

Appendix 10 Special Character statements

Appendix 10.1 Special character statements - Business

1. Balmoral Shopping Centre

Summary of significance

- a) **Historical:** Balmoral is an example of the commercial and community centre of one of Auckland's traditional tram suburbs. Tram suburbs developed throughout much of the Auckland Isthmus from the early 1900s through to the 1950s. The tram was extended to Balmoral around 1917 – this, combined with its strategic location near two major roads (Dominion and Balmoral), served as a catalyst for rapid commercial and residential development beginning during the 1920s.
- b) **Physical and visual qualities:** The first blocks of the Balmoral area retain the most intact and most consistent groups of mainstreet commercial buildings on Dominion Road. They were almost all built during the 1920s and present a clear picture of typical architectural style, materials and construction and types of use predominant at that time. These buildings are good examples of the type of mainstreet commercial buildings that were being built throughout New Zealand around this time. They provide evidence of the contemporary design approach to this building type, where residential accommodation was still usually provided at the upper level.
- c) **Social:** Balmoral demonstrates the progressive development of the area as a commercial hub serving the surrounding residential area which expanded from the early 1900s. At the height of traditional development, the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Boundary justification

The boundary represents the extent of the traditional commercial centre.

Character-defining in this area means: buildings or places that are good examples of mainstreet commercial buildings that were built throughout New Zealand during the 1920s – typically masonry, stripped classical style with verandahs.

Character-supporting in this area means: buildings or places that reflect the commercial activities in the area but may have been altered in a manner that compromises the reading of the building.

Other features present: The historic Potters Park and War Memorial Hall, though outside the historic character area, have helped Balmoral retain its identity as a local centre. Streetscape and landscape feature such as bluestone kerbstones or tram poles are also important features in this area.

2. Eden Valley

Summary of significance

- a) **Historical:** Eden Valley is an example of the commercial and community centre of one of Auckland's traditional tram suburbs. Tram suburbs developed throughout much of the Auckland Isthmus from the early 1900s through to the 1950s. The tram was extended to Eden Valley around 1908, and this served as a catalyst for rapid commercial and residential development.

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- b) **Physical and visual qualities:** The area demonstrates the developments in taste and design of typical suburban centres in New Zealand, from establishment in the Victorian and Edwardian eras through to a peak of development in the 1920s and 1930s.
- c) **Social:** Eden Valley demonstrates the progressive development of the area as a commercial hub serving the surrounding residential area which expanded from the early 1900s. At the height of traditional development, the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Boundary justification

The boundary represents the extent of the traditional commercial centre.

Character-defining in this area means: buildings or places that are good examples of mainstreet commercial buildings that were built throughout New Zealand during the early twentieth century – typically masonry, continuous building frontages, stripped classical or Italianate style with verandahs.

Character-supporting in this area means: buildings or places that reflect the commercial activities in the area but may have been altered in a manner that compromises the reading of the building.

Other features present: The contrast between the commercial centre based around Dominion Road and the adjoining residential areas is an important feature of the area. The specimen trees in Ballantyne Square collectively provide an important landmark that contrasts with the surrounding built environment. The area as a whole is strongly defined by the use of stone walls and fences, some of which are likely to relate to early boundary locations.

3. Ellerslie

Summary of significance

- a) **Historical:** Ellerslie is an example of the commercial and community centre of one of Auckland's traditional tram suburbs. Tram suburbs developed throughout much of the Auckland Isthmus from the early 1900s through to the 1950s. The tram was extended to Great South Road during the 1920s, and this served as a catalyst for rapid commercial and residential development. Ellerslie also has strong associations with the Onehunga-Auckland railway and the construction of the Auckland-Mercer railway. Ellerslie also has important historical associations with the construction of the Southern Motorway. The construction of the first section of the Southern Motorway took place in the 1950s, effectively dividing Ellerslie into two distinct entities and eliminating its status as a main road strip-shop commercial development. Ellerslie adapted to this radical change in character by concentrating commercial development at the junction of Ladies Mile and Main Highway.
- b) **Physical and visual qualities:** The area generally reflects the developments in taste and design represented by Auckland's "middle" suburbs; later than Victorian Mt Eden, earlier than Panmure. Aesthetic significance is represented by a small stock of 1920s and 30s two-storied buildings and a few remnants of earlier, turn-of-the-century commercial/residential buildings.
- c) **Social:** Ellerslie demonstrates the progressive development of the area as a commercial hub serving the surrounding residential area which expanded from the early 1900s. At the height of traditional development, the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Boundary justification

The boundary represents the extent of the traditional commercial centre.

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Character-defining in this area means: buildings or places that are good examples of mainstreet commercial buildings that were built throughout New Zealand during the early twentieth century through to the 1940s – typically masonry (sometimes plastered in concrete) or timber, minimalist or post-war utilitarian style with verandahs.

Character-supporting in this area means: buildings or places that reflect the commercial activities in the area, but may have been altered in a manner that compromises the reading of the building.

Other features present: Ellerslie has strong associations with horse-racing, which developed out of the area's early history as rural farming allotments. Although these associations are not as strong as they were originally, they are still relevant to the identity of the community and an integral part of Ellerslie's formation and history. These social values are manifested in the built environment through plaques, street architecture and statuary.

