

SUMMARY OF AREA FINDINGS

SPECIAL CHARACTER AREAS: RESIDENTIAL

Area details

Name	Balmoral Tram Suburb - West
SCA Overlay	Balmoral Tram Suburb - West
Survey Area Number(s)	52
NPS-UD priority	All other areas
AUP (OIP) Zone(s)	Residential - Single House Zone
Area Description	Balmoral Tram Suburb - West is identified as its own special character overlay in Schedule 15 of the AUP. The analysis of this area uses the same boundary as the overlay, which consists of a residential neighbourhood bounded by Dunbar Road, Balmoral Road, Sandringham Road, Lambeth Road, and Dominion Road. The area demonstrates the “tram suburb” development pattern that occurred along tram lines and around tram stops from the 1880s until the 1940s. Tram suburbs, such as the Balmoral Tram Suburb – West, were developed progressively across the Auckland isthmus as the electric tram network expanded beyond the city centre. The survey area clearly illustrates the expansion of the electric tram network and the associated residential construction boom. The houses are predominantly single, detached houses on one level, and are predominantly villas (1880s-1910), transitional villas (1910s-1920s), and bungalows (1920s-1930s). Houses are located towards the front of the sections, with a generally consistent depth to the front yard, ranging from around three metres to eight metres, and consistent offset to the side boundary. The regular positioning of houses on their lots contributes to the consistent pattern of residential forms along streets. The area has a high degree of visual coherence due to the general consistency of subdivision pattern and lot sizes, density and rhythm in the positioning of houses, age and style of housing, as well as the scale, materials and forms generally evident. Lot sizes generally range from around 500m² to 700m² although there is some variation throughout the area. The physical integrity of the houses in the area is generally good, with limited modern infill development. The typically modest front yards are often landscaped with a range of planting and hard landscape features including fencing. Front boundary fences, hedges or walls are typically low, maintaining open views to and from houses and the street. Some properties have garages or carports constructed within the front or side yards, which affects their relationship to the street. 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. The street layout is orthogonal with the residential streets arranged perpendicular to Dominion Road, Balmoral Road and Sandringham Road. The road layout and spacing is generally determined by the double section depth of around 30 to 40 metres and road reserve widths of around 100 links (approximately 20 metres). Most streets in the area have mature street trees, footpaths set within generous grass berms, and relatively narrow road carriageways. Houses are set reasonably close to the street boundary, with set-backs ranging from around three metres to eight metres.



Key survey data

Survey date(s)	September 2021		
Level of survey	Field survey	NA	
	Desk top survey	100%	
Number of properties	570		
Individual property scores	Score	Number of properties	Percentage ¹
	6	292	56%
	5	142	27%
	4	30	6%
	3	19	4%
	2	14	3%
	1	16	3%
	0	4	1%
	Rear/vacant ²	53	NA



Overall findings	The Balmoral Tram Suburb - West Special Character Area - Residential is of high-quality special character value . An area of high quality is determined to be one that has 75% or more individual properties scoring either 5 or 6. This area has 84% of individual properties scoring either 5 or 6.
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¹ Rear and vacant properties are excluded from the percentage calculations. Percentages are rounded to the nearest whole number.

² An additional 29 were unable to be seen (for example due to vegetation). These have been excluded from the analysis.

Recommendation

The Balmoral Tram Suburb - West survey area is of high quality. No further special character work is recommended in this area at this time.³

Sub-areas of high-quality Special Character	Flag: Potential Historic Heritage Area ⁴
NA	NA

Historic Heritage and High-Quality Special Character

Number of places currently scheduled	0 (marked ★ on maps)
Number of places included in the HNZPT List/ Rārangī Kōrero	0 (marked ★ on maps)
Flag: Potential Historic Heritage Area	NA
Sub-area high-quality Special Character	NA



Report dated: 20 January 2022

³ High-quality special character areas and potential historic heritage areas are only flagged in areas that do not meet the 75% threshold.

