Houses in Kings Road and Princes Avenue are predominantly timber-framed, clad in timber weatherboards, and with timber door and window joinery. Gabled or hipped roofs are typically corrugated steel, with some tiled examples. Some houses are clad in brick or plastered brick, with timber door and window joinery. Chimneys are a feature of some houses. The examples of single level Moderne style houses are typically built in brick or rendered brick.

15.1.7.9.5. Urban structure

Subdivision

The area to the east side of Dominion Road including Kings Road, Princes Avenue and Duke Street was subdivided for residential development in 1910. The original subdivision pattern with back-to-back lots of approximately 38 metres long between the roads remains clearly evident.

Road pattern

The road pattern reflects the grid layout typical of the 1910 period of subdivision, with Kings Road and Princes Avenue running perpendicular to Dominion Road. The road layout is generally determined by the double section depth of around 30 to 40 metres and road widths of around 100 links or approximately 20 metres.

Streetscape

Kings Road and Princes Avenue have an established residential character, contributed to by the coherent urban pattern of the 1910 grid layout subdivision, regular lot sizes, and pattern of 1910s to 1930s houses, which are predominantly bungalows. Houses are set reasonably close to the street boundary, and the regular rhythm and spacing of houses, repeated gabled and hip roof forms and generally open views mean that the housing types make an important contribution to streetscape character.

Many properties retain low walls, hedges and fences, including some early examples of boundary treatments. Where garages or carports are present, these

are generally located to side or the rear of properties. While some change has occurred, including alterations and some more recent development, the streets still retain a consistent and cohesive established residential character.

Footpaths are provided on both sides of the street, set back from the road edge within generous grassed berms. The use of bluestone kerb blocks contributes to the established streetscape character.

Vegetation and landscape characteristics

Street trees in Kings Road and Princes Avenue contribute to a leafy character, in combination with planting in front gardens.

15.1.7.10. Special Character Areas Overlay – Residential : Station Road, Papatoetoe

15.1.7.10.1. Extent of area

Special Character Area Map:

Description:

The Special Character Areas Overlay – Residential : Station Road, Papatoetoe is a group of railway workers' cottages located on Station Road, Papatoetoe, as shown on the special character area map above.

The extent includes a row of seven residential sections (no. 1, 5, 9,11,15,17 and 19 Station Road), bounded on the east by the railway line, on the west and south by Station Road, and on the north by a public reserve.

The Special Character Areas Overlay – Residential : Station Road, Papatoetoe is located on relatively flat land and is adjacent to the main trunk railway line and near to the Papatoetoe railway station building as well as the Papatoetoe town centre directly across the tracks.

15.1.7.10.2. Summary of special character values

Historical:

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

The Special Character Areas Overlay – Residential : Station Road, Papatoetoe is of significance as an example of the housing constructed for workers employed in the administration and operation of the national railway infrastructure network developed by central government.

The seven cottages were built under the Railway Housing Scheme that was implemented across New Zealand between 1923 and 1929 to provide housing for railway workers. The scheme involved mass production of prefabricated buildings which were manufactured in a purpose-built factory in Frankton, Hamilton. The kitset designs were devised by George Troup, using his principles of standardisation. Although the scheme followed overseas examples it was a significant first for New Zealand, and brought uniformity and rationalisation to the housing of railway workers in New Zealand. It provided cheap accommodation at non-fluctuating rents for railway workers and their families and created a community ethos resulting from the 'railway settlements' created.

The cottages were transported via rail from the Frankton factory in c.1928 and assembled on site directly adjacent to the railway station on Station Road. As the Railway Housing Scheme was terminated and the factory closed in 1929, these cottages are likely to represent some of the final residences that were produced.

Station Road is one of Papatoetoe's earliest roads, originally running from the present-day Papatoetoe Central School on the corner of Great South Road in the east to the intersection of Portage Road in the north west. It was named Station Road after the opening of the railway station in 1875; in 1930 the eastern portion was renamed St George Street. The original railway station was located on the eastern side of the line, roughly where the overbridge is now sited. The station was relocated to the north in c.1919, and the building was substantially extended and altered to the design of notable Railways Department engineer and architect,

George Troup, who was employed by the New Zealand Railways from 1886 to 1925.

In the 1950s, the Railway Department's housing stock reached a peak of over 6,000 houses across New Zealand. However, during the 1980s, centralisation of functions and other changes led to reductions in the rail workforce and the end of the distinctive railway communities. Thousands of houses were sold to private buyers, relocated, demolished or converted to other uses, such that most of the railway workers' settlements from the early 20th century are no longer recognisable.

The cottages appear to have been sold c.1986, with the seven sites with residences being vested for road, while the site directly north was vested as recreation reserve. The cottage sites were later sold as private residences. The station itself was closed in 1987 and the building relocated to 1 St George Street in 1999, restored to function as a community building.

Physical and visual qualities:

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

The Station Road workers' cottages are of significance for their physical and visual qualities as a representative group of railway housing. The original siting directly adjacent to the railway line and the station, which provides a contextual setting, contributes to the overall significant association with the development of New Zealand's rail network and the suburb of Papatoetoe itself. Their physical construction and visual character also provide a clear example of interwar Government policy regarding rail workers' accommodation and the use of prefabricated housing to achieve this.

15.1.7.10.3. Description of physical and visual qualities

Built Form

Period of development

The Special Character Areas Overlay – Residential : Station Road, Papatoetoe area's period of significance is circa 1928, the year the houses were assembled in Papatoetoe. The area demonstrates in its physical and visual characteristics a period of state-led rail workers' housing construction that was undertaken throughout New Zealand in the interwar era. The area has value as an intact group still physically and visually associated with the rail line and station building. Significant fabric includes the seven original cottages and outbuildings, boundary fences (particularly metal chain link fencing), open grassed sections and remnant narrow paths to front doors. Street layout and urban form is significant in terms of the group of cottages being bounded on one side by the rail line and on the other by Station Road.

Scale of development

The cottages are small, single storey dwellings, set back from the street. While some have had modest lean-to additions and outbuildings constructed, they continue to present a diminutive scale to the street, particularly in comparison to the larger houses on the western side of the street.

Form and relationship to the street

Prior to the Troup era, the Rail Department's practice was to site rail workers' cottages at one end of the rail line, set out to face the main rail link. In contrast, Troup's settlements were planned to locate the houses away from the noise and smoke, yet close enough for workers to be called upon. While Papatoetoe is not one of the large settlements, this small cluster is consistent with this design principle, situated directly adjacent to the line but facing away, with a frontage to the street.