4. Grey Lynn

Summary of significance

- a) **Historical:** Grey Lynn is an example of the commercial and community centre of one of Auckland's traditional tram suburbs. Tram suburbs developed throughout much of the Auckland Isthmus from the early 1900s through to the 1950s. The tram was extended to Grey Lynn around 1903, and this served as a catalyst for rapid commercial and residential development.
- b) **Physical and visual qualities:** The area demonstrates the developments in taste and design of typical suburban centres in New Zealand, from establishment in Victorian and Edwardian eras, with a significant period of development during the 1920s and 1930s.
- c) **Social:** Grey Lynn demonstrates the progressive development of the area as a commercial hub serving the surrounding residential area which expanded from the early 1900s. At the height of traditional development, the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb. Grey Lynn is also the location of Auckland's first pensioner's housing block built by Auckland City Council in 1951 (now demolished). Later blocks of pensioner units survive in the area and they are now owned by Housing New Zealand.

Boundary justification

The boundary represents the extent of the traditional commercial centre.

Character-defining in this area means: buildings or places that are good examples of mainstreet commercial buildings that were built throughout New Zealand during the early twentieth century – typically masonry, continuous building frontages, stripped classical style with verandahs, and mixed use (both residential and commercial).

Character-supporting in this area means: buildings or places that reflect the commercial activities in the area, but may have been altered in a manner that compromises the reading of the building.

Other features present: Grey Lynn is located on a ridgeline, providing views of the city skyscrapers, Mt Albert/Owairaka and the Waitakere Ranges.

5. Helensville Central Area

Summary of significance

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- a) **Historical:** The Helensville Central Area is an early commercial centre that developed during the late 19th and early 20th century to service the surrounding districts of the Kaipara region. Originally, the commercial centre was located to the north of Awaroa River, however the construction of the Riverhead-Helensville Railway in 1875 shifted the focus to its present location around Commercial Road. Helensville prospered during the turn of the 20th century because of important industries, such as farming, saw-milling, flour-milling, soap-making and canning. From the 1970s, larger farms around the township were subdivided into smaller lots, resulting in a distinctively more suburban character.
- b) **Physical and visual qualities:** The character of the township is defined by its natural setting. Helensville is located on the banks of the Kaipara and Awaroa Rivers and is surrounded by hills to the east, with the main residential area elevated above the commercial centre. The area is well-vegetated with both native and exotic species.
The architectural character of Helensville is varied. Most buildings were constructed during the early 20th century, and though they are independent in style, they are cohesive in character. Commercial Road, Garfield Road and Bridge Street, in particular, include a number of distinctive and notable places.
- c) **Social:** Helensville demonstrates the progressive development of the area as a commercial hub serving the surrounding residential and agricultural areas which expanded from the early 1900s.

Boundary justification

The boundary represents the extent of the traditional commercial centre.

Character defining in this area means buildings or places that are good examples of mainstreet commercial buildings that were built throughout New Zealand during the early twentieth century – uniform pattern of parapets and verandahs, verandah posts, and varied architectural styles.

Character-supporting in this area means buildings or places that reflect the commercial activities in the area, but may have been altered in a manner that compromises the reading of the building.

Other features present:

- Public open space within the commercial centre.
- Street trees.

6. Kingsland

Summary of significance

- a) **Historical:** Kingsland is an example of the commercial and community centre of one of Auckland's traditional tram suburbs. Tram suburbs developed throughout much of the Auckland Isthmus from the early 1900s through to the 1950s. The tram was extended to Kingsland around 1903, and this served as a catalyst for rapid commercial and residential development. This area also has important historical associations with the construction of the Auckland-Mercer railway (1880), which represents a significant period of development for Kingsland and an important aspect of regional history. The relationship of Kingsland to the railway remains an important association. Development in this area reinforced the role of the major arterial roads (New North Road) and the railway in supporting the establishment of further shops and business in Kingsland.
- b) **Physical and visual qualities:** Kingsland is strongly defined by the survival of a variety of building types including shops, as well as early store buildings. The relationship to the railway is an important characteristic of this centre, which incorporates early rail bridges, and pedestrian rail bridges.
- c) **Social:** Kingsland demonstrates the progressive development of the area as a commercial hub serving

The Proposed Auckland Unitary Plan (notified 30 September 2013)

the surrounding residential area which expanded from the early 1900s. At the height of traditional development, the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Boundary justification

The boundary represents the extent of the traditional commercial centre.

Character-defining in this area means: buildings or places that are good examples of mainstreet commercial buildings that were built throughout New Zealand during the early twentieth century – typically masonry, continuous building frontages, tiled recessed entries, and a stripped classical style with verandahs.

Character-supporting in this area means: buildings or places that reflect the commercial activities in the area but may have been altered in a manner that compromises the reading of the building

Other features present: The street has an urban character with little vegetation to be found along New North Road. These qualities, together with the surrounding Edwardian villas give the suburb a distinctive character. The area is located on an east-west ridge, which has influenced the linear urban structure and provides views of Maungawhau/Mt Eden to the south east.

7. Mount Eden Village

Summary of significance

- a) **Historical:** Mt Eden is an example of the commercial and community centre of one of Auckland's traditional tram suburbs. Tram suburbs developed throughout much of the Auckland Isthmus from the early 1900s through to the 1950s. The tramline was extended to Mt Eden (Mt Eden Road) around 1908, and was further extended around 1920 (Pencarrow Road). The trams served as a catalyst for rapid commercial and residential development.
- b) **Physical and visual qualities:** The area demonstrates the developments in taste and design of typical suburban centres in New Zealand, from establishment in the Victorian and Edwardian eras through to a peak of development in the 1920s and 1930s.
- c) **Social:** Mt Eden demonstrates the progressive development of the area as a commercial hub serving the surrounding residential area which expanded from the early 1900s. At the height of traditional development, the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Boundary justification

The boundary represents the extent of the traditional commercial centre.