⁴ At this stage, only flags for potential historic heritage areas are being considered.
Balmoral Tram Suburb - West SCA: Summary of Area Findings | FINAL | January 2022

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SUMMARY OF AREA FINDINGS

SPECIAL CHARACTER AREAS: RESIDENTIAL

Area details

Name	Eden Valley-Balmoral
SCA Overlay	Isthmus A
Survey Area Number(s)	53 (Isthmus A only)
NPS-UD priority^{TBC}	All other areas
AUP (OIP) Zone(s)	Residential – Single House Zone
Area Description	The Eden Valley-Balmoral survey area of Isthmus A lies between Dominion Road to the west, Mt Eden road to the east, Valley Road to the north and Dexter Avenue to the south. The west side of the area is bordered by the Eden Valley Business SCA. The land within this area is made up of a number of historic subdivisions, dating from 1885 to 1913.¹ The topography of the land is undulating, rising to the north and east along Dominion Rd towards the lower southern slopes of Maungawhau. Roads are laid out in a linear pattern and street facing lots are regular in shape. Lot sizes in the area vary from 450m² to 1100m² and are consistent along individual streets. Larger sections on the south side of Prospect Terrace and Penland Avenue south have allowed for rear development, and there is more variability in shape and size of the rear lots. Street facing houses in the area have a consistent rhythm, setback, and density of development. Streets with larger section sizes allow for more generous setbacks of houses from the front boundary and lower density. The most prevalent architectural styles are late-Victorian and Edwardian villas (1880s-1910s) with some transitional villa and bungalow style dwellings throughout the area (1910s-1920s). Mewburn Avenue has a distinctive individual architectural character with a row of plastered brick transitional villas. Dwellings from the period of significance maintain a high degree of physical integrity. Modern infill development is scattered throughout the area with a number of multi-unit flats constructed post-World War II. Houses are typically visible behind low boundary treatments (timber fences and stone walls) and hedging. Larger section sizes in this area generally allow car parking inside or front yards and construction of garages and carports. However there are instances where carports/garages have been constructed on front boundaries, compromising dwellings' relationships to the street. The streets are lined in bluestone kerbing, have footpaths and grass verges, with mature street trees giving an established character to the area. Although there are sites with street facing infill and rear development – particularly along Prospect Terrace, Milton and Grange Roads and Conway Road, they are reasonably sparsely located with limited detrimental effect. Overall the area maintains a high-quality suburban character of an early Victorian and Edwardian residential subdivision.

¹ Subdivisions include: (from north to south) DP 3984 – 1906; DP 400 – 1855; DP 3705 – 1895; DEED Blue 15 – 1882; DP 1665 – 1896; DP 2145 – 1899; DP 2261 – 1900; DP 1648 – 1891; DP 1999 – 1896; DP 1642 – 1896; DEED 1048 – 1911; SP 8934 – 1913.



Key survey data

Survey date(s)	August and September 2021		
Level of survey	Field survey	NA	
	Desk top survey	100%	
Number of properties	364		
Individual property scores	Score	Number of properties	Percentage ²
	6	201	65%
	5	60	20%
	4	9	3%
	3	11	4%
	2	9	3%
	1	8	3%
	0	5	2%
	Rear/vacant	57	NA%

² Rear and vacant properties are excluded from the percentage calculations. Percentages are rounded to the nearest whole number.



Overall findings

The Eden Valley-Balmoral Special Character Area - Residential **is of high-quality special character value**. An area of high quality is determined to be one that has 75% or more individual properties scoring either 5 or 6. This area has 85% of individual properties scoring either 5 or 6.

Recommendation

The Eden Valley-Balmoral survey area is of high quality. No further special character work is recommended in this area at this time.³

Sub-areas of high-quality Special Character	Flag: Potential Historic Heritage Area ⁴
NA	NA

³ High-quality special character areas and potential historic heritage areas are only flagged in areas that do not meet the 75% threshold.

⁴ At this stage, only flags for potential historic heritage areas are being considered.