The cottages have a consistent street setback and maintain an open aspect, with dwellings oriented to address the street and set out equidistant from each other. There is minimal garden landscaping or tree cover, consistent with their original use as workers' rental accommodation. The rear of the properties is also visually open to the adjoining rail line, creating relatively high visibility to passers-by and train users despite some fencing.

Density / pattern of development

The Special Character Areas Overlay – Residential : Station Road, Papatoetoe presents a very uniform pattern of development due to the sites being developed simultaneously as rail workers' accommodation. The sites are very similar in terms of lot size and width, dwelling size and setback, and spacing between houses that gives a strongly consistent low density development pattern. The pattern is similar to surrounding low density residential development to the west, and east of the Papatoetoe town centre.

Types

The Special Character Areas Overlay – Residential : Station Road, Papatoetoe is defined by the survival of its rail workers' cottages. Their continued use as private residences is consistent with their original function.

Visual coherence

The Special Character Areas Overlay – Residential : Station Road, Papatoetoe has a high degree of visual coherence due to the consistency of subdivision pattern and lot sizes, and density, positioning, age and style of dwellings, as well as their scale, form, and materials.

15.1.7.10.4. Architectural values

Styles

The rail workers' cottages on Station Road are a surviving example of the pre-fabricated kitset houses designed by Railways Department engineer and architect George Troup that were built across the country between 1923 and 1929. The

Troup cottages were fabricated according to a small number of standardised house designs, with minor variations to provide some variety in terms of roof forms, porch designs, internal planning and cladding details. The Special Character Areas Overlay – Residential : Station Road, Papatoetoe is significant in that it captures many of these minor design variations within a small group of cottages.

The cottage designs exhibit some Californian bungalow influences in their front porches, bracketed window hoods and lower pitched gable roofs. They have a symmetrically arranged front elevations with a central entrance porch flanked by double-hung sash windows (no. 11 has tripartite casements). Trellis work of different specified patterns contributes to the distinctive railway cottage porch, which emphasises the cottages' orientation towards the street. Timber front doors generally feature multi-paned glazing in the upper third, with two or three vertical wooden panels below. Roofs include simple hipped, gabled and Dutch gabled forms, and variously feature exposed rafter eaves and battened gable ends. Remnant chimneys (some have been removed) provide a vertical element to the modest forms. Original chain-link metal and timber fencing are important remnants of this housing type.

The dwellings are small, simple box-like structures, all single storey and most consisting of five rooms. While the scale of mass-production and prefabrication was innovative, the architectural planning followed the generic villa model, with a central entrance hall opening into a front parlour and leading to a rear kitchen with bedrooms along the side. Sheds are located at the rear, with outhouses constructed as skillion structures off the main form.

Materials and Construction – Built Fabric

The cottages are constructed from prefabricated timber components and are built on piled foundations with suspended timber floors. Typical of the period and style, roofs are clad in corrugated steel and walls in bevel-backed timber weatherboards with boxed external corners. There is some use of cementitious sheeting on gable ends, with joints covered with timber battens. Windows and doors are constructed in timber and porch roofs are generally supported on pairs of square timber posts. Fireplaces are built in brick, with their chimneys having a stucco plaster finish.

15.1.7.10.5. Urban structure

Subdivision

The Special Character Areas Overlay – Residential : Station Road, Papatoetoe includes a row of seven separate residential allotments on the north-eastern side of Station Road. The sites range from around 700 metres squared through to 950 metres squared. This variance between a quarter to one fifth-acre sections is consistent with the subdivision size of the Railway Housing Scheme plan. The subdivision pattern is consistent with surrounding residential housing directly to the west and on the eastern side of the Papatoetoe town centre.

Road pattern

The section of Station Road where the cottages are located runs directly parallel to the railway line to the east, and the subject sites forms a single lot depth separation between road and railway. Station Road then turns due east to cross the railway tracks and enter the Papatoetoe town centre. Station Road is two lanes wide in both directions.

Streetscape

The streetscape of the Special Character Areas Overlay – Residential : Station Road, Papatoetoe is somewhat reflective of the increased interest in town planning and 'Garden Suburb' concepts developed around the turn of the twentieth century, which promoted the benefits of space, sunlight, and vegetation. The street has footpaths set within grass berms, and houses are set out to actively address the street. The road has very little street planting.

The special character area's regular rhythm and spacing of houses, repeated architectural forms and generally open views to and from the street mean that the row makes an important contribution to the establishment of some streetscape character.