Character-defining in this area means: buildings or places that are good examples of mainstreet commercial buildings that were built throughout New Zealand during the early twentieth century – typically masonry, continuous building frontages, and a stripped classical style with verandahs.

Character-supporting in this area means: buildings or places that reflect the commercial activities in the area but may have been altered in a manner that compromises the reading of the building.

Other features present: The contrast between the commercial centre based around Dominion Road and the adjoining residential areas is an important feature of the area. The specimen trees in Ballantyne Square collectively provide an important landmark that contrasts with the surrounding built environment. The area as a

The Proposed Auckland Unitary Plan (notified 30 September 2013)

whole is strongly defined by the use of stone walls and fences, some of which are likely to relate to early boundary locations.

Another distinctive aspect of the centre, which is of exceptional value, is Maungawhau/Mt Eden. It is of physical, social, spiritual and historical significance and continues to be a landmark within the region and the focus for recreation, tourism, events, and customary practices observed by Māori such as Matariki.

8. Newmarket

Summary of significance

- a) **Historical:** Newmarket is an example of a commercial and community area in one of Auckland's traditional tram suburbs. Tram suburbs developed throughout much of the Auckland Isthmus from the early 1900s through to the 1950s. The historical development of this area is largely due to the area's associations with strategic regional transport links, including two major intersections (Broadway and Remuera Road; Manukau Road and Great South Road) and the junction of Auckland's three rail lines. The significance of these transport links to the development of the commercial centre is reflected in the built form of Newmarket.
- b) **Physical and visual qualities:** The streetscape of Newmarket is distinctive and varied, especially in terms of architecture, scale and massing. Exceptionally, there is a notable collection of shops built during 1900-1920 on Broadway, which retain their original continuous frontages, scale and massing. Also notable are the cohesive streetscapes of mid-century warehousing and light industrial development behind Broadway.
- c) **Social:** Newmarket demonstrates the progressive development of the area as a commercial hub serving the surrounding residential area which expanded from the early 1900s. At the height of traditional development, the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Boundary justification

The boundary represents the extent of the traditional commercial area.

Character-defining in this area means: buildings or places that are good examples of mainstreet commercial buildings that were built throughout New Zealand during the early twentieth century through to the 1940s – typically masonry, continuous shop frontages, built to street edge, stripped classical, International and Streamline Moderne styles with verandahs.

Character-supporting in this area means: buildings or places that reflect the commercial activities in the area but may have been altered in a manner that compromises the reading of the building.

Other features present: Another important physical attribute of Newmarket is the distinctive landscape quality. Newmarket is located on a flat basin encircled by Maungawhau/Mt Eden, Remuera/Mt Hobson and Pukekawa/Auckland Domain. The elevated location provides views of the Hauraki Gulf.

9. Parnell

Summary of significance

1. **Historical:** Parnell is one of the earliest suburbs in Auckland. At the height of its traditional period of development, it was Auckland's largest suburb. Development continued until the 1950s and 1960s

The Proposed Auckland Unitary Plan (notified 30 September 2013)

when commercial requirements and social perceptions shifted. Parnell emerged as an undesirable place to live and do business and became something of a slum. Areas around the commercial centre (such as the lower slopes of Parnell Rise) were redeveloped at this time, eroding much of the original character. The revitalisation of Parnell began during the 1970s, when a property developer assembled Parnell Village. Almost immediately this became a catalyst for regeneration.

2. **Physical and visual qualities:** Because of the unsavoury reputation of Parnell mid-century, much of the area was passed over for redevelopment. As a result, a high proportion of the original early twentieth century building stock survived. These original buildings are consistent and cohesive in massing and scale, and also have continuous repetitive shop fronts.
3. **Social:** Parnell demonstrates the progressive development of the area as a commercial hub serving the surrounding residential area which expanded from the late 1800s. At the height of traditional development, the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Boundary justification

The boundary represents the extent of the traditional commercial centre.

Character-defining in this area means: buildings or places that are good examples of mainstreet commercial buildings that were built throughout New Zealand during the early twentieth century – typically masonry, continuous building frontages, and a stripped classical style with verandahs.

Character-supporting in this area means: buildings or places that reflect the commercial activities in the area but may have been altered in a manner that compromises the reading of the building.

Other features present: Parnell is located on the shoulder of the Auckland Domain volcano, and is characterised by steep ridges and gullies, some of which have been filled. The built form has responded to the topography and follows the ridges in a linear urban form. Land too steep to develop has been set aside as reserve land. The topography also provides elevated views of the Domain, the Auckland War Memorial Museum, the Hauraki Gulf and the city.

10. Ponsonby Road

Summary of significance

- a) **Historical:** Ponsonby Road was developed as the third significant suburb of Auckland, and the first located to the west of the city. The area is also an early and representative example of a Victorian “walking suburb”. Prior to the arrival of the electric tramway, the suburb was virtually self-contained with regard to services and shopping. Two tram routes were opened in Ponsonby in 1902 which led to the city. The first route was down College Hill and the other along Ponsonby Road. Significant periods of development have been interspersed with periods of decline, often based on perceptions with the area.
- b) **Physical and visual qualities:** An important physical attribute of the area its building stock which is reflective of all periods of design from the Victorian period to the present day. There are a number of notable buildings in the character area which are often grouped in rows or around major intersections, and give different parts of the strip distinctive characters.
- c) **Social:** Originally a suburb dominated by the white working class, by the 1950s, much of this community relocated to the suburbs, attracted by quarter acre sections. Between 1955 and 1970 the Māori and Pacific Islander community doubled within inner city suburbs, such as Ponsonby, attracted by low rents and close proximity to employment. Another population shift began in the 1980s, led by white middle-class families looking for inexpensive family homes close to the city. Much of the

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Victorian and Edwardian housing stock was restored at this time, leading to increased property values which forced most Māori and Pacific Islanders out. This led to tensions initially, however the process of gentrification has continued to the present.