Historic Heritage and High-Quality Special Character

Number of places currently scheduled	5 (marked ★ on maps)
Number of places included in the HNZPT List/ Rārangi Kōrero	2 (marked ★ on maps)
Flag: Potential Historic Heritage Area	NA
Sub-area high-quality Special Character	NA



Report dated: 10 January 2022

Appendix 1: Index map

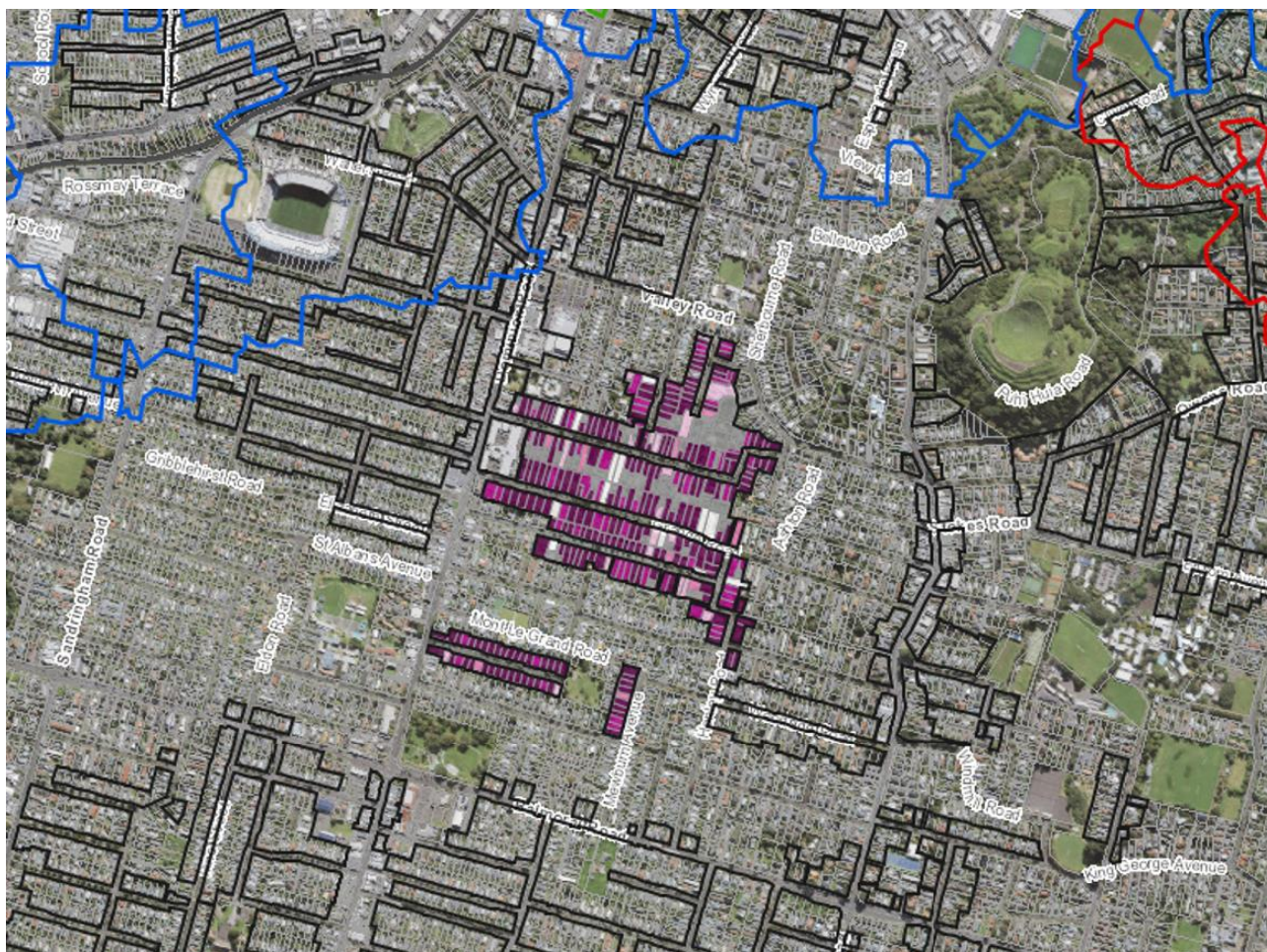


Figure 1: The red line is the walkable catchment of the Newmarket Metro Centre; the blue lines are the walkable catchment of the Morningside, Kingsland, and Mount Eden Train Stations.