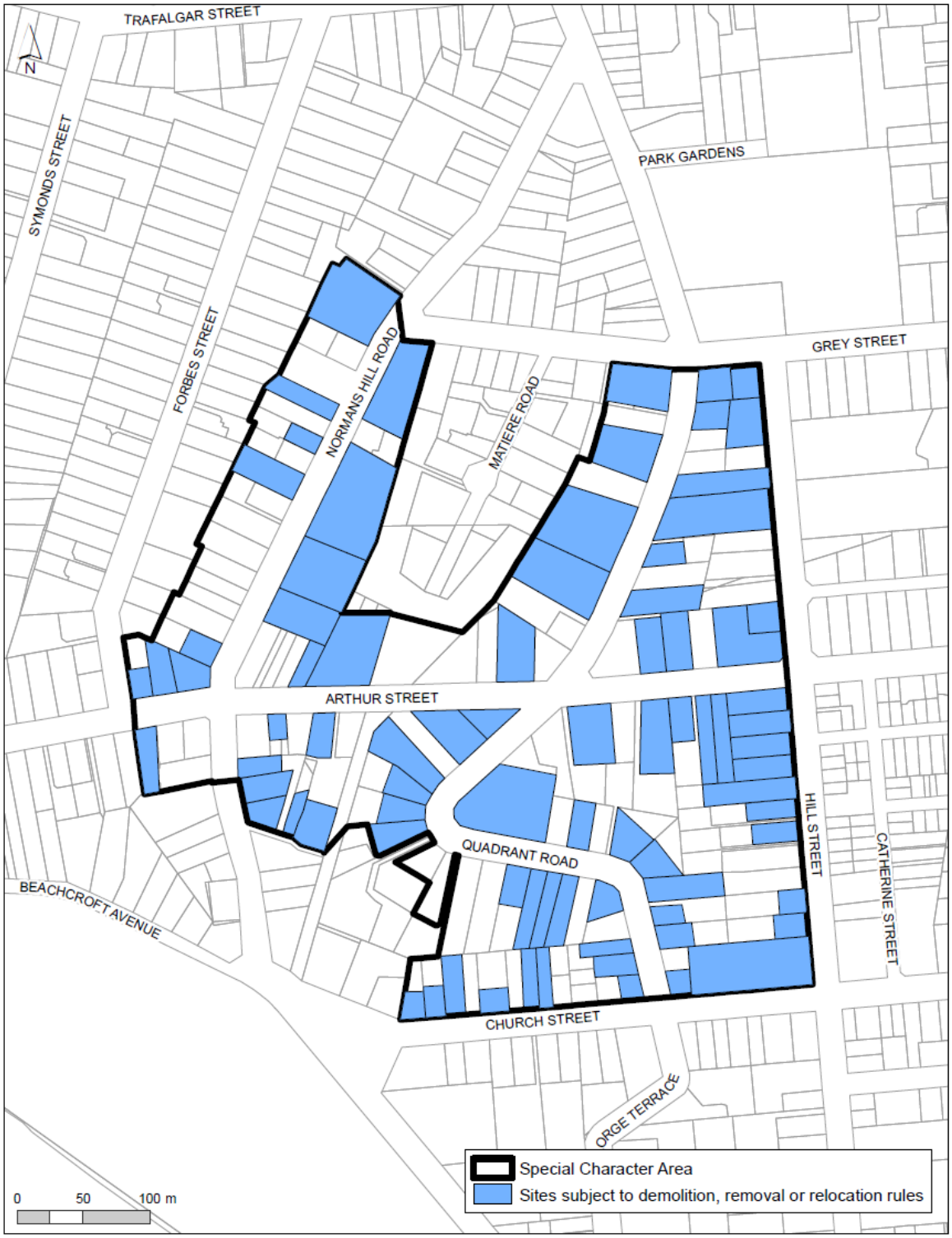
Vegetation and Landscape Characteristics

The Special Character Areas Overlay – Residential : Station Road, Papatoetoe features a few mature trees on private sections. The public reserve (known as Rotary West Park, 21R Station Road) abuts the northern boundary of the area. This provides significant visual amenity to the area and also encompasses an important link by way of a pedestrian overbridge to the new railway station and town centre.

15.1.7.11. Special Character Areas Overlay – Residential : Early Links Road

15.1.7.11.1. Extent of area

Special Character Area Map:



Description:

The Special Character Areas Overlay – Residential : Early Links Road is bounded by Forbes Street, Grey Street, Hill Street and Church Street, Onehunga, as shown on the special character area map above.

The boundary represents, more or less, the first land transport connections between Onehunga and Auckland. The residences built along these routes were intended to impress the passer-by and cheaper housing was relegated to lower or less visible areas. Specifically it reflects the early layout of streets and land parcels, retaining walls and dwellings, and the original foreshore.

15.1.7.11.2. Summary of special character values

Historical:

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

An early trading area for Māori and Pakeha relied on all parties for success as well as good transport links to larger markets or product sources. As wharf facilities evolved, small businesses continued to operate in Princes Street and formed a link between the newer, developing town of Onehunga, with the residences already established in this area.

The Special Character Areas Overlay – Residential : Early Links Road was a place of early trading and the associated dwellings were rapidly joined by aspirational residents who wished to portray their mercantile successes, particularly those who worked in Queen and Princes Streets. In the twentieth century recreational use of the water was encouraged, tennis courts and bathing sheds were constructed along the foreshore where the very first business had formerly operated.

Physical and visual qualities:

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

A few pre-1860 buildings link with those in Princes, Church and Queen Streets. Pohutukawa planted in the inter-war period now form a dense cover in the reserve at the base of Norman’s Hill Road, under which passes the spring visible higher up above Arthur Street. Stone walls and stone kerbing are also visible in less attended places.

15.1.7.11.3. Urban structure

Subdivision and street layout

The street layout and subdivision pattern reflect the contours of the land that governed the Fencible access routes. These are particularly reflected with the links to Queen Street by Church and Princes Streets.

The stream, both where open and culverted, reiterates the land divisions in this area of 1847, and as being responsive to contours and features. The value of the stream draining to the original foreshore has been overshadowed by later developments.

15.1.7.12. Special Character Areas Overlay – Residential : Pukehana Avenue

15.1.7.12.1. Extent of area

Special Character Area Map:

The extent of the Special Character Areas Overlay – Residential : Pukehana Avenue can be found on the planning maps.

Description:

The Special Character Areas Overlay – Residential : Pukehana Avenue runs between Pah road south of Greenwoods Corner, on undulating land west of One Tree Hill. The road rises gently from Pah Road with a crest approximately two thirds along its length before falling to the intersection of The Drive. To the west the land rises towards the hill at the top of Selwyn and Landscape roads.

15.1.7.12.2. Summary of special character values

Historical:

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

Pukehana Avenue was formed in the early 1920s, in two separate subdivisions. The first occurred around 1919 when 2 separtae sections, lot 5 and 6 which faced onto The Drive were subdivided into 20 sections of uniform size and configuration. Each section was 100 by 100 links (approximately 20 by 40 metres) and the road witdth formed at the standard 100 links wide.

The subdivision plan shows that a house was located on lot 6.

In 1924 the 2 lots facing Pah Road were subdivided into 14 sections. The houses facing onto Pah Road were retained and the villa on the south-west corner remains. The house in the north-west corner has been removed and replaced with post 1944 houses.

Prior to subdivision the land was used for small farm holdings. As transport systems including the extension of the tram network and the increase of private motorcars, subdivision of these areas occurred. The tram line ran along Manukau Road via greenwoods Corner, with a major tram depot on Manukau road.

An aerial photo from 1940 shows that the area had been largely built on by that time.

Physical and visual qualities:

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

Given the main period of subdivision of the wider area during the 1910s and 1920s, bungalow style housing was the predominant types constructed. While some change has occurred, including alterations and some more recent

development, the street still retains a consistent and cohesive established residential character.

15.1.7.12.3. Description of physical and visual qualities

Built Form

Form and relationship to the street

The typically generous setback of dwellings from the street front and their generally modest scale in relation to site size results in an open street character. Dwellings are oriented to directly address the street, maintaining a traditional relationship between houses and the street. The street has the atmosphere of a quiet residential area. The carriageway is a single lane in each direction with provision for on-street parallel parking.