Boundary justification

The boundary represents the extent of the traditional commercial centre.

Character-defining in this area means: buildings or places that are good examples of mainstreet commercial buildings that were built throughout New Zealand during the early twentieth century and through to the 1940s – typically timber and masonry, continuous building frontages, tiled entries with picture windows and leadlight glass, and verandahs supported by posts.

Character-supporting in this area means: buildings or places that reflect the commercial activities in the area but, may have been altered in a manner that compromises the reading of the building

Other features present: 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.

11. Sandringham Shopping Centre

Summary of significance

- a) **Historical:** Sandringham is an example of the commercial and community centre of one of Auckland's traditional tram suburbs. Tram suburbs developed throughout much of the Auckland Isthmus from the early 1900s through to the 1950s. The tram was extended to Sandringham around 1925, and this served as a catalyst for rapid commercial and residential development.
- b) **Physical and visual qualities:** Sandringham retains particularly good examples of architecturally designed commercial buildings from the 1920s. The centre retains groups of one and two storied buildings from this period which create a strong sense of enclosure to the street. Buildings in the Sandringham centre dating from the 1920s to early 1940s present a clear picture of typical architectural style, materials and construction and types of use predominant at that time.
- c) **Social:** Sandringham demonstrates the progressive development of the area as a commercial hub serving the surrounding residential area which expanded from the early 1900s. At the height of traditional development, the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Boundary justification

The boundary represents the extent of the traditional commercial centre.

Character-defining in this area means: buildings or places that are good examples of mainstreet commercial buildings that were built throughout New Zealand during the 1920s – typically masonry, continuous building frontages, and a stripped classical style with verandahs.

Character-supporting in this area means: buildings or places that reflect the commercial activities in the area, but may have been altered in a manner that compromises the reading of the building.

Other features present: Traditional strip shopping centre configuration, with retail and other commercial premises creating a continuous, positive relationship to the street and creating a strong street enclosure. Also, the unusual alignment of Sandringham Road and the offset configuration of the main intersection in the centre

The Proposed Auckland Unitary Plan (notified 30 September 2013)

contribute to its distinctiveness.

12. Upper Symonds Street

Summary of significance

- a) **Historical:** Upper Symonds Street is an example of the commercial and community centre of one of Auckland's traditional tram suburbs. Tram suburbs developed throughout much of the Auckland Isthmus from the early 1900s through to the 1950s. The tram was extended to Upper Symonds Street around 1902, and this served as a catalyst for rapid commercial and residential development. This area also has historical associations with the construction of the motorway (1950s-1960s). As a result of this major roading project, most of the surrounding residential areas were removed, effectively isolating Upper Symonds Street from the neighbourhoods it formerly serviced. This dislocation led to a period of decline for Upper Symonds Street, though more recently, the area has emerged as a socially vibrant hotspot.
- b) **Physical and visual qualities:** Upper Symonds Street retains one of the most notable and distinctive collections of architecturally significant buildings, and one of the most cohesive streetscapes in Auckland outside the CBD. Many of the buildings were designed by prominent architects, and though they are independent in style, they are cohesive in character.
- c) **Social:** Upper Symonds Street demonstrates the progressive development of the area as a commercial hub serving the surrounding residential area which expanded from the early 1900s. At the height of traditional development, the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Boundary justification

The boundary represents the extent of the traditional commercial centre.

Character-defining in this area means: buildings or places that are good examples of mainstreet commercial buildings that were built throughout New Zealand during the early twentieth century through to the 1940s – typically plastered masonry, continuous building frontages, stripped classical styles with verandahs, recessed entries and picture windows.

Character-supporting in this area means: buildings or places that reflect the commercial activities in the area, but may have been altered in a manner that compromises the reading of the building.

Other features present: An important character-defining element of Upper Symonds Street is the underlying topography. In particular, the location on the ridge has contributed to a linear urban structure with elevated views.

13. West Lynn

Summary of significance

1. **Historical:** West Lynn is an example of the commercial and community centre of one of Auckland's traditional tram suburbs. Tram suburbs developed throughout much of the Auckland Isthmus from the early 1900s through to the 1950s. The tramline was extended to West Lynn around 1910, and this served as a catalyst for rapid commercial and residential development.
2. **Physical and visual qualities:** The commercial core of West Lynn comprises a series of terraced commercial buildings that provide evidence of the contemporary design approach to this building type,

The Proposed Auckland Unitary Plan (notified 30 September 2013)

where residential accommodation was still usually provided at the upper level. The centre retains built development from the early 1900s through to 2000. Significant periods of traditional development occurred between 1905 and 1915, and in the 1920s and 1930s.

3. **Social:** West Lynn demonstrates the progressive development of the area as a commercial hub serving the surrounding residential area which expanded from the early 1900s. At the height of traditional development, the centre provided most of the everyday services, supplies and entertainment needed by the surrounding suburb.

Boundary justification

The boundary represents the extent of the traditional commercial centre.

Character-defining in this area means: buildings or places that are good examples of mainstreet commercial buildings that were built throughout New Zealand during the early twentieth century – typically masonry or timber, stripped classical style with verandahs, and mixed use (both residential and commercial).

Character-supporting in this area means: buildings or places that reflect the commercial activities in the area but may have been altered in a manner that compromises the reading of the building.