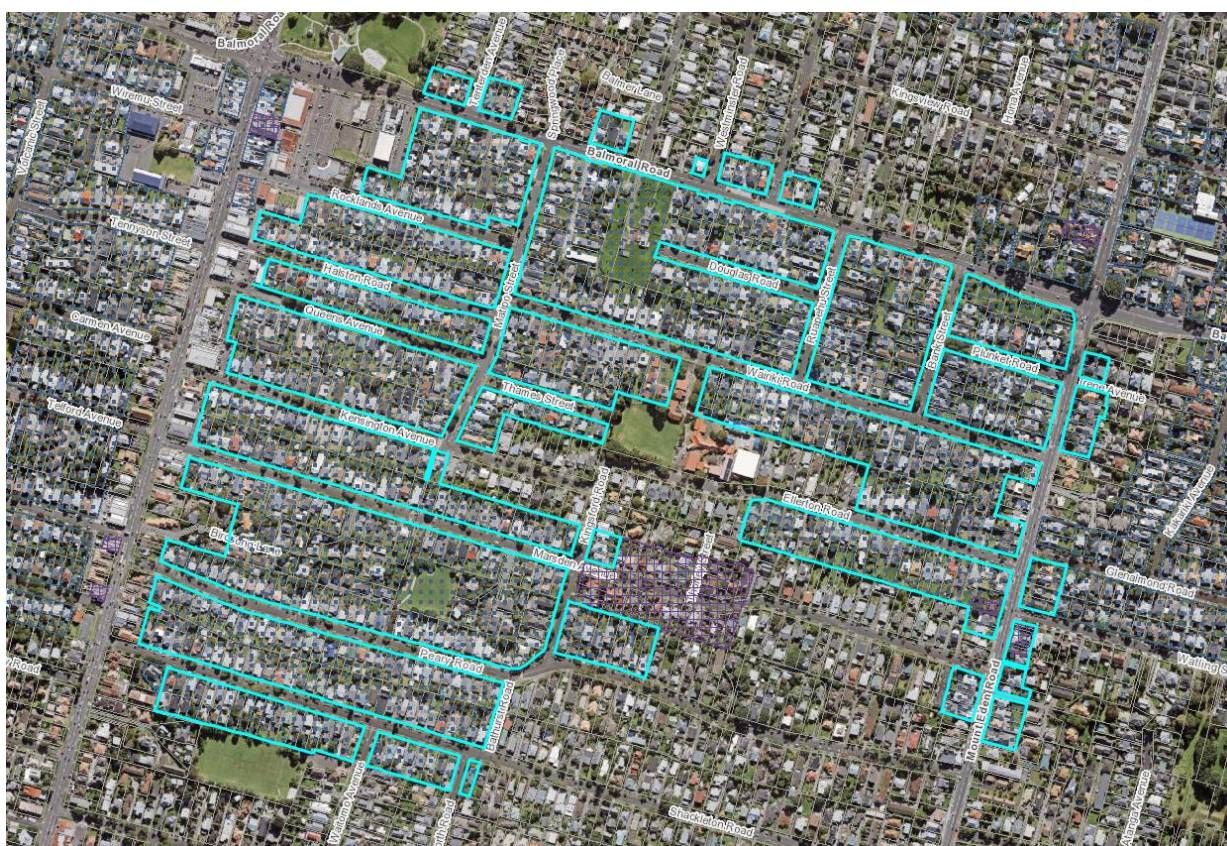
SUMMARY OF AREA FINDINGS

SPECIAL CHARACTER AREAS: RESIDENTIAL

Area details

Name	Balmoral Tram Suburb – East
SCA Overlay	Balmoral Tram Suburb – East
Survey Area Number(s)	53 (Balmoral Tram Suburb – East only)
NPS-UD priority	All other areas
AUP (OIP) Zone(s)	Residential – Single Housing Zone
Area Description	The Balmoral Tram Suburb – East is the eastern half of a historic residential area associated with the progressive southern extensions of the tram lines down Dominion Road. The survey area includes a number of historic residential subdivisions that date from the 1880s-1920s¹ as well as a small number of commercial buildings located along Mount Eden Road. The area is bounded by Balmoral Road to the north, Mount Eden Road to the east, Shackleton Road to the south and Dominion Road to the west. Lot sizes in the area are consistent in shape and range in size from around 500m² to 1200m² with uniformity on individual streets. Larger lots sizes have allowed some sections to be further subdivided with rear development, particularly along Peary Road north, Marsden Avenue south, Wairiki Road south and Balmoral Road southwest. Streets are laid out in a linear pattern. The area generally reflects a historical pattern of development that progressively moves from north to south. This is evidenced in the villas and transitional villas being primarily concentrated in the north. The most prevalent architectural styles in the area include villas and transitional villas (1880s-1910s) and bungalows (1920s-1930s). Houses from the period of significance generally maintain a high degree of physical integrity, and there is limited modern infill on street facing sections. Recent infill housing includes state houses, flats, and modern detached residences, which primarily occupy rear lots and some street facing sections. Frontages of most houses remain visually open behind low boundary treatments (timber fences, stone walls) and hedging, with modest front and side yards. House setback and spacing provide well-articulated rhythms to the street. Off street parking is provided on all sites, however some properties have garages or carports constructed on front boundaries/yards which compromises dwellings relationship to the street. Streets are lined with bluestone kerbing, have footpaths, generous grass berms, and mature street trees contributing to the established residential character. Variation in streetscape character is evident on the main arterial roads