Footpaths are provided on both sides of the street, set back from the road edge within grassed berms. The use of bluestone kerb blocks contributes to the established streetscape character.

Street trees also make a significant contribution to the residential character, in combination with planting and the large trees in front gardens.

Density / pattern of development

The original subdivision pattern and lot size remains evident. Generally sites are a originally formed with a road frontage of 20 metres and depth of 40 metres. Houses are located towards the front of sections facing the street with modest setbacks. The retention of the original dwellings near the road boundary has maintained the established built character. Additions have been made predominantly within rear yards which is not readily apparent from the street.

Dwellings are generally set back from the front boundary by between about 5 and 10 metres. Front yards are generally open.

Overall, the consistent pattern of site proportions, location of dwellings on the site, and the concentration of buildings of similar era, form and style creates a distinctive street character.

Types

The predominant styles of housing evident in the Special Character Areas Overlay – Residential : Pukehana Avenue are timber Californian bungalows, bungalow cottages. There is a two level English cottage house with red tiled roof and the Victorian Villa once part of the larger lot facing Pah road remains.

15.1.7.12.4. Architectural values

The predominant styles of housing evident are timber Californian bungalows, bungalow cottages.

15.1.7.12.5. Urban structure

Subdivision

Land in the area between Mt Eden road and Manukau Road was divided into large allotments in the mid to late 1840s.The grid layout applied to the area gave no indication of the underlying volcanic landscape.

The subdivision of the Special Character Areas Overlay – Residential : Pukehana Avenue from farm allotments to sections for residential development began with a few small areas of early subdivision in the late 1880s.

Subdivisions dating from the early 1900s were of these original blocks into smaller, but still large allotments. The fine grained pattern of residential subdivision in this area dates from a series of subdivisions made in the 1910s and 1920s.

Streetscape and vegetation and landscape characteristics

Many properties retain low fence types, including some early or original examples, together with low planting in the front yard maintaining a strong visual connection between the street and the dwellings.

There are some properties on within the street with large mature trees which make a significant contribution to the street character.

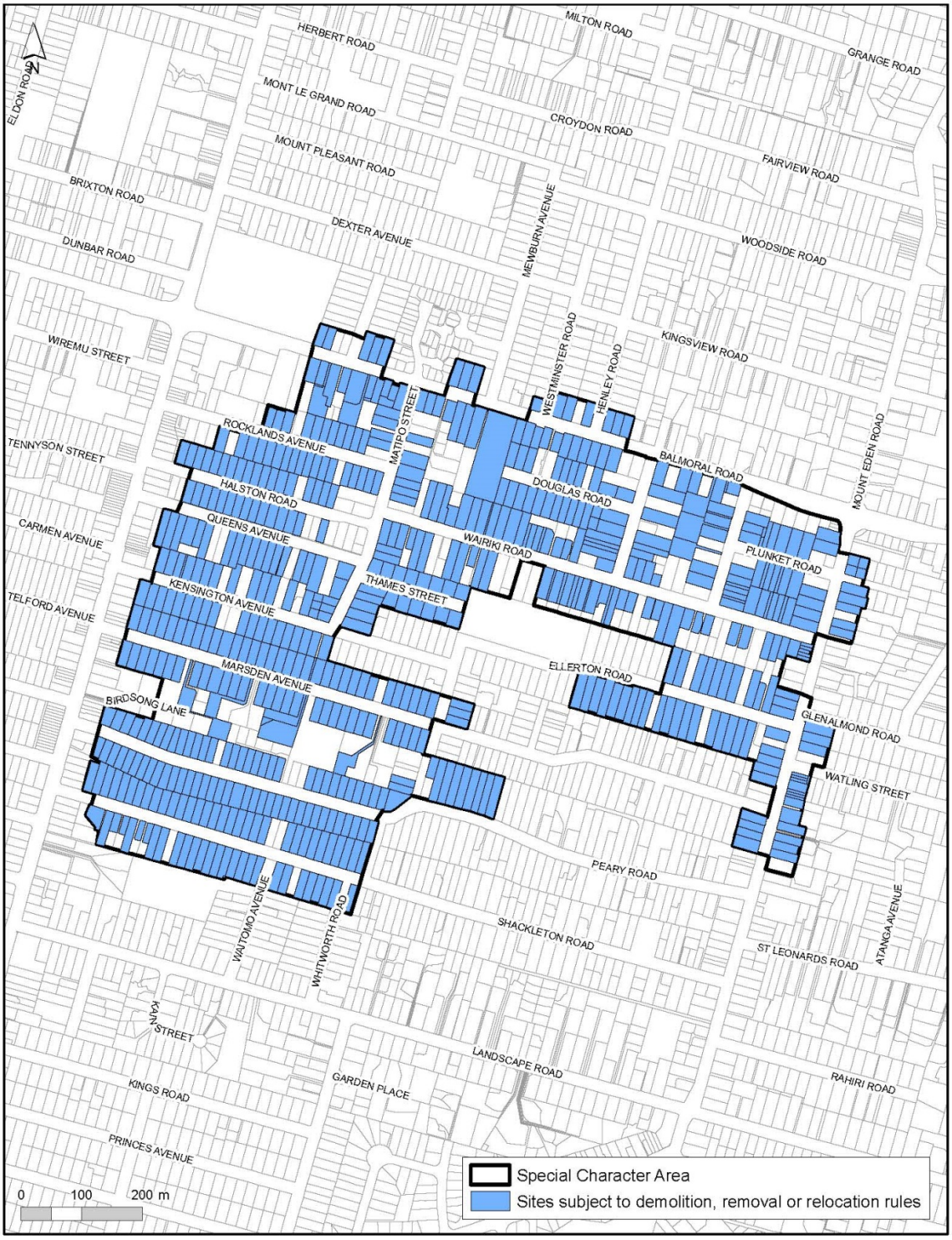
Where garages or carports are present, these are generally located to side or the rear of properties.

15.1.8. Special Character Areas Overlay - General – Character Statements and Maps

15.1.8.1. Special Character Areas Overlay – General – Balmoral Tram Suburb, East

15.1.8.1.1. Extent of area

Special Character Area Map:



Description:

The Special Character Areas Overlay – General : Balmoral Tram Suburb, East Character Area (Balmoral Tram Suburb) is a mix of residential and business sites bounded by Balmoral Road, Shackleton Road, Dominion Road and Mount Eden Road, as shown on the special character area map above. There are a small number of commercial buildings located along Mt Eden Roads.