Other features present: West Lynn commercial centre is located on a ridge. The elevated position affords glimpses to the coast and to the City centre, assisting to locate the centre in its wider context. The commercial centre and surrounding residential areas also have important avenue plantings of large and mature specimen trees.

Appendix 10.2 Special character statements - General

1. Balmoral Tram Suburb

Summary of significance

- a) **Historical:** The Balmoral Tram Suburb is significant for its historical associations because it represents the “tram suburb” development pattern that defined early twentieth century Auckland. The area clearly illustrates the expansion of the electric tram network and the associated residential construction boom during the interwar period. The progressive subdivision of Balmoral was typical of development on the Isthmus between the Victorian era and World War II, but the fact that three tram lines terminated in the Balmoral SCA by 1930 was unusual: few other neighbourhoods can boast this same level of connectivity or cohesion. In fact, the distribution of architectural styles within the SCA is directly related to the southward progression of the tram lines through Balmoral. The earliest villas and transitional villas are clustered at the northern end of the SCA, especially near the intersection of Balmoral and Dominion Roads (which was the tram terminus prior to World War I). The high concentration of bungalows in the southern half of the SCA corresponds with the extension of the tram lines on Sandringham Road in 1925 and Dominion and Mount Eden Roads in 1930.
- b) **Physical and visual qualities:** The Balmoral Tram Suburb is significant for its physical attributes because it contains a large grouping of late nineteenth and early twentieth century residential architectural styles (namely villas, transitional villas, and bungalows) that collectively reflect important trends in New Zealand residential architecture. The SCA is notable as a coherent group of architecture of a similar age and type, including an especially strong collection of residences from the interwar period. The variety and range of styles found in Balmoral illustrates the design principles and aesthetics from this distinct period of time, and demonstrates the shift from villa to bungalow as the dominant residential form.
- c) **Social:** The Balmoral Tram Suburb is not significant under this criterion.

Boundary justification

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

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

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

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

The Proposed Auckland Unitary Plan (notified 30 September 2013)

2. Foch Avenue and Haig Avenue

Summary of significance

- a) **Historical:** This area is a coherent example of predominantly bungalow style housing, together with examples of moderne flats, built on a subdivision of the 1920s close to Dominion Road. Within the former Mt Roskill Borough area, Foch Ave and Haig Ave (Haig Ave from Dominion Road to the intersection with Hardley Ave) retain a coherent established residential character which reflects this period of development. These two streets reflect the grid layout and regular pattern of residential sections that were typical of this period, close to Dominion Road. Subdivisions to the east and west sides of Dominion Road are associated with important historic patterns of development locally, including the progressive extension of the electric tram line along Dominion Road, which reached Mt Albert Road by 1930. The expansion of residential subdivisions in the 1920s also reflects national patterns including government lending through State Advances loans which encouraged a rapid increase in speculative development on the outskirts of the main centres. Foch Ave and Haig Ave are also of local significance as part of the Victory Estate subdivision, which was developed after WWI and incorporated street names that commemorated important people and events associated with the war.
- b) **Physical and visual qualities:** This area collectively reflects a coherent established residential streetscape which retains its subdivision pattern and grid layout, predominantly bungalow housing along with examples of transitional villas, bungalow-cottage style houses and moderne flats. It retains the original positive, open relationship of houses to the street, generous front yards, with typically low fencing, street trees and private planting that contributes to an appealing open well-vegetated character.
- c) **Social:** The area reflects the coherent character of a typical residential neighbourhood. Largely intact established residential areas such as Foch Ave and Haig Ave are of value to the local community and were identified by the Puketapapa Mt Roskill Local Board and the Puketapapa Mt Roskill Historical Society during the heritage survey prepared for this local area in 2013.

Boundary justification

The boundary reflects a largely intact section of the "Victory Estate" subdivision.

Character-defining in this area means single-storey bungalow type houses, bungalow-cottage style houses as well as examples of transitional villas, and moderne style flats, generally with generous front yards and typically low fences.

Character supporting in this area means buildings or places that reflect the residential pattern in the area, or may have been altered in a manner that compromises the reading of the building.

Other features present

- Two storey shops at corner of Foch Ave are a local landmark.
- Distant views to Mt Albert/Owairaka, One Tree Hill/Maungakiekie, and Big King/Te Tātua-o-Riukiuta.
- Footpaths set within grassed berms, bluestone kerbs and street trees.
- the Arthur Faulkner Reserve at the western end of Foch Ave, including bluestone walls and gate posts

3. Kings Road and Princes Avenue

Summary of significance

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- a) **Historical:** This area is a coherent example of the predominantly bungalow style housing, together with examples of transitional villas and bungalow-cottage style houses as well as moderne flats, built on a 1910 subdivision, within the former Mt Roskill Borough area. Kings Road and Princes Avenue retain a coherent established residential character which reflects this period of development. These two streets reflect the grid-layout and regular pattern of residential sections that were typical of this period, close to Dominion Road. Subdivisions to the east and west sides of Dominion Road are associated with important historic patterns of development locally, including the progressive extension of the electric tram line along Dominion Road, which reached Mt Albert Road by 1930. The expansion of residential subdivisions in the 1920s also reflects national patterns including government lending through State Advances loans which encouraged a rapid increase in speculative development on the outskirts of the main centres.
- b) **Physical and visual qualities:** This area collectively reflects a coherent established residential streetscape which retains its subdivision pattern and grid layout, transitional villa and predominantly bungalow housing along with examples of bungalow-cottage style and moderne flats. It retains the original positive, open relationship of houses to the street, generous front yards, with typically low fencing, street trees and private planting that contributes to an appealing open well-vegetated character.
- c) **Social:** The area reflects the coherent character of a typical residential neighbourhood. Largely intact established residential areas such as Kings Road and Princes Ave are of value to the local community and were identified by the Puketapapa Mt Roskill Local Board and the Puketapapa Mt Roskill Historical Society during the heritage survey prepared for this local area in 2013.