of Mount Eden and Balmoral Roads where there are no grass berms and higher boundary treatments are evident. Commercial buildings along these roads are built up to the road boundary. The topography of the area is gently undulating, rising gradually to the east towards Maungawhau and to Te Tātua-a-Riukiuta to the south. Overall, the Balmoral Tram Suburb – East maintains an intact well-established suburban character.

¹ Subdivisions include: DP 302 – 1884; DP 7604 – 1911; DP 4365 – 1908; DP6674 – 1910; DP 8136 – 1912; DP 6769 and 8829 – 1913; DP 4283 – 1904; DP 6793 – 1910; SP 6933 – 1913; SP 9366 – 1914; DP 7638 – 1912; DP 4897 – 1910; DEED 244 – 1920; DP 14862 – 1921; DP 16610 – 122; DP 16134 – 1924; DP 22984 – 1928; DEED 252 – 1921; DP 17806 – 1923; DP 20380 – 1926; DP 18136 – 1924; DP 17288 - 1923



Key survey data

Survey date(s)	September 2021		
Level of survey	Field survey	NA	
	Desk top survey	100%	
Number of properties	786		
Individual property scores	Score	Number of properties	Percentage ²
	6	350	52%
	5	204	31%
	4	37	6%
	3	25	4%
	2	23	3%
	1	29	4%
	0	0	0%
	Rear/vacant	118	NA

² Rear and vacant properties are excluded from the percentage calculations. Percentages are rounded to the nearest whole number.



Overall findings

The Balmoral Tram Suburb – East Special Character Area - Residential is of **high-quality special character value**. An area of high quality is determined to be one that has 75% or more individual properties scoring either 5 or 6. This area has 83% of individual properties scoring either 5 or 6.

Recommendation

The Balmoral Tram Suburb – East survey area is of high quality. No further special character work is recommended in this area at this time.³

Sub-areas of high-quality Special Character	Flag: Potential Historic Heritage Area ⁴
NA	NA

³ High-quality special character areas and potential historic heritage areas are only flagged in areas that do not meet the 75% threshold.

⁴ At this stage, only flags for potential historic heritage areas are being considered.

Historic Heritage and High-Quality Special Character

Number of places currently scheduled	7 (marked ★ on maps)
Number of places included in the HNZPT List/ Rārangi Kōrero	3 (marked ★ on maps)
Flag: Potential Historic Heritage Area	NA
Sub-area high-quality Special Character	NA



Report dated: 10 January 2021

Appendix 1: Index map



Figure 1: The red line is the walkable catchment of the Newmarket Metro Centre; the blue line is the walkable catchment of the Morningside Train Station.