Balmoral Road and Mount Eden Road are also major arterial routes, and form a natural edge to the special character area. The entire Balmoral area was influenced by the extension of the tram lines, but the extent of the special character area encompasses part of Balmoral where a high proportion of houses were constructed from 1880 to 1940.

The Special Character Areas Overlay – General : Balmoral Tram Suburb, East is located in streets to either side of Mt Eden Road in an area south of Balmoral Road on land that is comparatively flat within in the larger isthmus area. These primarily residential streets are located on reasonably level or gently undulating land that rises gradually to the east towards Mt Eden and Three Kings to the south.

15.1.8.1.2. Summary of special character values

Historical:

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

The Special Character Areas Overlay – General : Balmoral Tram Suburb, East is of significance as an example of the “tram suburb” development pattern that occurred in areas close to central Auckland. Tram suburbs were developed progressively across the Auckland area as the electric tram network expanded beyond the city centre. Rural land on the outskirts of the city was converted to residential use in a series of subdivisions as the tram made these areas readily accessible to the places of work in the city.

The Special Character Areas Overlay – General : Balmoral Tram Suburb, East was progressively subdivided for primarily residential development from around 1880 to 1940 and clearly illustrates the expansion of the electric tram network and the associated residential construction boom during the interwar period. The earliest residential subdivisions in Balmoral occurred around 1884, all fronting onto Balmoral Road, which at that time was located on the outskirts of Auckland. Housing from this period in the area primarily includes villas. The progressive subdivision of Balmoral was typical of development on the isthmus between the Victorian era and World War II, but the fact that three tram lines (the Sandringham, Dominion and Mt Eden road tram routes) terminated in the Balmoral area by 1930 was unusual. Few other neighbourhoods had this same level of connectivity or cohesion.

The distribution of architectural styles within the special character area is directly related to the southward progression of the tram lines through Balmoral. The earliest villas and transitional villas are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion Roads (which was the tram terminus prior to World War I). The high concentration of bungalows in the southern half of the area corresponds with the extension of the tram lines on Sandringham Road in 1925 and Dominion and Mount Eden Roads in 1930. A small number of commercial buildings within the area include corner dairies and blocks of local shops located on Mt Eden Road, close to the surrounding housing. They are single and two storeyed, in plastered brick or timber construction and reflect the range of styles used around the time they were constructed from around the 1910s to 1930s.

Physical and visual qualities:

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

The Special Character Areas Overlay – General : Balmoral Tram Suburb, East is of significance for its physical and visual qualities as it contains a large grouping of late 19th and early 20th century houses in a range of architectural styles that collectively reflect important trends in New Zealand residential architecture. The variety and range of styles found in Balmoral (namely villas, transitional villas, and bungalows) illustrates the design principles and aesthetics from this distinct period of time, and demonstrates the shift from villa to bungalow as the dominant residential form.

There are a small number of single and two storied timber and plastered brick commercial buildings within the area that are consistent with the styles of architecture found during the key period of development from the 1880s to 1940. These are evidence of the mix of commercial and residential building types that occurred in the tram suburbs.

The area also demonstrates in its subdivision and layout key concepts regarding the design of suburban residential areas established beyond the city centre. In line with the ‘Garden Suburb’ design concepts, an emphasis was placed on larger section sizes that enabled private gardens, generous street widths incorporating roads with grass berms.

15.1.8.1.3. Description of physical and visual qualities

Built form

Period of development

The Special Character Areas Overlay – General : Balmoral Tram Suburb, East is significant for the reasons described above. It demonstrates in its physical and visual qualities a significant period of development that occurred from the 1880s to 1940. The period covers the early subdivision and villa construction at the end of the Victorian era, the arrival of the trams in the interwar period and the

construction of bungalows that continued until the start of World War II. The built fabric comprises the houses, some commercial buildings, street layouts and urban form. The residential area is adjacent to and contiguous with the Special Character Areas Overlay – Business : Balmoral Shopping Centre on Dominion Road.

Scale of development

Houses in the special character area built between the 1880s and 1940 are predominantly single detached houses on one level. There are some duplex flats within the area which also are single level dwellings. The commercial buildings present built circa 1910s to 1930s are single and two storeyed located on Mt Eden road.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly villas, transitional villas, and bungalows with gabled and hipped roofed forms, are clearly evident. Houses are located towards the front of the sections, with a generally consistent depth to the front yard, ranging from around 3 metres to 8 metres, and offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features including fencing. Some properties have garages or carports constructed within the front or side yards.

Front boundary fences, hedges or walls are typically low and some early boundary treatments remain. Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

The commercial buildings within the special character area are constructed to the front boundary line and occupy the full width of the site facing the street. The commercial buildings have active ground floor shopfronts, and most have verandahs overhanging the footpath.

Density / Pattern of development

Although the Special Character Areas Overlay – General : Balmoral Tram Suburb, East reflects a number of separate subdivisions there is a generally consistent pattern of subdivision, lot size, lot width, house set back and spacing between houses leading to an overall impression of consistency throughout most of the area. Lot sizes generally range from around 500 metres squared to 700 metres squared although there is some variation throughout the area. Lot widths are typically around 13 to 15 metres wide, with some variation. There is a clear and well-articulated rhythm to the positioning of houses. Houses are generally located close together, occupying much of the width of their sites.

Types

The Special Character Areas Overlay – General : Balmoral Tram Suburb, East is strongly defined by the survival of its residential housing stock which includes predominantly villas, transitional villas, and bungalows. Commercial buildings are generally small corner shops or larger buildings that had retail premises on the ground floor and that originally had residential units located above.

Visual coherence

The Special Character Areas Overlay – General : Balmoral Tram Suburb, East has a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident. The combination of these attributes contributes to the visual coherence of the special character. Commercial buildings constructed circa 1910s to 1930s contribute to the overall visual coherence.

15.1.8.1.4. Architectural values

Styles

Villas represent the first wave of construction in Balmoral during the Victorian and early Edwardian eras, and are clustered at the northern end of the area, especially near the intersection of Balmoral and Dominion Roads (which was where the tram terminus was located prior to World War 1.) Balmoral's villas are typical of this building type, with bay windows, double-hung windows, verandahs, and decorative fretwork and ornamentation. The villa was beginning to give way to the bungalow by about 1910, and transitional villas bridge that gap. Transitional villas retain the general form and layout of the villa, but incorporate bungalow details like exposed rafters, casement windows, shingles, and reduced ornamentation.