Boundary justification

The boundary represents the original 1910 subdivision.

Character-defining in this area means single-storey bungalow type houses, bungalow-cottage style houses, moderne style house and transitional villas, typically with generous front yards and generally low fences.

Character supporting in this area means buildings or places that reflect the residential pattern in the area, or may have been altered in a manner that compromises the reading of the building.

Other features present

- Distant views to Mt Albert/Owairaka, One Tree Hill/Maungakiekie, and Big King/Te Tātua-o-Riukiuta
- Footpaths set within generous grassed berms, bluestone kerbs and street trees.

4. Station Road

Summary of significance

- a) **Historical:** The seven cottages are significant as an example of the houses built under the Railway Housing Scheme between 1923 and 1929. The pre-fabrication and mass production of housing from the Frankton factory was innovative, and although it followed overseas examples, was a significant first for New Zealand. It brought uniformity and rationalisation to the housing of railway workers in New Zealand. Although Papatoetoe was one of the small outcrops, and not one of the ten large settlements throughout the country, it has value as being representative of a small cluster that still remains today. Some of the railway cottages in Auckland and further afield have been removed or demolished, leaving what remain of the railway cottages as finite heritage assets. Historically, the small cluster had a supporting role to the larger settlements, which in the Auckland region were situated in Newmarket, Otahuhu and Helensville. The cottages have an important historical and context association with the nearby Papatoetoe Railway

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Station building and rail tracks adjacent to the rear of the sites.

- b) **Physical and visual qualities:** The cluster of railway worker cottages on Station Road was a pre-cut kitset designed by notable Railways Department engineer and architect George Troup, using his principles of standardisation.

Originally the cottages were all of timber construction, with timber weatherboard cladding, double hung sash timber window joinery and corrugated iron roofs. The houses have a symmetrically arranged front elevation with the entrance porch located centrally. Details such as vertical boards applied to gable ends and paired posts to the verandahs, or use of trellis panels on the verandahs are present. While some changes have been made to this cluster such as replacing timber windows with aluminium joinery, they retain their general railway house character.

The seven Station Road railway worker cottages are significant as representative examples of the minor design variations used across the standard modest house types built in a number of locations throughout New Zealand by the Railways Department. This small cluster represents a significant portion of the prototypes within just the small grouping. Six of the cottages are based on the pattern No. 2 Class B dwelling, Architectural Branch No. 296 demonstrating examples of A,B,C and D roof and porch prototypes. While no. 11 Station Road is based on prototype A.B 326.

The Station Road cottages uphold the original placement of dwellings on their site, setback from the street front and the open street character, with the general massing and roof geometry, all of which reinforce in enforcing their character as railway worker cottages.

- c) **Social:** The railway settlements contributed to the community ethos of railway workers and their families. Working for the railways was secure employment during times of economic hardship, and men considered themselves fortunate to have homes provided by their employer at cheap, non-fluctuating rents.

Socially, the cottages are a distinctive and valued feature of Papatoetoe's residential development from the late 1920s, recognisable as railway houses and tell a story of the social history of the area.

Boundary justification

The boundary reflects the intact subdivision of the original seven railway cottages.

Character-defining in this area means railway cottages with a greater degree of integrity, original building fabric, and original form.

Character supporting in this area means railway cottages that may be altered in a manner that compromises the reading of the building.

Other features present

- Outbuildings at the rear.

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Appendix 10.3 Special character statements - Residential - Helensville

Summary of significance

- a) **Historical:** Helensville is one of the earliest European settlements in the Kaipara region. Settlement in the area began in 1862, although by 1858 Europeans had already developed small shipping enterprises in association with Ngāti Whatua. The commercial and residential centre of Helensville was initially located north of the Awaroa River, however the construction of the Riverhead-Helensville Railways in 1875 shifted the focus south. Helensville developed steadily as a centre to serve the local farming community, and by the 1970s large farms were subdivided into smaller farmlets and lifestyle blocks. Since then the area has become more suburban in nature, but remains the major service centre in the district.
- b) **Physical and visual qualities:** The character of the township is defined by its natural setting. Helensville is located on the banks of the Kaipara and Awaroa Rivers and is surrounded by hills to the east, with the main residential area elevated above the commercial centre. The area is well-vegetated with both native and exotic species.
The architectural character of Helensville is varied. Most buildings were constructed during the late 19th and early 20th centuries, and though they are independent in style, they are cohesive in character.
- c) **Social:** Helensville was originally founded as a “special settlement” for colonists from New Brunswick and Nova Scotia, led by John McLeod.

Boundary justification

The boundary represents the extent of the traditional residential centre.

Character defining in this area means single storey bungalows, cottages, villas, railway cottages, English Garden and state house styles, predominantly constructed in timber.

Character-supporting in this area means buildings or places that reflect the residential pattern in the area, but may have been altered in a manner that compromises the reading of the building.

Other features present:

- Well vegetated surroundings.
- Elevated view of Kaipara Harbour and Awaroa River.

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Appendix 10.4 Special character statements - Residential - Isthmus

1. Isthmus A

Summary of significance

- a) **Historical:** The Isthmus A Special Character Area has value as one of the most extensive ranges of late Victorian and Edwardian timbered suburban housing in the world. Houses were generally constructed during the turn of the 20th century, and though many areas developed in response to the opening of an electric tramway and improvements to the roading network, some areas pre-date this infrastructure, such as Parnell, Ponsonby and Eden Terrace. Most residential areas are concentrated within walking distance of the early 20th century commercial centres that provided everyday services, supplies and entertainment needed by residents. Since establishment of these areas, some development has occurred, primarily relating to modification, subdivision and some infill.
- b) **Physical and visual attributes:** The Isthmus A area has value for its aesthetic and physical attributes. Two distinctive types of character predominate in the area. The first is characterised by rectilinear street patterns, consistency of lot size and building set back, and repeated period styles. The second is characterised by varying lot sizes and a variety of period styles.

Boundary justification

The boundaries of this area reflect representative areas of early twentieth century housing.

Key characteristics include: timber construction, small setbacks, open front gardens, low fences, small, narrow sites, grid street pattern.

2. Isthmus B

Summary of significance

- a) **Historical:** The Isthmus B Special Character Area has value as a number of representative areas of early 20th century suburban residential development. Houses were generally constructed during the Victorian and Edwardian period in response to improvements in public transport and the roading network. This area also has large concentrations of state-owned housing stock from the 1930s-1940s. Most of the Residential 2 areas are concentrated around the early 20th century commercial centres that provided the everyday services, supplies and entertainment needed by residents. Since the establishment of these areas, some development has occurred, primarily relating to modification, subdivision and some infill.
- b) **Physical and visual attributes:** The Isthmus B area has value for its aesthetic and physical attributes. Three distinctive types of character predominate in the area. The first is characterised by lower housing density combined with period housing and an abundance of trees. The second generally has the same characteristics, though the buildings are taller. The third is characterised by higher housing density and building coverage, and generally involves period homes. All three types of character include significant bush-clad areas or special landscape qualities.

Boundary justification

The boundaries of this area reflect representative areas of early twentieth century housing and large concentrations of state-owned housing stock from the 1930s and 1940s.

Key characteristics include: timber bay villas, Italianate transitional villas, Arts and Crafts influenced houses,

The Proposed Auckland Unitary Plan (notified 30 September 2013)

art deco houses, English Cottage style and bungalows with large front yards and setbacks, large lots, wide roads, low densities, and an abundance of trees.

3. Isthmus C

Summary of significance

- a) **Historical:** The Isthmus C Special Character Area has value as a number of representative areas of early housing with a significant relationship to natural landforms. Auckland's volcanic cones, tuff rings and explosion craters are outstanding natural features that are of regional, national and international significance. They are iconic features that embody landscape, scientific, social, cultural and historical values. While the natural character of the cones has been compromised to some extent by housing on their slopes, much of this development has historic character in its own right. Some houses, such as those on Mt St. John with steeply dipping roofs in the English cottage style, echo the slope of the cone. Other houses, while less dramatic, still have important historical and social associations with the volcanoes.
- b) **Physical and visual attributes:** The Isthmus C area has value for its aesthetic and physical attributes. Two distinctive types of character predominate in the area. The first is characterised by steep narrow cul-de-sacs, set out in late Victorian times on the western side of Mt Eden. Site sizes are mostly small, and the period houses are tightly packed. The second type is characterised by larger sites, lower densities and significant vegetation.

Boundary justification

The boundaries of this area reflect representative areas of early housing with a significant relationship to natural landforms.

Key characteristics include: timber construction, unreinforced masonry construction, English Cottage style, Garden Suburb style and other early housing styles, relationships to natural landforms, significant vegetation.

The Proposed Auckland Unitary Plan (notified 30 September 2013)

Appendix 10.5 Special character statements - Residential - North Shore

1. Birkenhead Point

Summary of significance

- a) **Historical:** Birkenhead is one of the earliest areas of development on the North Shore. The first land sales in the area began in the 1840s, with much of the land being sold to speculative investors with no intention of developing land at such a distance from the city centre. In the 1860s, subdivision began, but very few settlers were prepared to move away from the city centre, and those who did take a chance on the area were often defeated by the topography and dense vegetation. There were very few European settlers in Birkenhead before 1870, resulting in a rural character without the amenity of a village centre, church, school, factory or wharf. Fortunes began to change in the 1870s when it was discovered that the soils in Birkenhead were ideal for orcharding and for growing strawberries. The area became well known for its market gardens and settlers prospered from this industry. Birkenhead also has important historical associations with the Chelsea Sugar Refinery, which represents a significant local industry and an important aspect of regional and national history. The sugar refinery was established in the 1880s and together with the successes of market gardening, Birkenhead took off as a suburb. Within the decade, Birkenhead experienced a significant change from a rural to a suburban character. The first wharf was built in 1882 and Birkenhead was a separate borough by 1888. Development continued steadily, and by the 1920s, the suburb had extended north toward present-day Hinemoa Street and Mokoia Road. The construction of the Auckland Harbour Bridge had less of an impact in Birkenhead than it did on Northcote, however, the Birkenhead ferry ceased operation at this time.
- b) **Physical and visual qualities:** This area collectively reflects a coherent established residential streetscape which retains its subdivision pattern and organic street layout, villa and bungalow housing along with examples of post-war housing. It retains the original positive, open relationship of houses to the street, generous front yards, with typically low or no fencing, street trees and private planting that contribute to an appealing open well-vegetated character.
- c) **Social:** The area reflects the coherent character of a typical early twentieth century residential neighbourhood. Largely intact established residential areas are of value to the local community and wider region.

Boundary justification

The boundary reflects the extent of residential development in Birkenhead.