Californian bungalows proliferated in Balmoral after World War I, and are particularly concentrated in the southern half of the area (which corresponds to the extension of the tram lines in the 1920s). Influenced by popular American housing trends of the time, the typical New Zealand "Californian Bungalow" features a low-slung form, asymmetrical composition, shallow pitched gable roof with wide eaves, deep porches, revealed structural elements, emphasis on hand-crafted and rustic materials (including use of shingles), and an informal open plan. By the 1930s, other styles such as Art Deco and English Cottage appeared in Balmoral, typically as a variation of the broader bungalow form.

Commercial buildings are either simple Victorian/Edwardian shops (often local corner dairies) or larger two- storied buildings of Stripped Classical style (typically found on the main arterial roads, particularly Mount Eden Road).

Materials and Construction – Built fabric

The main material used for residential dwellings within the Special Character Areas Overlay – General : Balmoral Tram Suburb, East is timber with many houses clad in weatherboards and decorated with timber detailing. Roof material is predominantly corrugated iron, but examples of clay and concrete tile are evident. There are a small number of brick houses, some of which are plaster finished. Commercial buildings within the Balmoral Tram Suburb are typically constructed in plastered brick, with examples of smaller shops constructed using timber framing, clad in weatherboards.

15.1.8.1.5. Urban structure

Subdivision

The Special Character Areas Overlay – General : Balmoral Tram Suburb, East is a series of separate subdivisions and the occasional offsets in the road alignment are often where separate subdivisions joined. The resulting subdivision pattern is an approximate grid layout, with sections of regular width and depth facing the street. Section sizes are generally consistent, ranging from around 500 metres squared to 700 metres squared, although there is some variation in lot sizes throughout the area.

The earliest subdivisions were formed in the northern part of the special character area, close to Balmoral Road and date from circa 1884. A series of subdivisions occurred in a generally southward pattern to either side of Dominion Road reflecting the extension of the electric tram lines. The trams were located on Mount Eden Road by 1902 and extended as far as Balmoral Road by 1914, reaching the Special Character Areas Overlay – General : Balmoral Tram Suburb, East by 1930. Trams were located on the northern part of Dominion Road in 1908, and extended to Balmoral in 1914 and further south by 1930.

Road pattern

The street layout is orthogonal with the residential streets arranged perpendicular to Balmoral Road and Mount Eden Road. The road layout and spacing is generally determined by the double section depth of around 30 to 40 metres and road reserve widths of around 100 links or approximately 20 metres. Some changes in the alignment along the length of roads indicate the junction of different subdivisions. Road carriageways within residential streets range from around 6 to 11 metres, with grassed berms of varying depths.

The road carriageways along the arterial roads (Balmoral and Mount Eden Roads) that run through the residential area are wider, typically around 13 to 15 metres. Balmoral Road is two lanes wide in each direction, expanding to three or more lanes in each direction at the intersections with Dominion and Mount Eden Roads.

Streetscape

The streetscape of the Special Character Areas Overlay – General : Balmoral Tram Suburb, East reflects the increased interest in town planning and 'Garden Suburb' concepts developed around the turn of the twentieth century, which promoted the benefits of space, sunlight, and vegetation. Suburban development such as that in Balmoral was seen as offering opportunities to create healthier environments than some of Auckland's over-crowded inner city neighbourhoods. Most streets in the special character area have mature street trees, footpaths set within generous grass berms, and relatively narrow road carriageways. Houses are set reasonably close to the street boundary, with setbacks ranging from around 3 metres to 8 metres. The regular rhythm and spacing of houses, repeated gabled and hip roof forms and generally open views to and from the street mean that the housing types make an important contribution to streetscape character.

Some variation in streetscape character is evident on the main arterial roads. The road carriageway on these transit-oriented routes is wider. There are no grass berms along Mount Eden Road, where a wider road carriageway exists. Narrow grass berms are evident along Balmoral Road. Some higher fences, hedges or walls are evident in some locations. Commercial buildings along these roads are built up to the road boundary.

Vegetation and landscape characteristics

Within the Special Character Areas Overlay – General : Balmoral Tram Suburb, East street trees in most streets, together with trees and shrubs in front yards, contribute to an impression of this as a reasonably well-vegetated area.

15.1.8.2. Special Character Areas Overlay – General : Foch Avenue and Haig Avenue

15.1.8.2.1. Extent of area

Special Character Area Map:

Description:

The boundary of the Special Character Areas Overlay – General : Foch Avenue and Haig Avenue includes both sides of the entire length of Foch Avenue, and both sides of Haig Avenue from the rear boundary of sites fronting Dominion Road to the intersection with Hardley Avenue. The extent of the area is shown on the special character area map above.

This area was subdivided in the 1920s as part of what was known as the Victory Estate subdivision, and demonstrates a coherent part of this residential area within the former Mt Roskill Borough. It incorporates a significant grouping of largely bungalow type houses from this period, together with a two- storey 1920s corner commercial building developed as part of the same subdivision.

Located to the west side of Dominion Road, Foch Avenue runs between Dominion Road and Hardley Avenue and continues beyond Hardley Avenue to the Arthur Faulkner Reserve at the western end. Haig Avenue runs between Dominion Road and Hardley Avenue and continues through to Renfrew Avenue. Both roads have southeast-northwest orientation, and are parallel to one another. The area is generally level, rising gently towards Dominion Road. There are distant views along both streets to the west towards Owairaka (Mt Albert), and along Foch Avenue to the east towards Te Tātua-a-Riukiuta (Three Kings).There are views at the western end of Foch Avenue to the reserve, with stone walls and gates flanking the entrance.

15.1.8.2.2. Summary of special character values

Historical:

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

The Special Character Areas Overlay – General : Foch Avenue and Haig Avenue is of significance because it demonstrates the ongoing residential expansion across the isthmus as the electric tram network was extended. This was a key period of 1920s residential expansion within the former Mt Roskill Borough, in the area to the north of Mt Albert Road. Additionally, this area is specifically associated with the development of the Victory Estate.

The extension of the tram line along Dominion Road, reaching Mt Albert Road in 1930 was a catalyst for subdivisions to the east and west of Dominion Road. Foch Avenue and Haig Avenue form part of a large 1920s subdivision on the west side of Dominion Road. The area from Mt Albert Road to Foch Avenue was subdivided for William De Luen and Isaac Hardley, who were also the developers of the Capitol Cinema in the Balmoral shops. The large subdivision, offering 200 sites, was known as the ‘Victory Estate’, and street names celebrated people and places associated with the First World War.

By the 1920s, state provision of cheap mortgage credit had created a suburban housing boom. The area reflects this trend as well as the increased interest in

town planning and ‘Garden Suburb’ concepts in the early decades of the 20th century, which promoted the benefits of space, sunlight, and vegetation.

Within the former Mt Roskill Borough area, Foch Avenue and Haig Avenue retain a coherent established residential character which reflects this 1920s period of subdivision and development. These streets reflect the grid layout and regular pattern of residential sections that were typical of this period, close to Dominion Road. The late 1920s block of shops on the north corner of Foch Avenue demonstrates commercial development on a Dominion Road fronting site in the Victory Estate, contemporary with the housing in the street.

Physical and visual qualities:

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

The Special Character Areas Overlay – General : Foch Avenue and Haig Avenue is of significance for its physical and visual qualities, as it comprises a significant grouping of interwar styled houses and flats together with a small number of commercial buildings, all constructed within a relatively short period.

The houses demonstrate important developments in New Zealand residential architecture with a shift to the Californian bungalow as the predominant detached housing type. The Moderne style flats and Stripped Classical commercial buildings are examples of changing tastes evident in architectural design after the First World War.

The subdivision and street layout demonstrates the ‘Garden Suburb’ development pattern that was first evident around the turn of the 19th and 20th centuries. Section sizes are generally larger than inner city suburbs, enabling private gardens, and generous street widths incorporate roads with grass berms.

15.1.8.2.3. Description of physical and visual qualities

Built Form

Period of development

The Special Character Areas Overlay – General : Foch Avenue and Haig Avenue demonstrates in its built fabric a significant period of development that occurred in the north part of the former Mt Roskill Borough in the 1920s. The Victory Estate was subdivided by DeLuen and Hardley in 1923, and the buildings were constructed soon after. The built fabric includes the houses, corner commercial building, street layouts and urban form.

Scale of development

The buildings in the Special Character Areas Overlay – General : Foch Avenue and Haig Avenue are predominantly detached single level houses. There are some duplex and co-joined flats within the area which also are single level dwellings. The commercial building present at the corner of Foch Avenue is two storeyed, and anchors the area.

Form and relationship to the street

Property frontages are generally open to the street and the houses, predominantly bungalows with gabled and hipped roofed forms, are clearly evident. Houses are located towards the front of the sections, with a generally consistent depth to the front yard and offset to the side boundary. Some examples of duplex and co-joined flats are located closer to the road boundary. These types typically have the roof form concealed behind parapet walls.

The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along these streets. Verandahs and porches are evident in many houses, providing transitional spaces between the public and private realm. The typically modest front yards are often landscaped with a range of planting and hard landscape features including fencing.

Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically boundary treatments include picket fences with a range of gate and post types as well as hedges.

Some properties have garages or carports more recently constructed within the front or side yards.

The two storey building at the north corner of Foch Avenue is built up to the road boundary, defining this corner.

Density / Pattern of development

The lots in these streets were formed as part of one 1920s subdivision, so there is an extremely uniform pattern of subdivision, lot size, lot width, house set-back and spacing between houses leading to an overall impression of consistency throughout the area. Lot sizes are around 840 metres squared. Lot widths are typically around 18 metres wide, with little variation. The set back of houses from the road boundary is approximately 8 to 10 metres. There is a clear and well-articulated rhythm to the positioning of houses in the area. Houses are generally located close together, occupying much of the width of their sites.

Types

The area is strongly defined by the survival of its residential housing stock which includes predominantly bungalows, together with some examples of transitional villas, bungalow cottages and Moderne style flats. The commercial building at the corner of Foch Avenue reflects the mix of residential and neighbourhood-serving commercial building types that developed along Dominion Road in the early decades of the 20th century.

Visual coherence

The Special Character Areas Overlay – General : Foch Avenue and Haig Avenue has a high degree of visual coherence due in large part to the fact that it was developed as a single subdivision during a relatively short period. This has resulted in the general consistency of subdivision pattern and lot sizes, density

and rhythm in the positioning of houses, age and style of housing as well as the scale, materials and forms generally evident throughout the area. The combination of these attributes contributes to the visual coherence of the special character.

15.1.8.2.4. Architectural values

Styles

As this is a 1920s subdivision, bungalow style housing (specifically Californian bungalows) is the predominant type evident in these streets. There are also examples of transitional villas, bungalow cottages and Moderne style flats.

The bungalow style developed in New Zealand around the turn of the twentieth century reaching a peak in the 1920s and 1930s. Development of the bungalow style here was influenced by its use in England and Australia as well as California. Following the First World War, the bungalow emerged as the most popular housing type, and remained 'the dominant influence on ordinary New Zealand housing throughout the 1920s and 1930s.'

Distinctive elements of the bungalow style evident in houses in Foch Avenue and Haig Avenue include lower pitched gabled and hipped roofs with generous eaves overhangs; exposed rafter ends; shingle cladding to elements such as base of projecting bay windows; and bracketed hoods over windows. Porches and verandahs are typically incorporated under the main roof forms of the house. Projecting bay windows were popular and bungalows incorporated a change in window joinery from the double hung sash to casement types, with fanlights above. Although a wider variety of cladding materials were used on bungalows, weatherboards were still the most common and this is evident in Foch Avenue and Haig Avenue.

There are also examples in Foch Avenue and Haig Avenue of single level Moderne style duplexes and co- joined flats constructed around the 1930s. These are typically built in brick or rendered brick, and have the roof form concealed behind a parapet wall. Curved corners and other streamlined decorative elements such as plastered horizontal bands are evident in the examples in Foch Avenue and Haig Avenue.

The two-storeyed commercial building on the north corner of Foch Avenue, at the intersection with Dominion Road is designed in a Stripped Classical style. It defines the corner of the street and is a local landmark, making Foch Avenue recognizable along Dominion Road.