Character-defining in this area means: houses constructed prior to 1940 are generally considered to contribute strongly to the built heritage character of this area.

Character-supporting in this area means: houses constructed prior to 1940 that reflect the residential pattern in the area but may have been altered in a manner that compromises the reading of the building.

Other features present

- Landscape amenity – proximity to the coastline, bush reserves and public open spaces.
- Views to city.

2. Devonport

Summary of significance

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- a) **Historical:** Devonport is the earliest area of development on the North Shore. The first land sales in the area began in the 1840s, with much of the land being sold to speculative investors. Surveys and subdivision followed in the 1850s and the fledgling community steadily established itself. The first ferry service began in 1854, though the regular steam ferry service was not established for another decade. Subdivision remained piecemeal through the 1860s, but development flourished in the 1870s and 1880s due to more regular ferry services and the introduction of the tram. Although unsuccessful until around 1908, electric trams eventually connected more remote parts of the North Shore to the ferry at Devonport. The introduction of a wharf that could accommodate vehicles also facilitated both settlement and tourism. Also of great importance to the development of Devonport during the 1870s and 1880s was the arrival of the military who established defence works on North Head and settled in the area. Market gardening and dairy farming were prevalent from the time of settlement through until the 1930s when rural land was subdivided for housing, thereby firmly establishing the character of Devonport as suburban. The construction of the Auckland Harbour Bridge had a serious impact on Devonport. No longer the primary route north, the ferry services were severely cut and the settlement declined economically. The area began to revitalise in the 1970s when young families began to buy properties for renovation.
- b) **Physical and visual qualities:** This area collectively reflects a coherent established residential streetscape which retains its subdivision pattern and grid layout, villa and bungalow housing along with examples of post-war housing. It retains the original positive, open relationship of houses to the street, generous front yards, with typically low fencing, street trees and private planting that contributes to an appealing open well-vegetated character.

The historic, architectural and special character of the resource can be described as including the following elements and characteristics:

- Underlying landscape context
- Original subdivision pattern still apparent – section size and shape, street layout
- Streetscape character – road width, footpath width and berms, low fences
- Uniform setbacks
- Open front gardens and mature trees
- Traditional open interactive and direct relationship with the street
- A sense of community arising from and reinforced by the physical environment, (especially the low fences and the open and interactive relationship with the street)
- Community appreciation of heritage values through being able to openly see the houses and gardens etc.
- Traditional pitched roofs
- Traditional materials, predominantly timber cladding for walls, corrugated steel for roofs and timber joinery
- Traditional fenestration pattern, predominantly vertical and a high wall to window ratio
- Transitional spaces between exterior and interior – verandahs and covered porches
- Applied decoration
- Best face to the street, intended for display to everyone passing by, designed to be looked at and admired from a pedestrian scale at a walking pace.

The Proposed Auckland Unitary Plan (notified 30 September 2013)

- c) **Social:** The area reflects the coherent character of a typical early twentieth century residential neighbourhood. Largely intact established residential areas are of value to the local community and wider region.

Boundary justification

The boundary reflects the extent of residential development in Devonport.

Character-defining in this area means single-storey villa and bungalow type houses, constructed predominantly in timber, with low fences and small setbacks.

Character-supporting in this area means buildings or places that reflect the residential pattern in the area but may have been altered in a manner that compromises the reading of the building.

Other features present

- Landscape amenity – proximity to the coastline, volcanic features, bush reserves and public open spaces.
- Views to city and Hauraki Gulf.

3. Northcote Point

Summary of significance

- a) **Historical:** Northcote is one of the earliest areas of development on the North Shore. Northcote Point was originally surveyed during the 1840s and sales began in the 1860s. Much of the land was initially sold to speculative investors, although the Hospital Board and Roman Catholic Church were also large landholders following endowments from the Crown. Large scale settlement in the area began during the 1880s following the introduction of a steam ferry service to Stokes Point in 1873. Market gardens flourished in the area, creating rural-suburban character and attracting city-dwellers for day trips. Following WWI, there was an influx of immigrants to the area, resulting in a building boom. A second building boom followed WWII when the land endowed to the Hospital Board and Roman Catholic Church became available for development. Northcote Point also has important historical associations with the Auckland Harbour Bridge, which represents a significant period of development and an important aspect of regional history. Northcote's development had previously suffered from a lack of access, and although the introduction of the bridge required the realignment and redirection of several major roads, most residents were generally in favour of the access the bridge would provide to the city. The bridge spurred an influx of new residents and the local government responded to this through a series of policies that encouraged multi-unit housing and high rise development. Public backlash saw the government reverse this decision in the 1970s.
- b) **Physical and visual qualities:** This area collectively reflects a coherent established residential streetscape which retains its subdivision pattern and organic street layout, villa and bungalow housing along with examples of post-war housing. It retains the original positive, open relationship of houses to the street, with typically low fencing, street trees and private planting that contributes to an appealing open well-vegetated character.
- c) **Social:** The area reflects the coherent character of a typical early twentieth century residential neighbourhood. Largely intact established residential areas are of value to the local community and wider region.

Boundary description

The Proposed Auckland Unitary Plan (notified 30 September 2013)

The boundary reflects the extent of residential development in Northcote Point.

Character-defining in this area means: houses constructed prior to 1940 are generally considered to contribute strongly to the built heritage character of this area.

Character-supporting in this area means: houses constructed prior to 1940 that reflect the residential pattern in the area but may have been altered in a manner that compromises the reading of the building.

Other features present

- Landscape amenity – proximity to the coastline, volcanic features, bush reserves and public open spaces.
- Views to city and Hauraki Gulf.