Materials and Construction – Built Fabric

Houses in Foch Avenue and Haig Avenue are typically single level, and predominantly timber-framed, clad in timber weatherboards, and with timber door and window joinery. Gabled or hipped roofs are typically clad in corrugated iron, with some examples clad with tiles. There are some examples of houses clad in brick or plastered brick, also with timber door and window joinery. Chimneys are a feature of some houses. The examples of single level Moderne style duplexes

and co-joined flats are typically built in brick or rendered brick. The two-level building at the north corner of Foch Avenue is constructed of rendered brick with timber joinery.

15.1.8.2.5. Urban structure

Subdivision

The street layout in the area reflects the grid layout of the 1920s Victory Estate subdivision. The original subdivision pattern with back-to-back lots between the two parallel roads remains evident. Lot sizes were around 840 metres squared and around 18 metres wide. A few properties have had a second dwelling constructed to the rear of the original house. However, the retention of the original dwellings near the road boundary has maintained the established character, with infill housing not readily apparent from the street.

Road pattern

The road pattern is orthogonal with Foch Avenue and Haig Avenue running perpendicular to Dominion Road. The road layout is generally determined by the double section depth of around 45 metres and road widths of around 100 links or approximately 20 metres.

Streetscape

Foch Avenue and Haig Avenue are quiet residential streets. Houses are set reasonably close to the street boundary, and the regular rhythm and spacing of houses, repeated gabled and hip roof forms and generally open views to and from the street mean that the housing types make an important contribution to streetscape character. The roads incorporate footpaths set within generous grass berms, and relatively narrow width carriageways. The use of bluestone kerb blocks contributes to the established character. Street trees together with plantings in front gardens contribute to the character of these streets.

Bluestone walls and gates at the entrance to the Arthur Faulkner Reserve at the western end of Foch Avenue also contribute to the established streetscape character. The reserve itself plays an important role in supporting the character of the area.

Vegetation and landscape characteristics

Mature street trees including Golden Totara in Foch Avenue and a more varied range in Haig Avenue contribute to a leafy character, in combination with plantings in front gardens.

15.1.8.3. Special Character Areas Overlay – General : Hill Park

15.1.8.3.1. Extent of area

Special Character Area Map:

The extent of the Special Character Areas Overlay – General : Hill Park can be found in the planning maps.

Description:

The boundary of the Special Character Areas Overlay – General : Hill Park reflect the original subdivision by the Nathan family in the mid-20th century and immediately adjoining streets of the same character.

15.1.8.3.2. Summary of special character values

Historical:

Special Character Areas Overlay – General : Hill Park has value as an area of mid-20th century suburban residential development. Houses were generally constructed from the late 1950's to 1970's following creation of a garden subdivision around significant stands of native forest. This area also has a number of older buildings, two of which are heritage listed. The original subdivision pattern remains largely intact and is centred around a series of reserves.

Physical and visual attributes:

Special Character Areas Overlay – General : Hill Park has value for its aesthetic and physical attributes. The primary characteristics are lower housing density combined with period housing and an abundance of trees. Houses are set back from the street, with front yards highly landscaped with little or no fencing. Hill Park has significant stands of native bush providing a backdrop to houses.

Located next to the southern motorway, Hill Park's elevated hill top landform has a strong visual presence in the greater region.

15.1.8.3.3. Architectural values

Styles

The key characteristics of the Special Character Areas Overlay – General : Hill Park include international style modernist houses, mid-20th century brick and tile bungalows, Arts and Crafts influenced houses, English Cottage style and bungalows with large open front yards and setbacks, large lots, wide roads, low densities, and an abundance of trees.

15.1.8.4. Special Character Areas Overlay – General : Puhoi

15.1.8.4.1. Extent of area

Special Character Area Map:

The extent of the Special Character Areas Overlay – General : Hill Park can be found on the planning maps.

Description:

Puhoi is a small settlement approximately 43 km north of Auckland City. The town developed near the Puhoi River along Puhoi Road, and is located near the intersection with State Highway 1.

15.1.8.4.2. Summary of special character values

Historical:

Bohemian immigrants arrived at Puhoi in 1863, settling there under the terms of the 1858 Auckland Waste Lands Act. There were three distinct phases of immigration to Puhoi, the second in 1866, and the third in 1873. The Puhoi River provided the only means of early access. Bridge building and road forming in the area from 1869, improved communications between the settlement and nearby areas. From 1871 to 1876 was a period of considerable growth in the township, including the establishment of a hotel. By 1873, Nikau whares had been transformed into barns for storing produce and equipment. The settlers' houses were made mainly from "rough-hewn palings with shingled roofs." A post office was established by 1874, where a telephone was installed linking Puhoi with Waiwera by 1887.

The first school was set up in 1872, the Puhoi Road Board first met in 1873, and the first store opened for business in 1876. The Puhoi Catholic Church was completed in 1882.

By 1923 the parish included Silverdale, Waiwera, Leigh, Matakana, Port Albert and Wellsford. The Puhoi Museum is housed in the former Convent School, built in 1923. The Puhoi Valley Cheese Factory opened in 1883.

The Puhoi Cemetery was opened for public burials from 1892, and the Town Hall as built in 1900. The township became linked with State Highway 1 in 1958 by the formation of a mile of sealed road. In 1975, a number of residential blocks at the township were offered for sale, despite local opposition.

Physical and visual attributes:

Typical pattern of subdivision, lot size

The Special Character Areas Overlay – General : Puhoi is generally characterised by ribbon development along the main roads. Lot sizes and shapes are greatly varied.

The settlement includes a number of scheduled historic heritage buildings located along Puhoi Road including early residences, the Puhoi Museum, Church of St

Peter and St Paul, the Centennial Hall, Puhoi Library, Puhoi General Store and the Puhoi Hotel and stables.

Setback, density, grain (size, spacing and rhythm of street front buildings), streetscape, vegetation or landscape features.

The Special Character Areas Overlay – General : Puhoi has a rural village character with buildings located in varied positions and orientations, generally facing the main road. The Puhoi River is visible running adjacent to the east side of Puhoi Road near the intersection with Krippner Road northwards along to the bend in Ahuroa Road. The settlement is located in a valley with hills to the east of the river and to the west.

Puhoi Road has the character of a rural road typically with no foot paths and grassed edges without a kerb and channel. There are limited sections where foot paths and paved parking areas are provided near the Church of St Peter and St Paul and extending past the intersection with Saleyards Road.

The pattern of subdivision along Puhoi Road and Ahuroa Road is varied, with a mix of section widths and sizes. The position of houses and other buildings along Puhoi Road also varies, with some buildings located close to the road edge such as the Library, General Store and the Church, while others are set back.